Mendocino County

Pedestrian Facility Needs Inventory & Engineered Feasibility Study






TrailPeople GHD Local Government Commission

June 4, 2019

Mendocino County Pedestrian Needs Inventory and Engineered Feasibility Study

Final Report

June 4, 2019

Prepared for:

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The preparation of this combined report was programmed through the Mendocino Council of Governments' FY 2017/18 and 2018/19 Transportation Planning Overall Work Programs. A consultant contract with TrailPeople totaled $257,200 (including sub-consultants), and MCOG's staff budget plus direct costs totaled $21,778, as follows:

Greater Point Arena/South Coast component ($76,528) funded with State Rural Planning Assistance funds. The consultant contract included funding for Trail People (prime) $41,338; Local Government Commission (sub-consultant) $10,862; GHD (sub-consultant) $17,800; for a total of $70,000. The MCOG & MCOG direct costs budget totaled $6,528.

Inland/North Coast component ($202,450) funded with a Caltrans' Sustainable Communities Transportation Planning grant ($179,229) matched with Local Transportation Funds ($23,221). The consultant contract included funding for Trail People (prime) $114,148; Local Government Commission (sub-consultant) $16,620; GHD (sub-consultant) $56,432). The MCOG budget totaled $15,250.

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1. Executive Summary

The *Mendocino County Pedestrian Needs Assessment and Engineered Feasibility Study* is a project led by the Mendocino Council of Governments (MCOG) and funded by Caltrans and MCOG. The project has a simple goal: to improve sidewalks, paths, and safe crossings in Mendocino County so it's easier to walk where you need to.

This study covers all of Mendocino County; a vast amount of territory and many communities from large to tiny. This report describes all the potential pedestrian access improvement projects identified through the review of past studies, the inventory and analysis of existing conditions for pedestrian access, agency staff input, and the public input from workshops, meetings and on-line surveys. The **Introduction** provides more detail about the study scope, process and report organization.

Study Stages

The study was conducted in two overlapping phases starting with the **South Coast/Greater Point Arena Area**, followed by the **North Coast/Inland Area.** For each area three stages of study were conducted, resulting in draft reports that were ultimately combined into this comprehensive report:

1) Existing Conditions Study
2) Public Input Summary
3) Project Evaluation Report

Project Types

The Project Evaluation stage identified Priority Projects. They were described, mapped, estimated, evaluated and ranked into tiers of high, medium and low priority projects. The report also identifies other project types that were described, mapped and listed for reference, but not ranked:

- Funded/Programmed
- Long-Term
- Recreational/ Peripheral

Evaluation Criteria and Scoring

Evaluation criteria and methodology used a 100 point scale based in part on state Active Transportation Program (ATP) grant criteria. The evaluation criteria included:

- Needs/Potential Use
    - Schools, Key Destinations, Gap Closure, Transit, Public Health
- Pedestrian Safety
    - Severity, number & proximity of collisions

- Cost & Constructability

While this evaluation and scoring focused on pedestrian transportation/ATP funding, there are potential funding sources for recreation trails and other pedestrian facilities outlined in Appendix E. The evaluation scores for projects should reflect their competitiveness for ATP funding, but the other funding sources may have different criteria for which lower-scoring projects or recreational projects may be competitive.

Where to Find Project Information

What is useful information for studying a specific community or project?

- Context/background, prior plans (Appendix A - Existing Conditions Report)
- Extent of local support (Appendix B - Public Input Report)
- Project description, photos, maps/plans (from chapter 4 – 7 of main report, depending on region)
- Project estimate – details in Appendix C
- Project evaluation – need and benefits (Appendix D)
- Funding sources (Appendix E)

Original files (available through MCOG – may be useful for project study/planning)**:**

- GIS maps, GIS evaluation files
- Excel spreadsheets – project tables, evaluations and estimates
- Word document - reports

Estimate Details (see Appendix C)

- Cover only basic pedestrian improvements
- May not cover special conditions and requirements
- Used prior project cost estimates where applicable – factored and escalated
- 20% estimating contingency
- 35% to 50% allowance for "soft" costs:
    - 20% design and construction period services
    - 10% project administration
    - 5% - 20% for environmental review and mitigations, depending on environmental constraints

Project Tiers by Community

The following tables and maps reflect the evaluation results of the County-wide pedestrian needs study by city and unincorporated region.

How the Project Tiers were determined. The priority projects for each city and region were organized into three tiers based on the evaluation scores, as described above. The scores and

the analysis used to arrive at them are detailed in Appendix D. There is wide variation in the scores. Urbanized areas tend to have higher scores because they have more challenges and benefits related to pedestrian connections. Pedestrian-involved collisions, especially fatalities, are also a major factor contributing to high scores. The scores and tiers do not necessarily correlate to community priorities, but they are reflective of the ATP grant and study criteria for the most beneficial types of pedestrian improvements.

Organization of the project tables and maps. The project letter/number designation is the key to the location on the maps and is used to identify the project in the detailed materials contained in the report or appendices as described above. For convenience, projects in unincorporated areas adjacent to the cities are numbered and listed in the same series but are identified as unincorporated area projects. These projects are the responsibility of the County or Caltrans, depending on location; not the city, although some of them depend on or connect to city projects. Also, both within cities and in unincorporated areas there are projects located within the state highway right of way. These would also be the responsibility of Caltrans, although the city or community may be actively involved in their planning, design, and implementation.

South Coast Priority Projects

City of Point Arena

Table 1: Tier 1

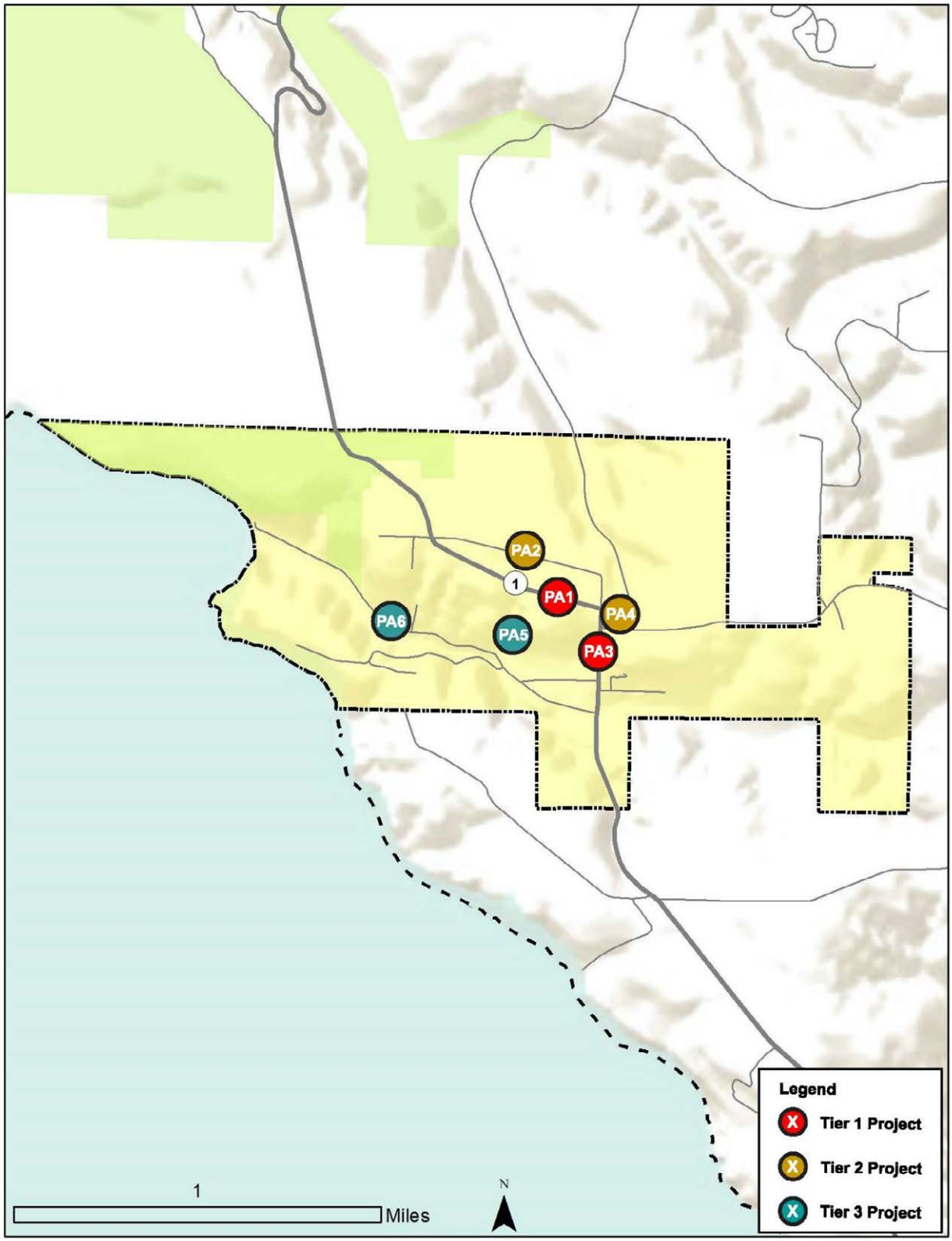
PA-1	**Northern Point Arena Sidewalk and Crossing Improvement Project - State Highway**
PA-3	**Southern Point Arena Sidewalk and Crossing Improvement Project - State Highway**

Table 2: Tier 2

PA-4	**Southern Point Arena Sidewalk and Crossing Improvement Project - City Streets**
PA-2	**Northern Point Arena Sidewalk and Crossing Improvement Project**

Table 3: Tier 3

PA-5	**Pathway Connections to Port Road and Main Street**
PA-6	**Point Arena - Arena Cove Access**



Map 1: Point Arena Priority Projects

Unincorporated South Coast Communities

Table 4: Tier 1

G-2	**Gualala North Downtown Sidewalk and Crossing Improvements Project - State Highway**
E-1	**Central Elk Pedestrian Improvements - State Highway**

Table 5: Tier 2

M-1	**Central Manchester Highway 1 Sidewalk Connection - State Highway**
G-3	**Gualala Northern Sidewalk and Crossing Improvements Project - State Highway**

Map 2 South Coast Unincorporated Area Priority Projects

North Coast/Inland Priority Projects

City of Fort Bragg and Adjacent Areas

Table 6: Tier 1

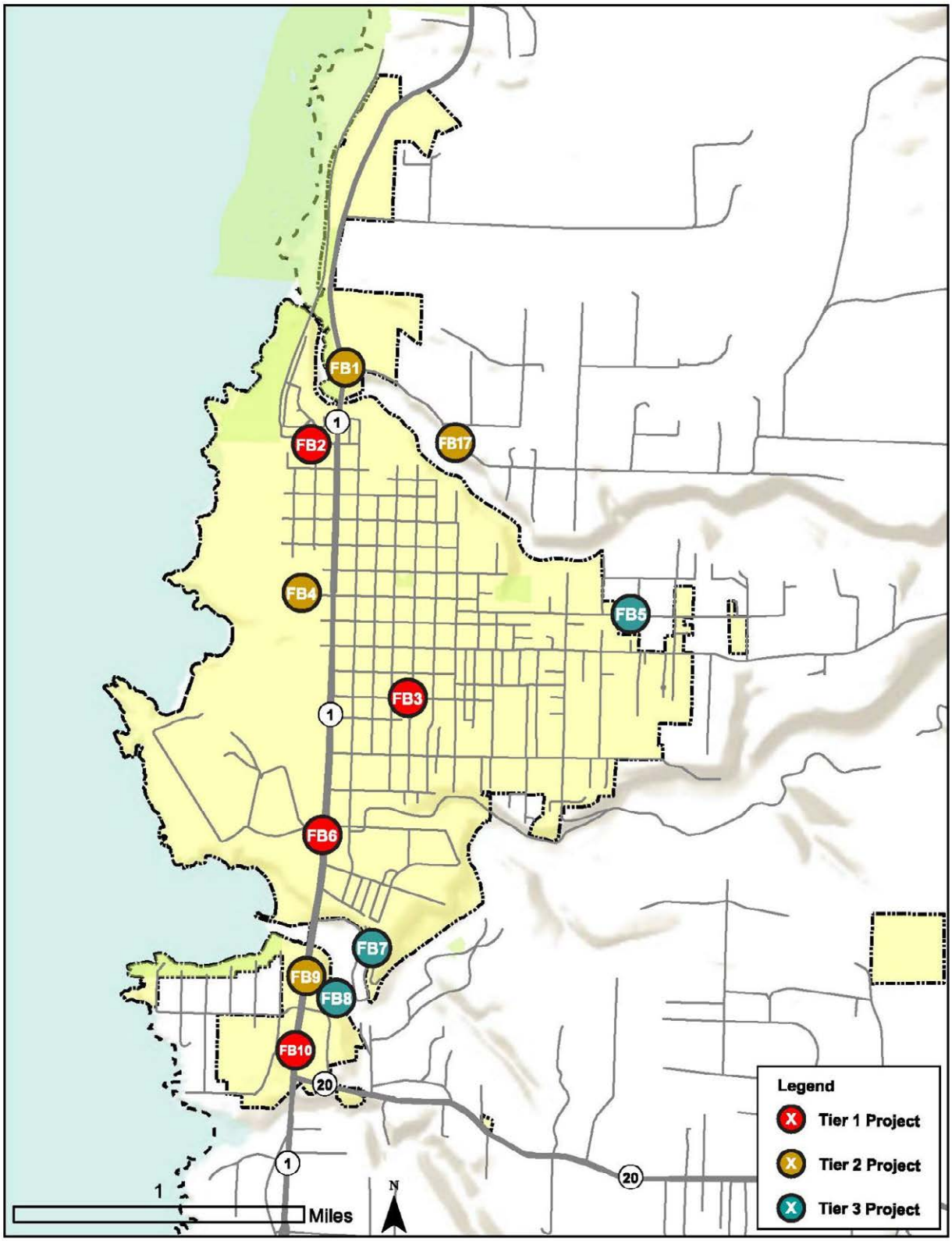
FB-2	**Elm Street Pedestrian Improvements**
FB-6	**South Main Street (State Highway 1) Corridor Pedestrian Enhancement - Maple Street to Cypress Street - State Highway**
FB-10	**South Main Street (State Highway 1) Corridor Pedestrian Enhancement - Ocean View Drive to Highway 20 - State Highway**
FB-3	**Maple Street Pedestrian Improvements**

Table 7: Tier 2

FB-4	**Redwood Avenue Coastal Linkage**
FB-1	**Northern Highway 1 Crossings - State Highway**
FB-9	**South Main Street (State Highway 1) Corridor Pedestrian Enhancement - Noyo Bridge to Ocean View Drive - State Highway**
FB-17	**North of Fort Bragg Pedestrian Connections (Unincorporated)**

Table 8: Tier 3

FB-7	**North Harbor Drive Pedestrian Path**
FB-5	**Cedar Street Sidewalk Improvements**
FB-8	**South Noyo Harbor Trail**



Map 3: Fort Bragg Priority Projects

City of Ukiah and Adjacent Areas

Table 9: Tier 1

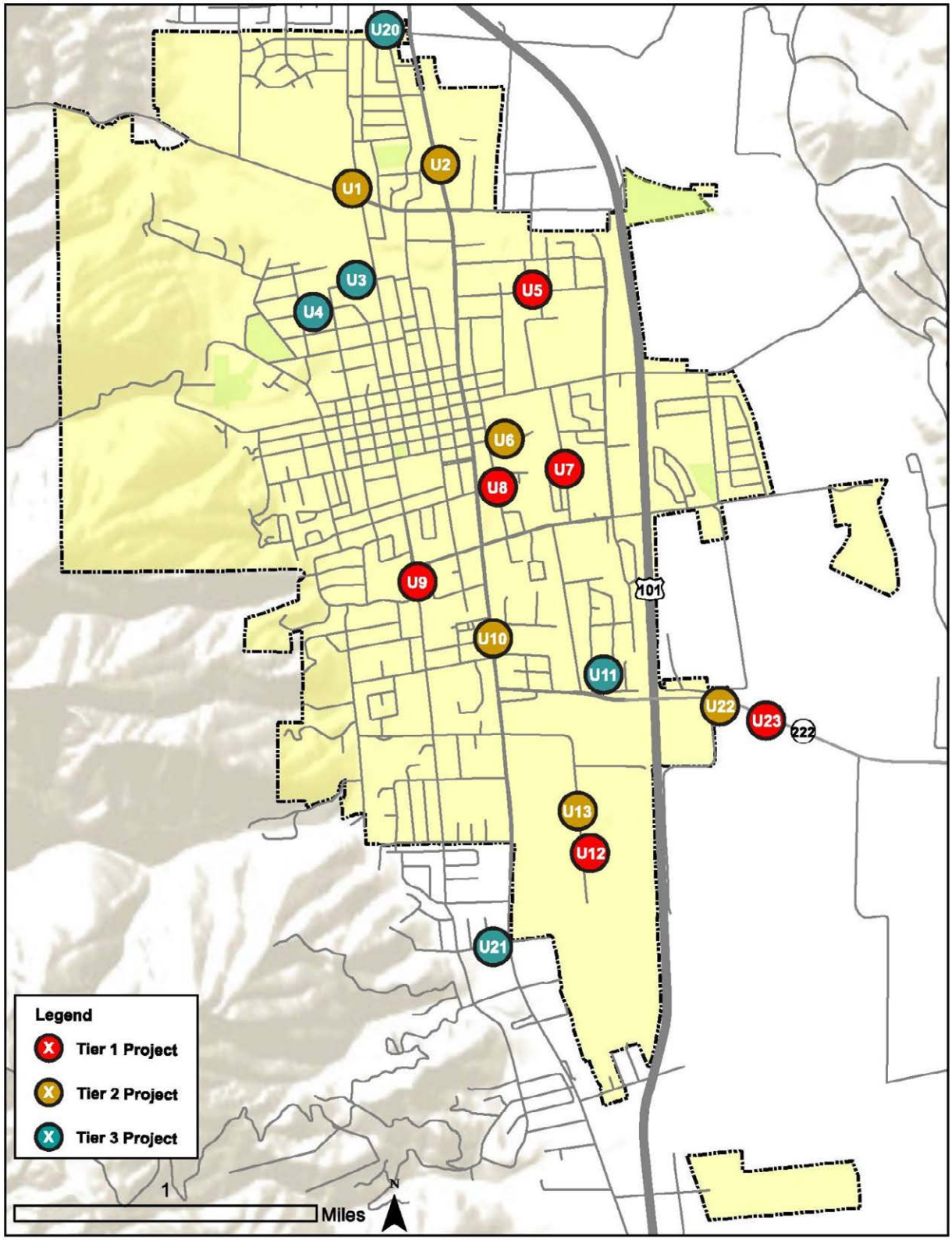
U-7	**Leslie Street Pedestrian Facility Improvements**
U-12	**Ukiah Rail with Trail South Segment**
U-23	**Talmage Road Sidewalk or Path Improvements - State Highway (Unincorporated)**
U-9	**South Ukiah School Access Improvements**
U-5	**Clara Avenue Neighborhood Pedestrian Improvements**
U-8	**South Main Street Pedestrian Enhancement**

Table 10: Tier 2

U-1	**Despina Drive Crossing Improvements**
U-10	**South State Street Pedestrian Crossing Enhancement**
U-2	**Pedestrian Improvements Near Frank Zeek Elementary School**
U-13	**Airport Park Boulevard Pedestrian Enhancement**
U-6	**East Clay Street Sidewalk Gap Closure**
U-22	**Talmage Rd Interchange Sidewalk Improvements - State Highway (Unincorporated)**

Table 11: Tier 3

U-11	**Betty and Lorraine Street Improvements**
U-4	**Pomolita Middle School Access Improvements**
U-21	**Jefferson Lane Pedestrian Gap Closure (Unincorporated)**
U-3	**Cypress Ave Pedestrian Facility Improvements**
U-20	**Millview Road and Kuki Lane Sidewalk Gap Closure**



Map 4: Ukiah Priority Projects

City of Willits and Adjacent Areas

Table 12: Tier 1

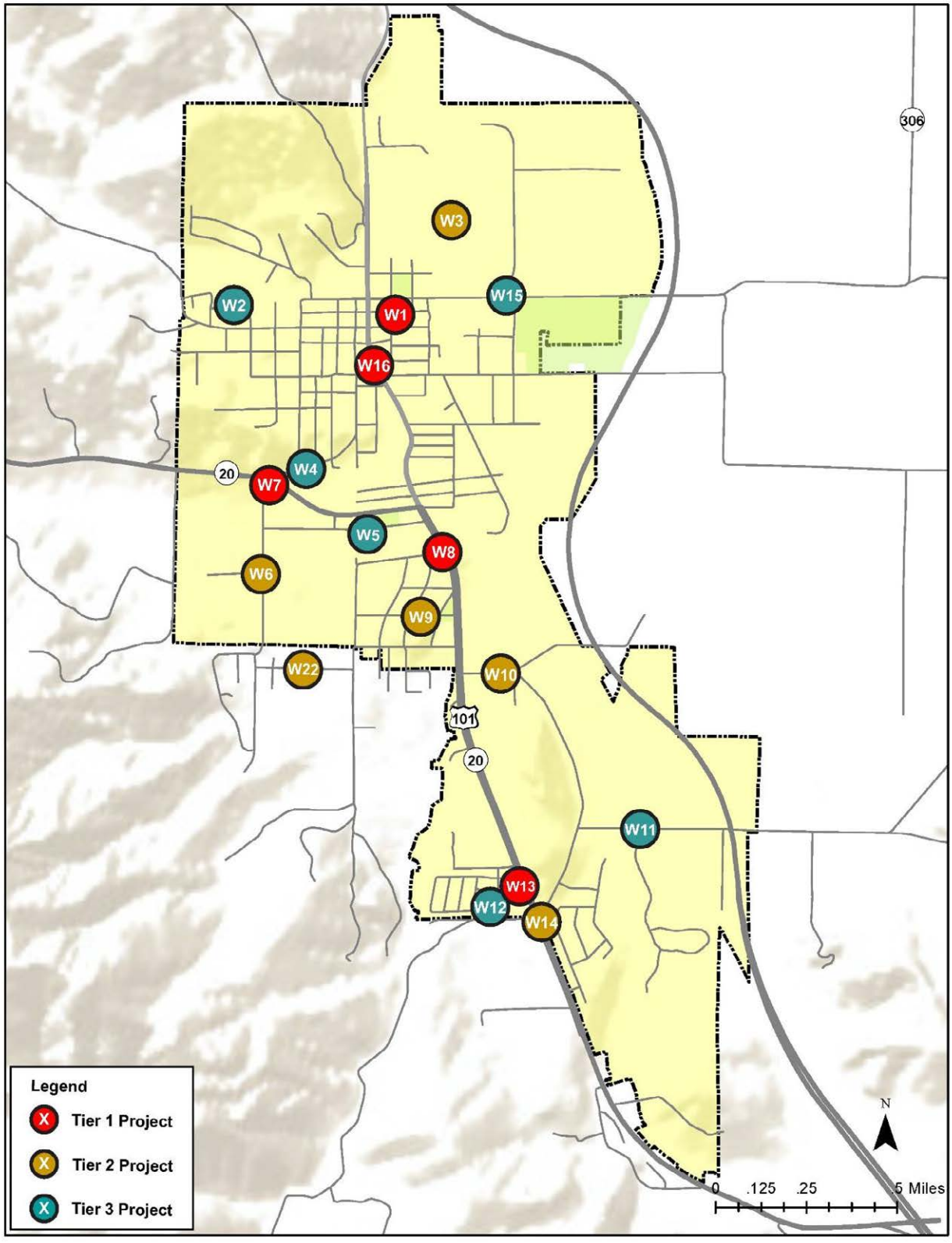
W-8	**Walnut Street and South Main Street/Highway 20 Intersection Crossing Enhancement - State Highway**
W-13	**Manor Way and Main Street/Highway 20 Intersection Improvements - Part State Highway**
W-16	**Enhanced Lighting on South Main Street/Redwood Highway**
W-1	**East Van Lane and Schmidbauer Lane Pedestrian Alley and Enhanced Crosswalk**
W-7	**Blosser Lane Pedestrian Improvements - State Highway**

Table 13: Tier 2

W-10	**Baechtel Road and Shell Lane Sidewalk Improvements**
W-9	**Pedestrian Improvements near Baechtel Grove Middle School**
W-6	**Blosser Lane Pedestrian Improvements - City Streets**
W-3	**North Willits Rail Trail and Casteel Lane Connection**
W-22	**Della Avenue Sidewalk Improvements**
W-14	**South Main Street/Highway 20 to Sandy Lane Sidewalk Improvements - Part State Highway**

Table 14: Tier 3

W-2	**Brookside Elementary School Pedestrian Improvements**
W-11	**East Hill Road Sidewalk Improvements**
W-12	**Elm Lane pedestrian Imrovements**
W-4	**Coast Street Pedestrian Improvements**
W-15	**Enhanced Lighting on East Commercial Street**
W-5	**Franklin Avenue Pedestrian Improvements**



Map 5: Willits Priority Projects

Unincorporated North Coast/Inland Areas

Table 15: Tier 1

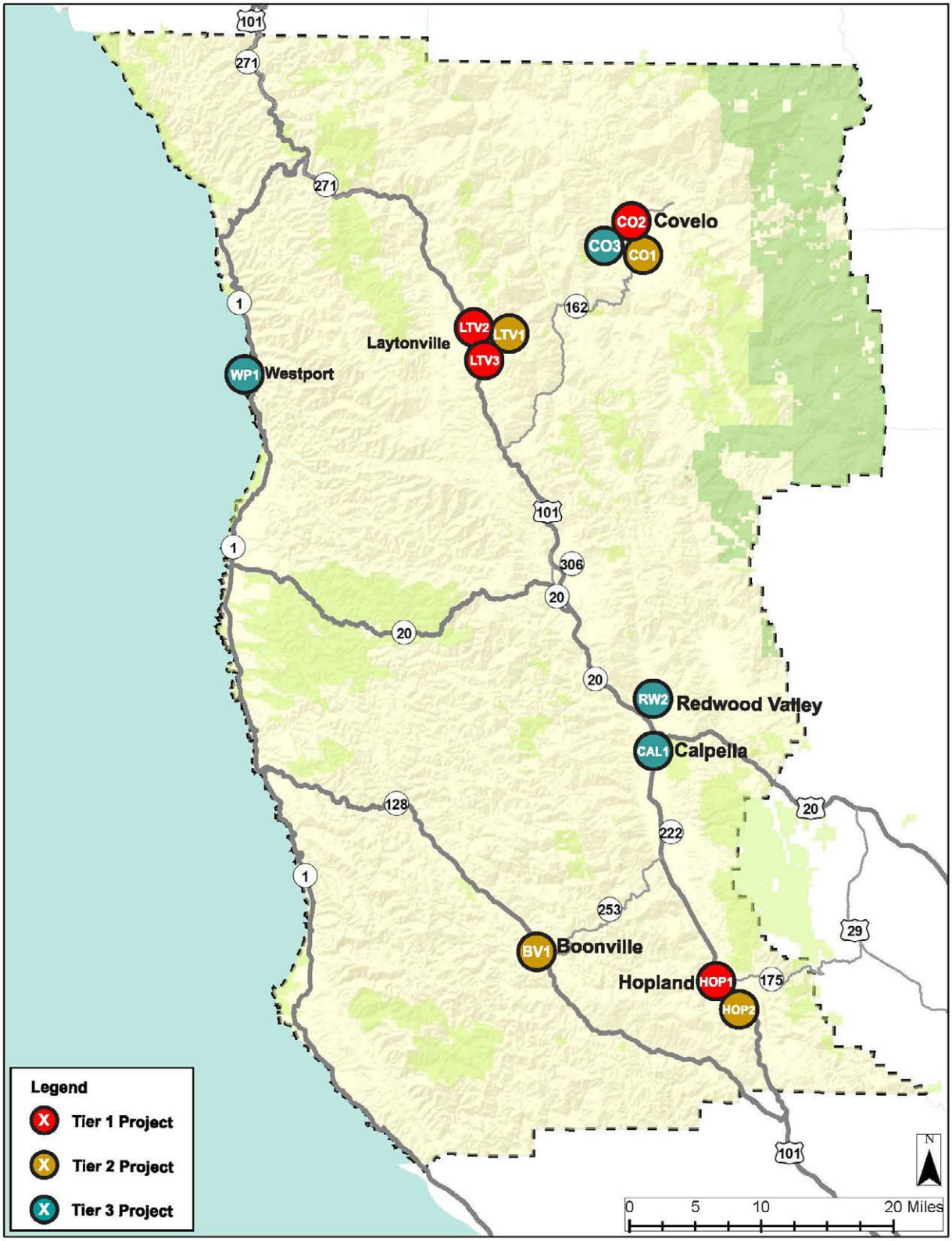
LTV-2	**Laytonville Highway 101 Pedestrian Improvements**
CO-2	**Southern Highway162 Pedestrian Improvements**
LTV-3	**Laytonville Elementary School Pedestrian Improvements**
HOP-1	**Hopland Highway 101 Complete Street Improvements**

Table 16: Tier 2

BV-1	**Downtown Boonville Crossing Improvements**
LTV-1	**Laytonville High School Pedestrian Improvements**
CO-1	**Howard Street and Foothill Boulevard Pedestrian Improvements**
HOP-2	**Highway 101 and Highway 175 Crossing Improvements**

Table 17: Tier 3

CO-3	**Highway 162 Crossing Improvements**
CAL-1	**Downtown Calpella Pedestrian Improvements**
RW-2	**Redwood Valley Pedestrian Improvements**
WP1	**North Westport Area Shoulder Path**



Map 6:Unincorporated North Coast/ Inland Areas Priority Projects

2. Introduction

Report Organization

The *Mendocino County Pedestrian Needs Assessment and Engineered Feasibility Study* was a project led by the Mendocino Council of Governments (MCOG) and funded by Caltrans. The project had a simple goal: to improve sidewalks, paths, and safe crossings in Mendocino County so it's easier to walk where you need to.

This report describes the potential pedestrian access improvement projects identified through the review of past studies, the inventory and analysis of existing conditions for pedestrian access, agency staff input, and the public input from workshops, meetings and on-line surveys.

The study was done in two overlapping phases starting with the **South Coast/Greater Point Arena Area**, followed by the **North Coast/Inland Area** (the rest of the County). Each study area has three documents:

1) the ***Existing Conditions Study*** captures walking projects that were already "on the books" and inventories existing walking facilities or gaps in each community. It also reviews standards and guidelines for pedestrian improvements and includes a "toolkit" showing a wide range of improvement types;

2) the ***Public Input Summary*** captures comments from the on-line survey and interactive input map and a series of workshops and meetings about ideas and preferences for walking improvements in each community;

3) the ***Project Evaluation Report*** considers the prior plans, the existing conditions, and the public and agency input to create a complete list of pedestrian projects, and to estimate the cost and evaluate the performance of the projects against a set of criteria. Due to the extensive geographic area, the North Coast/Inland Area is divided into two subsections: the three incorporated cities and adjacent areas, and the remaining unincorporated communities, in alphabetical order.

The separate documents have been incorporated into one combined document, and the overall Mendocino County pedestrian project priority list was prepared from the preliminary project rankings considering regional distribution.

Map 7: Overview of study areas and project distribution

Project Evaluation Criteria and Methodology

As summarized in the *Existing Conditions Report*, 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 were thoroughly vetted through the Technical Advisory Group (TAG) and through public engagement. They reflect practical considerations and metrics that will support the projects as competitive grant applications – particularly the state Active Transportation Program described below.

The Active Transportation Program

The primary source of funding for pedestrian improvement projects in California is Active Transportation Program (ATP) grants, which are administered by Caltrans and the California Transportation Commission (CTC). As summarized on the CTC website:

> The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation. The ATP consolidated various transportation programs into a single program and was originally funded at about $123 million a year from a combination of state and federal funds. Most recently, Road Repair and Accountability Act of 2017 Senate Bill 1 (Chapter 20, Statutes of 2017) added approximately $100 million per year in available funds for the ATP. This will nearly double the amount of available funds for the Active Transportation Program.

The ATP accepts competitive applications for bicycle and pedestrian improvement projects once every two years. It also includes a set-aside for a Recreational Trails Program that could potentially fund projects of that nature. Recreational or peripheral pedestrian connection projects are not the objective of the current Study, which focuses on core community pedestrian connections.

In order to maximize the effectiveness of the program, the minimum request for ATP funds is $250,000 for the Statewide and Small Urban and Rural solicitations. This minimum does not apply to Non-Infrastructure, Safe Routes to School (SRTS), Recreational Trails projects or Plans (planning-only projects). Caltrans will scope (confirm the required elements and costs) for all projects that are being considered for funding and are requesting ATP funds of $5M or more.

Project Evaluation Criteria for this Study

The evaluation criteria are based on the scoring criteria for the ATP grant program. They are more detailed and specific than the grant criteria, adding up to a possible 100 points through four main categories and sixteen subcategories, as detailed in Table 1. The data and methodology used for completing the project evaluations are described in more detail in Appendix B.

Table 18: Project Evaluation Criteria (4 pages)

	Category & Criteria	*Pts.*	*Scoring Method*	*Data Source*	*Max Points*
1	**Need/Potential Use**				**50**
1a.	**Gap Closure*** Closes a *significant* gap or addresses a barrier in the pedestrian access system; potential to increase walking relative to large nearby residential population (R1, R2, R3 or equivalent) within ¼ mile radius of project or significant tourist population *"Significant": a long pedestrian facility gap or multiple smaller sections*	10	significant gap closure in district/multi-neighborhood ped system; dense population within ¼ mile	Judgement re. identified gap/need solution in relation to overall community ped. circulation system; zoning for higher density housing	10
		7	significant gap closure in local/ neighborhood ped system; moderate population within ¼ mile plus major tourism		
		5	significant gap closure in local/neighborhood ped system; moderate population within ¼ mile		
		2	gap is relatively small relative to the extent of the system		
		0	no apparent gap closure		
1b.	**Needs of Students*** Project meets the needs of students by being *within* a specified distance from a school or by inclusion in an existing or proposed SRTS plan *"within": any part of project measures less than the specified distance from a school*	5	part of existing or proposed SRTS plan	County data - center points for public schools	5
		4	within 1/4-mile radius of an elementary or middle school*		
		3	within 1-mile radius of an elementary or middle school*		
		2	within 1/4-mile radius of a high school (if not receiving above pts)		
		1	within 1-mile radius of a high school (if not receiving above pts)		
		0	none of the above		
1c.	**Proximity to Key Destinations*** Proximity to number of *key destinations* *"Key Destination": locations defined by retail commercial zoning or clusters of retail businesses; public facilities such as schools, government buildings, post office, parks, clinics, etc.*	10	eleven or more or more key destinations within ¼ mile radius	County and city data; identification of key destination locations through Google Maps and Streetview	10
		7	five to ten key destinations within ¼ mile radius		
		5	three or four key destinations within ¼ mile radius		
		2	one or two key destinations within ¼ mile radius		
		0	no key destinations within ¼ mile radius		

* Is included in ATP grant criteria

	Category & Criteria	*Pts.*	*Scoring Method*	*Data Source*	*Max Points*
1	**Need/Potential Use (continued)**				**50**
1d.	**Proximity to Employment*** Proximity to areas of employment density	3	over 3000 jobs per square mile	2015 census data Longitudinal Employer Household Dynamics (LEHD) for employment density per block	3
		2	2000 - 3000 jobs per square mile		
		1	1000 - 2000 jobs per square mile		
		0	less than 1000 jobs per square mile		
1e.	**Community Health*** Relationship to socioeconomic need map correlated with poor health outcomes	1-5	points based on range of needs on map - any part of project within the higher need rated zip code	http://www.healthymendocino.org/ - based on Mendo. Co. zip codes	5
1f.	**Disadvantaged Communities*** Relationship to disadvantaged communities (DAC)	10	within a severely DAC mapped boundary	Census data	10
		5	within a DAC mapped boundary		
		2	directly adjacent or provides connection to DAC ped system		
		0	None of the other options		
1g.	**Tribal Areas*** On federally-recognized tribal land	4	project crosses or is within a tribal boundary	County GIS data	4
		2	Between tribal area(s) and/or community core (within 1/2 of a mile)		
		0	project does not cross tribal boundary		
1h.	**Transit Access*** 1/4-mile radius to transit stop	3	within 1/4-mile radius of a transit stop	Transit stops GIS data	3
		0	not within 1/4-mile radius of a transit stop		

* Is included in ATP grant criteria

	Category & Criteria	*Pts.*	*Scoring Method*	*Data Source*	*Max Points*
2	**Pedestrian Safety**				**30**
2a.	**Pedestrian Collision Proximity and Severity*** Collision severity for collisions occurring at/within the project site/limits – applies to the most significant pertinent accident *Verify that accident was not caused by pedestrian fault (i.e. jaywalking)* *"Severity"= injuries or fatality impacting the pedestrian - not motor vehicle operator*	14	Fatality at project site	Collision data maintained on Transportation Injury Mapping System (TIMS) maintained by U.C. Berkeley; relationship to mapped Statewide Integrated Traffic Records System (SWITRS) pedestrian collision data maintained by the California Traffic Safety Commission.	14
		12	Fatality within 1/8 mile of the project		
		10	Fatality within ¼ mile of the project		
		10	Severe injury at project site		
		8	Severe injury within 1/8 mile of the project		
		6	Severe injury within ¼ mile of the project		
		8	Other visible injury at project site		
		6	Other visible injury within 1/8 mile of the project		
		4	Other visible injury within ¼ mile of the project		
		6	Complaint of pain injury at project site		
		4	Complaint of pain injury within 1/8 mile of the project		
		2	Complaint of pain injury within ¼ mile of the project		
		0	No mapped collisions		
2b.	**Multiple Collisions*** Multiple collisions in same location	4	Additional pedestrian-involved collision(s) **at the project site;** add 50% of the points for the most significant second collision type under 2a (7, 5, 4 or 3 points)	As above	7
		0	No pedestrian-involved collision at the project site		
2c.	**Collision Relationship to Project*** Collision cause/ relationship to gap/project	5	project projects directly address this type of collision	As above	5
		2	project projects may address this type of collision		
		0	project projects unrelated to collision/unsafe behavior		
2d.	**On Highway or Major Road** Project located on highway or "*major road*": *a road classified as a "collector" or higher according to Caltrans California Road System (CRS) maps*	4	Project is within ROW of highway or major road	County or Caltrans data	4
		0	Project is not within ROW of highway or major road		

* Is included in ATP grant criteria

	Category & Criteria	*Pts*	*Scoring Method*	*Data Source*	*Max Points*
3	**Public Input**	**10**			**10**
3a.	**Public Support in Current Study*** *Mentioned* in comments on this plan *"Mentioned": survey votes, map pins, workshop, or written comments in support of project*	10	Mentioned 9 or more times	Public input summary	10
		8	Mentioned 7 or 8 times		
		6	Mentioned 5 or 6 times		
		4	Mentioned 3 or 4 times		
		2	Mentioned 1 or 2 times		
		0	Not mentioned		
3b.	**In Adopted Plan*** Included in a prior adopted community, regional, or county-wide plan ** These points added to 3a score to a max. of 10 total	5	Identified as a high priority	Ex. Cond. Report	5 **
		3	Identified as a medium tier priority		
		2	Identified as a lower tier/long range priority (or no specific priority level)		
		0	Not identified in an existing adopted Community Plan		
4	**Cost & Constructability**				**10**
4a.	**Project cost** Estimated project cost	5	Low cost (estimated at $0.5M or less)	Rough estimate of project cost; update estimates from prior studies to current	5
		3	Moderate cost (estimated between $0.5M and $2M)		
		0	High cost (estimated at $2M or more)		
4b.	**Constructability** Environmental/permitting issues, complexities, ROW needs, etc. *(Constructability issues defined as environmental permitting, right-of-way needs, significant utility conflicts, complex design needs, etc.)*	5	Little to no constructability issues	Judgement of consultants and input from agencies	5
		3	Moderate constructability issues		
		0	Significant constructability issues		
	Total Score Range				**100**

* Is included in ATP grant criteria

3. Project Summary

Tables 19-23 present an overview and summary of the all pedestrian projects in Mendocino County. Below is a brief description of the project types and constraints addressed in the tables.

Project Types

The proposed projects are organized by community and by project type. In some cases, individual improvements identified in the *Existing Conditions Report* or the *Public Input Report* are grouped into combined projects that will score higher in the current evaluation and are more likely to be competitive for future grant applications. The projects are organized into several types:

Priority Projects

These projects are central to the communities they serve and will connect key community pedestrian destinations. Projects that connect low-density residential areas and to outlying recreational or other destinations will not meet these objectives, though they may be desirable and beneficial. Priority projects in the Caltrans right-of-way (ROW) are generally separated from other projects, though they may be functionally related and part of the same overall effort. Projects in the Caltrans ROW either require planning and programming through an aspect of the state highway budgeting process, or sponsorship by local agencies who would have to obtain a Caltrans encroachment permit to implement them. In either case there is generally a more complicated process and longer timeline than a county or city project.

Funded or Programmed Projects

These are pedestrian improvements projects that have already secured approval and funding and are on track to be constructed. They are important to note, but do not need to be evaluated or ranked as part of the list of pedestrian projects to compete for future funding.

Long-Term Projects

These are projects that are complex and require a stage of study to determine what the scope of improvements would be and/or if the project is feasible and desirable. An example is the desired trail connection to the Brooktrails community north of Willits. These projects are not in a position to be evaluated and ranked against clearly defined and strongly supported pedestrian improvement projects, but they are important to keep on the project list for ongoing reference.

Recreational and Peripheral Projects

Several projects were suggested by the public that are focused on recreational access or access outside the identified communities. These do not meet the community pedestrian transportation objectives of the current study and are not likely to be competitive for Active Transportation Program grants. They are included in the project list but are not evaluated and cost estimated for the purpose of this study.

Constraints

Tables 19-23 include columns indicating if constraints apply to the projects. Constraints are difficult to determine at this high level of project assessment. Identification of constraints is primarily dependent on local staff who are more familiar with site conditions. In some cases project constraints may exist that are not yet identified in the table. Every project that moves forward into more detailed planning or pursuit of funding should have a more thorough evaluation of constraints. The constraint categories include:

Topography/Terrain

Steep topography or uneven terrain can significantly increase project challenges and cost. For several projects, retaining walls have been identified as necessary to create space for pedestrian improvements.

Right of Way

In some cases, pedestrian improvements would require access onto private property. Purchasing land or obtaining easements for the project can be time consuming and expensive, especially if the land is owned by multiple parties, such as in a residential area. Projects in the Caltrans right of way have been separated from other projects because these projects require a specific Caltrans process and approval.

Utilities

In some cases, existing utilities at the site of a project can complicate construction of pedestrian improvements, requiring additional time and expense. An example of a utility constraint at a pedestrian improvement project is the storm water culvert near Main Street and Riverside Drive in Point Arena.

ADA Compliance

Complying with ADA standards is often a key reason for improving pedestrian facilities. However, improving part of a route may require bringing the entire block or route into ADA compliance, greatly increasing the cost of the project.

Sensitive Habitat

Many pedestrian project site locations in Mendocino are near sensitive ecosystems. When applying for funding and conducting environmental reviews, the location of a project near a sensitive habitat can slow down the review process and require expensive studies and mitigations.

Permitting

Permitting requirements may pertain to location in the state highway right-of-way, location in or near a wetland or stream, or in habitat of special status species. Permits can significantly increase the time and expense of a project.

Projects Summary Table

Projects in Tables 19-23 are organized by north and south coast, then subdivided by incorporated cities and their adjacent unincorporated area projects, followed by unincorporated community projects in alphabetical order. Each project has number. Lines with no project number are subcomponents of the above project.

Table 19: South Coast Pedestrian Projects Summary

Project ID	Community Name Project Name	Location/Scope	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
	Point Arena Projects								
	Priority Projects								
PA-1	**Northern Point Arena Sidewalk and Crossing Improvements Project – State Highway**	(see below)							*Point Arena Community Action Plan (2013); Current Study*
	School St. Sidewalk Gap Closure	From School Access Path to Lake St & School St intersection							*Point Arena Community Action Plan (2013)*
	Sidewalks to City Hall	School St near Lake St to City Hall				X			*Point Arena Community Action Plan (2013)*
	Highway 1 Pedestrian Crossing Improvements	Highway 1 & Riverside Drive intersection; crosswalks and drainage improvements to address tripping hazard		X	X	X			*Current Study*
PA-2	**Northern Point Arena Sidewalk and Crossing Improvements Project – City Streets**	(see below)							*Point Arena Community Action Plan (2013)*
	School Access Path	Extension of existing path from Highway 1 to Lake St.		X					*Point Arena Community Action Plan (2013)*
	School St. Sidewalk Improvements	South side of School St. from School Access Trail to highway 1							*Point Arena Community Action Plan (2013)*
	Lake St. Sidewalk Improvements - South Side	South side of Lake St. sidewalk gap closure							*Point Arena Community Action Plan (2013)*
	Extension of Riverside Drive Sidewalks	Extending Riverside Drive sidewalk to homes on the east side of Point Arena	X						*Point Arena Community Action Plan (2013)*
	Lake St. Sidewalk Improvements - North Side	South side of Lake St. Sidewalk Gap Closure							*Point Arena Community Action Plan (2013)*
PA-3	**Southern Point Arena Sidewalk and Crossing Improvements Project – State Highway**	(see below)							*Point Arena Community Action Plan (2013)*
	Main Street Crossings	Improved visibility features for existing crossing near Mill St.; new sidewalks and crosswalk at Iverson (2 legs) with bump-outs				X			*Point Arena Community Action Plan (2013)*
	Main St. Path	Pedestrian Path along Highway 1 from Iverson Ave to proposed Point Arena gateway signage	X						*Point Arena Community Action Plan (2013)*

Project ID	Community Name Project Name	Location/Scope	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
PA-4	**Southern Point Arena Sidewalk and Crossing Improvements Project –City Streets**	(see below)							*Point Arena Community Action Plan (2014)*
	Port Rd Sidewalk Gap Closure	South side of Port Rd.							*Point Arena Community Action Plan (2014)*
	Iverson Ave Sidewalks Improvements	North side of Iverson Ave	X						*Point Arena Community Action Plan (2015)*
	Mill St. Sidewalk Improvements	Address high curbs and deteriorated sidewalks north side of Mill St.	X						*Point Arena Community Action Plan (2016)*
PA-5	**Pathway Connections to Port Road, School Street and Main Street**	Pave existing informal "Harper's Trail" paths or roads and upgrade deteriorated section through City Park	X						*Current Study*
PA-6	**Point Arena – Arena Cove Access**	Create pedestrian path on south side of Port Road from Harper's Trail connection					X		*Current Study*
	Recreational or Peripheral Projects								
PA-7	**Northern Public Lands Access**	Trail access at "Devil's Cutoff" between City Hall and Arena Cove, and Stornetta Public Lands; Miner Hole Road used as a trail to Garcia River, the Point Arena Lighthouse, and the Stornetta Public Lands							*Current Study*
PA-8	**Pelican Bluffs & Southern Point Arena Access**	Widened shoulders, a separated pedestrian path, or a Class I shared bike and pedestrian facility to provide access two-thirds of a mile south of Point Arena							
	Gualala Projects								
	Priority Projects								
G-2	**North Downtown Sidewalk and Crossing Improvements**	Sidewalk or pathway from Ocean Drive to Mobile Court	X						*Gualala Downtown Design Plan*
G-3	**Northern Gualala Sidewalk and Crossing Improvements**	Pathway from Mobile Court to Pacific Woods Rd. and crosswalk at each	X						*Current Study*
	Funded or Programmed Projects								
G-1	**Downtown Sidewalk Program**	Sidewalk and crosswalk improvements from north of Ocean Drive to Center Street							*Gualala Downtown Enhancement Project*

Project ID	Community Name Project Name	Location/Scope	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
	Long-Term Projects								
G-4	**Old Stage Road & Old State Highway Improvements**	Widened shoulders along Old State Highway and Old Stage Road; pedestrian improvements between Highway 1 and the Gualala Arts Center; crosswalk across Old State Highway at Highway 1	X	X					*Current Study*
	Recreational or Peripheral Projects								
G-5	**Bower Community Park Pedestrian Improvements**	Add pedestrian paths							*Current Study*
	Anchor Bay								
	No proposed improvements								
	Elk/Greenwood								
	Priority Projects								
E-1	**Central Elk Pedestrian Improvements**	(see below)							*Current Study*
	Northwest Elk Walkway	Walkway on west side of Highway 1 from Visitors Center to commercial uses on the north - requires some retaining walls	X						*Current Study*
	Greenwood State Beach Crossing Improvements	Crosswalk between Elk Store and Greenwood State Beach parking area/MTA stop	X						*Current Study*
	Greenwood State Beach Visitor Center Path	Improve existing road/path From Greenwood Beach parking area to Visitor Center	X						*Current Study*
	Recreational or Peripheral Projects								
E-2	**North Elk informal Path Improvements**	Pathway on west side of Highway 1 from Greenwood Preschool to the last house in North Elk							*Current Study*
	Irish Beach								
	Recreational or Peripheral Projects								
IR 1	**Highway 1 Irish Beach to Manchester**	A separated multi-use path							*Current Study*
	Manchester								
	Priority Projects								
M-1	**Central Manchester Sidewalk Gap Closure**	Boardwalk behind crash barrier to close sidewalk gap on west side of Highway 1 between commercial area and school	X						*Current Study*

New ID	Community Name Project Name	Location/Scope	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
	Recreational or Peripheral Projects								
M-2	**Highway 1 Manchester to Kinney Road**	Widened shoulders, pedestrian path, or Class I path plus bridge improvement or replacement to connect 3/4 mile north from Manchester to State Park	X						*Current Study*
M-3	**Highway 1 Manchester Kinney Road Improvements**	Widened shoulders or a separated pedestrian path for campground user access to the beach							*Current Study*
	Manchester Rancheria								
	Long-Term Projects								
MR-1	**Windy Hollow Bridge**	Bridge over the Garcia River, associated with potential realignment of Highway 1							*Windy Hollow Road …Garcia River Report (2007)*
	Schooner Gulch								
	Recreational or Peripheral Projects								
SCH-1	**Schooner Gulch Highway 1 Pedestrian Improvements**	Pathway along Highway 1, or a parking lot on the east side of the highway							*Current Study*

Table 20: Fort Bragg Projects Summary

Project ID	Project Name	Location/Scope	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
	City of Fort Bragg Pedestrian Projects								
	Priority Projects								
FB-1	**Northern Highway 1 Crossings**	Crossing at Airport Road and path west to Coastal Trail and crossing at Pudding Creek Road and path connections south on both sides to bridge		X				X	*Current Study*
FB-2	**Elm Street Pedestrian Improvements**	Coastal Trail on Elm Street, from North Main Street to Sea Glass Beach State park							*City of Trails Feasibility Study and Traffic Saftey Study Ped. Needs. Corridor under review as part of the 2018 SSP.*
FB-3	**Maple Street Corridor Pedestrian Improvements**	Sidewalk and crossing improvements on Maple Street from Main Street to South Harold Street				X			*Current Study- Public Comments, 2018 SSP*
FB-4	**Redwood Avenue - Coastal Trail Linkage**	From Alder Street via Chief Celery Drive to Redwood Avenue							*City of Trails Feasibility Study*
FB-5	**Cedar Street Sidewalk Improvements**	Complete sidewalks on Cedar Street from Morrow Street to Fort Bragg City Limit	X	X					*Residential Streets Safety Plan (2011)*
FB-6	**South Main Street (Highway 1) Corridor Pedestrian Enhancement - Maple Street to Cypress Street**	Sidewalk and crossing improvements on Main Street from Maple Street to Cypress Street						X	*City of Trails Feasibility Study; South Main Street Access & Beautification Plan, programmed in STIP*
FB-7	**North Harbor Drive Pedestrian Path**	Add pedestrian path along south side of North Harbor Drive between Woodward Street and Noyo River	X			X	X		*City of Trails Feasibility Study*
FB-8	**South Noyo Harbor Trail**	Extend Pomo Bluffs trail eastward to Southern Harbor	X	X			X	X	*City of Trails Feasibility Study*
FB-9	**South Main Street (State Highway 1) Corridor Pedestrian Enhancement - Noyo Bridge to Ocean View Drive**	Noyo Bridge to Ocean View Drive, including crosswalks, curb ramps medians, and curb bump outs						X	*South Main Street Access and Beautifi cation Plan*

Project ID	Project Name	Location/Scope	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
FB-10	**South Main Street (State Highway 1) Corridor Pedestrian Enhancement - Ocean View Drive to Highway 20**	Main Street from Ocean View Drive to Highway 20, including crosswalks, curb ramps medians, and curb bump outs						X	*South Main Street Access and Beautifi cation Plan*
	Funded or Programmed Projects								
FB-11	**South Main Street (State Highway 1) Corridor Pedestrian Enhancement - Cypress Street to North Harbor Drive**	Main Street from Cypress Street to North Harbor Drive, including crosswalks, curb ramps medians, and curb bump outs						X	*City of Trails Feasibility Study; South Main Street Access & Beautification Plan*
FB-12	**South Main Street (State Highway 1) Bicycle and Pedestrian Access Project**	Between Ocean View Drive and Cypress Street add curb, gutter, sidewalks, bulb outs, ramps, striping and signage						X	*South Main Street Access & Beautification Plan - programmed through STIP*
FB-13	**Caltrans Fort Bragg Highway 1 ADA Project**	ADA upgrade including: added/improved crosswalks, curb extensions and curb ramps on Highway 1 from Highway 20 to Pudding Creek				X			*South Main Street Access & Beautification Plan - programmed through SHOPP Funds*
	Recreational and Peripheral Projects								
FB-14	**East Fort Bragg Recreational Loop**	Use quiet streets for recreational loop; Willow Street connects CV Starr Community Center to High School playing fields							*City of Trails Feasibility Study*
FB-15	**High School Multi-use Trail Loop**	Connect various playing fields in a loop to Chestnut Street multi-use path.							*City of Trails Feasibility Study*
FB-16	**North Noyo Harbor Trail**	A trail separate from the roadway on North Harbor Drive along various potential alignments- a narrow street on steep cliffside.	X			X	X	X	*City of Trails Feasibility Study Supplement*
	Fort Bragg Vicinity North Projects								
	Prioirty Project								
FB-17	**North of Fort Bragg Pedestrian Connections**	Airport Road and/or Pudding Creek Road connection to State Highway 1	X						*Current Study*
FB-18	**Hare Creek Bridge Replacement/Pedestrian Improvements**	On State Highway 1 Hare Creek Bridge will be reconstructed to add sidewalks and shoulders	X				X	X	*Current Study*

Table 21: Ukiah Projects Summary

Project ID	Project Name	Location/Scope	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
	City of Ukiah Projects								
	Priority Projects								
U-1	**Despina Drive Crossing Improvements**	Crossing and school loading improvements at Despina Drive and Capps Lane, Despina Drive and Low Gap Road			X				*BPMP Score - 3, SRTS - Ukiah High School*
U-2	**Pedestrian Improvements Near Frank Zeek Elementary School**	(see below)			X	X			*Ukiah Safe Routes to School Plan (SRTS); BPMP; Currrent Study*
	North Bush Street Crossing Improvements	Crosswalk enhancement at North Bush Street and Arlington Drive Intersection							*SRTS - Frank Zeek Elementary School*
	North Pine Street Sidewalk Improvements	Sidewalk gap closure North Pine Street near Low Gap Road							*Current Study*
	Magnolia Street Pedestrian Improvements	Sidewalk improvements, south side of Magnolia Street near North State Street; crosswalk at intersection of Magnolia Street and North State Street							*BPMP Score - 3, Current Study*
	Elm Street Sidewalk Improvements	Sidewalk gap closure, east side of Elm Street at Low Gap Road and crosswalk across Elm							*Current Study*
U-3	**Cypress Avenue Pedestrian Facility Improvements**	Cypress Avenue from North Bush Street to North Spring Street, south side sidewalks and crossing improvements			X	X			*SRTS - Pomolita Middle School*
U-4	**Pomolita Middle School Access Improvements**	(see below)			X	X			*Ukiah Safe Routes to School Plan (SRTS)*
	Hazel Avenue Pedestrian Improvements	Sidewalks on north side of Hazel Avenue							*SRTS - Pomolita Middle School*
	Dora Avenue and Grove Avenue Intersection Crossing Improvements	Crosswalks, bump-outs and curb ramps on Dora Avenue							*SRTS - Pomolita Middle School*
	Spring Street Pedestrian Improvements	Sidewalk, crosswalks, bump-outs and curb ramps on Spring Street							*SRTS - Pomolita Middle School*
U-5	**Clara Avenue Neighborhood Pedestrian Improvements**	Sidewalk and crossing improvements on Clara Avenue from North State to North Orchard Avenue			X				*Clara Ave Phase 2 Improvement Plans. BPMP Score 4*
U-6	**East Clay Street Sidewalk Gap Closure**	South Side of East Clay Street from South Main Street to NWP Rail Line		X	X	X			*BPMP score 4, SRTS - River Oak Charter School*
U-7	**Leslie Street Pedestrian Facility Improvements**	New sidewalk with curb and gutter on west side of Leslie Street and crossing improvements from East Perkins Street to River Oak Charter School							*SRTS - River Oak Charter School, BPMP Score 5, BPMP Score 4*

Project ID	Project Name	Location	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
U-8	**South Main Street Pedestrian Enhancement**	(See below)							
	Sidewalk Improvements	Sidewalk gap closure and crosswalk improvements on South Main Street from East Stephenson Street to East Gobbi Street			X	X			*BPMP score 4, BPMP Score 5*
	Crossing Improvements	Crosswalk improvements, South Main Street from East Mill Street to East Gobbi Street							*BPMP score 4, BPMP Score 5*
U-9	**South Ukiah School Access Improvements**	(see below)			X	X			*Ukiah Safe Routes to School Plan (SRTS)*
	West Gobbi Street Crosswalk Improvements	West Gobbi Street and South Oak Street, West Gobbi Street and South Dora Street							*SRTS - Yokayo Elementary School*
	Mendocino Drive Crosswalk Improvements	Mendocino and South Dora Street, Mendocino and Alice Avenue, near Yokayo Elementary School				X			*SRTS - Yokayo Elementary School*
	Oak Manor Drive Pedestrian Improvements	Oak Manor Drive from El Rio Street to Oak Manor Elementary School				X			*SRTS - Oak Manor Elementary School*
	Helen Ave Sidewalk Gap Closure	Helen Avenue from Observatory Avenue to Washinton Avenue				X			*SRTS-Nokomis Elementary School*
	Washington Avenue Sidewalk Gap Closure	Washinton Avenue near Nokomis Elementary School, including 2 crosswalks				X			*SRTS-Nokomis Elementary School*
	Wabash Avenue Pedestrian Crossing Improvements	Wabash Avenue and South Dora Street, Wabash Avenue and Yokayo Court, Wabash Avenue and Laurel Avenue							*SRTS-Nokomis Elementary School*
U-10	**South State Street Pedestrian Crossing Enhancement**	South State Street and Luce Avenue, South State Street and Observatory Avenue			X	X			*BPMP Score 4*
U-11	**Betty and Lorraine Street Improvements**	(See below)							
	Betty Street	New sidewalks on Betty Street from Marlene Street to Talmage Frontage Road			X				*Spec13-05 Betty St Improvement Plans*
	Lorraine Street	New sidewalks on Lorraine Street from Marlene Street to Talmage Frontage Road and one crosswalk							*Spec 13-04 Lorraine St Improvement Plans*
U-12	**Ukiah Rail with Trail South Segment**	Class I path along the NWP Rail Line from East Gobbi Street to Norgard Lane, with new crossings					X	X	*Plan_Priority BPMP Score 3 or Lower, MCOG Rail with Trail*

Project ID	Project Name	Location	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
U-13	**Airport Park Boulevard Pedestrian Enhancement**	Adding sidewalks to close gaps on Airport Park Boulevard, and crosswalks at intersection with Old Country Road				X			*City of Ukiah Priority Project*
	Funded or Programmed Projects								
U-14	**Ukiah Downtown Streetscape Improvements Phase II North Segment**	North State Street from West Henry Street to Norton Street							*BPMP Score 4, Ukiah Downtown Sidewalk Beautification Phase 2*
U-15	**Ukiah Downtown Streetscape Improvements Phase I**	Downtown Ukiah on State Street, Perkins Street, Standley Street, and Henry Street							*BPMP - Score 4, BPMP - Score 5, Ukiah Downtown Sidewalk Beautification Phase 1*
U-16	**Ukiah Downtown Streetscape Improvements Phase II South Segment**	South State Street from Mill Street to East Gobbi Street							*BPMP Score 5, Ukiah Downtown Sidewalk Beautification Phase 2*
U-17	**Ukiah Rail with Trail North Segment**	Along the NWP Railline from Clara Avenue to Brush Street							*BPMP Score 4.5, MCOG Rail with Trail*
	Long-Term Projects								
U-18	**Orr Creek Trail and Greenway West Segment**	Low Gap Road near Orr Creek School to Existing Trail at Pomolita Field	X	X			X		*BPMP Score - 11*
U-19	**Orr Creek Trail and Greenway East Segment**	From North Oak Street to Highway 101	X	X			X		*BPMP Score - 11*
	Unincorporated Ukiah Area North Projects								
	Priority Projects								
U-20	**Millview Road and Kuki Lane Pedestrian Enhancements**	Add sidewalks on Millview Road from Feed Lot Road to Kuki Lane and on Kuki Lane from Millview Road to North State Street, and crosswalk at Feedlot Road		X					*Current Study*
	Unincorporated Ukiah Area South Projects								
	Priority Projects								
U-21	**Jefferson Lane Pedestrian Gap Closure**	Add sidewalk on south side of Jefferson Lane near South State Street, and one crosswalk		X					*SRTS Plans Priority, Current Study*
U-22	**Talmage Road Interchange Sidewalk Improvements**	Talmage Rd and Highway 101 Interchange				X		X	
U-23	**Talmage Road Class I Path and Shoulder Improvements**	Add Class I path on north side of Talmage Road from Babcock Lane to West Sanford Ranch Road and colored shoulders from there to Old River Road	X		X		X	X	

Table 22: Willits Project Summary Table

Project ID	Project Name	Location	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
	City of Willits Projects								
	Priority Projects								
W-1	**East Van Lane and Schmidbauer Lane Pedestrian Alley and Enhanced Crosswalk**	Install concrete pavers on alleys between Muir Lane and Humboldt Street and East Commercial Street and a raised, enhanced crosswalk at South Main Street/Redwood Highway		X		X			*Downtown Willits Street and Alleys Connectivity Study (2017)*
W-2	**Brookside Elementary School Pedestrian Improvements**	(see below)				X			*Mendocino County Regional Transportation Plan (2017), Willits SRTS Program*
	Brookside Drive Sidewalk and Crossing Improvements	Install sidewalks and corner ramps near Brookside Elementary School				X			*Safe Routes to School Plan (2009)*
	West Mendocino Avenue Sidewalk Improvement	Add sidewalks on West Mendocino Avenue from Catherine Lane to Easy Street, six additional curb ramps				X			*Safe Routes to School Plan (2009)*
	Easy Street, Spruce Street and Redwood Avenue Sidewalk Improvements	Sidewalk Improvements on Easy Street, Spruce Street and Redwood Avenue, three additional curb ramps				X			*Safe Routes to School Plan (2009)*
	North Street Sidewalk Improvements	Sidewalks on both sides of North Street from Laurel Street to West Commercial Street, seven additional curb ramps				X			*Safe Routes to School Plan (2009)*
	Mill Creek Drive Sidewalk Improvements	Sidewalk Improvements on Mill Creek Drive from Hillside Drive to West Commercial Street	X				X		*Safe Routes to School Plan (2009)*
	Mill Street Sidewalk Improvements	Add sidewalks on Mill Street from Pine Street to Harms Lane, including 3 curb ramps				X			*Mendocino County Regional Transportation Plan (2017), Safe Routes to School Plan (2009)*
	Laurel Street Crossing and Sidewalk Improvements	Add sidewalks and 2 crosswalks on Laurel Street from North Street to Mill Street				X			*Safe Routes to School Plan (2009)*
W-3	**North Willits Rail Trail and Casteel Lane Connection**	(see below)							
	Rail Trail from Commercial Street to Casteel Lane	Class I path from East Commercial Street to Casteel Lane, including bridge over creek and crossing with bump-outs at Commercial		X		X			*Willits Main Street Corridor Enhancement Plan (2016)*
	Class I Trail on Casteel Lane	Class I path on Casteel Lane from Redwood Highway to Rail Trail		X					*Willits Main Street Corridor Enhancement Plan (2016)*
W-4	**Coast Street Pedestrian Improvements**	Sidewalks, curb ramps and crosswalks on Coast Street between West San Francisco Street and Highway 20	X						*Mendocino County Regional Transportation Plan (2017)*

Project ID	Project Name	Location	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
W-5	**Franklin Avenue Pedestrian Improvements**	Sidewalk and crosswalks on Franklin Avenue from Blosser Lane to South Main Street/Highway 20				X			*Safe Routes to School Plan (2009)*
W-6	**Blosser Lane Pedestrian Improvements - City Streets**	Blosser Lane sidewalk infill high visibility crosswalks, signage		X		X			*Mendocino County Regional Transportation Plan (2017), Safe Routes to School Plan (2009)*
W-7	**Blosser Lane Pedestrian Improvements - State Highway**	Blosser Lane sidewalk infill high visibility crosswalks, signage		X		X			*Mendocino County Regional Transportation Plan (2017), Safe Routes to School Plan (2009)*
W-8	**Walnut Street and South Main Street/Highway 20 Intersection Crossing Enhancement**	Walnut Street and South Main Street/Highway 20 Intersection add crosswalk, median, curb ramp		X				X	*Mendocino County Regional Transportation Plan (2017)*
W-9	**Pedestrian Improvements near Baechtel Grove Middle School**	(see below)							*Mendocino County Regional Transportation Plan (2017); Safe Routes to School Plan (2009)*
	Walnut Street Sidewalk Improvements	South side of Walnut Street, Locust Street to Magnolia Street				X			*Safe Routes to School Plan (2009)*
	Locust Street Improvements	Sidewalks, crosswalks, and corner ramps on Locust Street in the vicinity of Baechtel Grove Middle School							*Mendocino County Regional Transportation Plan (2017)*
	Holly Street Sidewalk Improvements	Sidewalk Improvements on both sides of Holly Street							*Safe Routes to School Plan (2009)*
	Poplar Street Sidewalk Improvements	Sidewalk Improvements on east side of Poplar Street from Furlong Road to Holly Street							*Safe Routes to School Plan (2009)*
	Hazel Street Sidewalk Improvements	North side Sidewalk gap closure on Hazel Street	X						*Safe Routes to School Plan (2009)*
W-10	**Baechtel Road and Shell Lane Sidewalk Improvements**	(see below)							*Mendocino County Regional Transportation Plan (2017)*
	Baechtel Road Sidewalk Improvements	Sidewalk on south side of Baechtel Road	X						*Safe Routes to School Plan (2009)*
	Crossing Improvements at Baechtel Road and South Main Street/Highway 20	Crosswalk with warning light and curb ramps across South Main Street/Highway 20		X					*Safe Routes to School Plan (2009)*
	Shell Lane Connection to Rail Trail	Sidewalk connection on both sides of Shell Lane to new NWP Rail Trail	X			X			*Mendocino County Regional Transportation Plan (2017)*
W-11	**East Hill Road Sidewalk Improvements**	From Baechtel Road to the East City Limit, sidewalk infill and crosswalks with curb ramps	X	X				X	*Mendocino County Regional Transportation Plan (2017)*
W-12	**Elm Lane pedestrian Imrovements**	Sidewalk, crosswalk and curb ramp improvements at intersections with Manor Way and Alder Lane				X			*Mendocino County Regional Transportation Plan (2017)*

Project ID	Project Name	Location	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
W-13	**Manor Way and Main Street/Highway 20 Intersection Improvements**	Manor Way crosswalk and sidewalk improvements		X					*Safe Routes to School Plan (2009)*
W-14	**South Main Street/Highway 20 to Sandy Lane Sidewalk Improvements**	(see below)							
	Sidewalk Gap Closure	Sidewalk connection south from near Alder Lane along east side of South Main Street and north on west side of Baechtel Road to Sandy Lane	X	X				X	*Safe Routes to School Plan (2009)*
	Crossing Improvements	Crosswalks and curb ramps at Baechtel Road and Sandy Lane intersection							
W-15	**Enhanced Lighting on East Commercial Street**	Fill gaps in pedestrian level lighting on East Commercial to Snyder and Recreation Grove Parks and ballfields			X				*Public input for current study*
W-16	**Enhanced Lighting on South Main Street/Redwood Highway**	Fill gaps in pedestrian level lighting on South Main Street/Redwood Highway between West Mendocino Avenue and Casteel Lane			X				*Public input for current study*
	Funded or Programmed Projects								
W-17	**NWP Rail Trail, Phase I**	From East Hill Road to East Commercial Street, ten-foot wide multi-use trail		X		X			*Mendocino County Regional Transportation Plan (2017)*
	Long Term Projects								
W-18	**Entrance to Trail from Brooktrails Township to Willits**	Entrance to Brooktrails trail at end of Mill Creek Court		X					*Public input for current study*
W-19	**North Willits Trail**	Trail connection from South Main Street/Redwood Highway to Mill Creek Drive	X	X			X		*Willits Main Street Corridor Enhancement Plan (2016)*
W-20	**Brown's Corner Intersection Improvements**	Crosswalk at intersection of Baechtel Road and South Main Street/Highway 20		X				X	*Bike and Pedestrian Plan (2009); Public input for current study*
	Unincorporated Willits Area North Projects								
	Long-Term Projects								
W-21	**Trail from Brooktrails Township to Willits**	Trail across private property from Mill Creek Court to Brooktrails	X	X					*Public input for current study*

Project ID	Project Name	Location	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
	Unincorporated Willits Area South Projects								
	Priority Projects								
W-22	**Della Avenue Sidewalk Improvements**	Add sidewalk on the north side of Della Avenue and crosswalk at intersection with Meadowbrook		X					*Safe Routes to School Plan (2009)*
	Unincorporated Willits Area East Projects								
	Long-Term Projects								
W-23	**Sherwood Rancheria Connection**	Extend pedestrian path or sidewalk from East Hill Road to Center Valley Road, Bay Road, Valley Road, Eastside Road		X					*Public input for current study*

Table 23: North Coast/Inland Unincorporated Areas Project Summary Table

Project ID	Project Name	Location/Scope	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
	Albion								
	Funded/Programmed Projects								
AL-1	**Albion River Bridge Replacement**	Albion River Bridge Sidewalk	X	X		X	X		*D-1 Salmon Creek Bridge and Albion River Bridge Replacement Projects*
AL-2	**Salmon Creek Bridge Replacement**	Salmon Creek Bridge Sidewalk	X	X		X	X		*D-1 Salmon Creek Bridge and Albion River Bridge Replacement Projects*
	Boonville								
	Priority Projects								
BV-1	**Downtown Boonville Crossing Improvements**	Add user-activated pedestrian lights, add high visibility crosswalk and ADA curb ramp		X					*State Route 128 Corridor Valley Trail Feasibility Study (2014)*
	Long-Term Projects								
BV-2	**Highway 128 Pedestrian Improvements**	(See below)							*Mendocino County Regional Transportation Plan (2017), State Route 128 Corridor Valley Trail Feasibility Study (2014)*
	Class I Multi-Use Path	South side of Highway 128, from County Road 150 to Mountain View Road	X						*Mendocino County Regional Transportation Plan (2017)*
	West Boonville Crossing Improvements	High-visibility crosswalks at the Highway 128/County Road 150 intersection and Highway 128/Schoenahl Rd intersection							*State Route 128 Corridor Valley Trail Feasibility Study (2014)*
BV-3	**Downtown Boonville Sidewalk Improvements**	Various sidewalk improvements along Highway 128 in Downtown Boonville		X					*State Route 128 Corridor Valley Trail Feasibility Study (2014)*
	Recreational and Peripheral Projects								
BV-4	**Anderson Valley Way Class III Bike Route/Recreational Trail**	Add Class III bike route/signage and informal pedestrian path along Anderson Valley Way				X			*Mendocino County Regional Transportation Plan (2017),State Route 128 Corridor Valley Trail Feasibility Study*
	Brooktrails Township (See Willits Projects)								
	Calpella								
	Priority Projects								
CAL-1	**Downtown Calpella Pedestrian Improvements**	(See below)				X			*Calpella Community Design Project 2011*
	State Street and Moore Street Intersection Crossing Improvements	Various pedestrian improvements In Calpella except for the sidewalk on South side of Moore Street and west of State Street, and crossing improvements at Moore Street and 3rd Street							*Calpella Community Design Project 2011*
	3rd Street Sidewalk Improvements	Sidewalks on both sides of 3rd Street							*Calpella Community Design Project 2011*
	State Street Sidewalk and Crossing Improvements	Add sidewalks on both sides of State Street intersection of State Street & Moore Street and State Street & Hopkins Street				X			*Calpella Community Design Project 2011*
	Moore Street Sidewalk Improvements	Sidewalks on both sides of Moore Street, Intersection of Moore Street & State Street							*Calpella Community Design Project 2011*

Project ID	Project Name	Location/Scope	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
	Funded or Programmed Projects								
CAL-2	**Calpella Elementary School Access Improvements**	Pathway connections and crosswalk to improve pedestrian access to Calpella Elementary School; the sidewalk and crossing portions Safe Routes to School plan were completed	X	X					*Mendocino County Safe Routes to School Plan (2014)*
	Long-Term Projects								
CAL-3	**Mendocino County Rail Trail Plan Segment C-2**	Planned multi-use path on east side of Calpella connecting it to Ukiah as part of regional Rail Trail	X					X	*Mendocino County Rail-with-Trail Plan (2012)*
CAL-4	**Moore Street Bridge Improvement**	Moore Street Bridge replacement and lighting improvement	X	X		X	X		*Public input for current study*
	Caspar Area								
	Long-Term Projects								
CAS-1	**Highway 1 Crossing Improvements**	Add traffic signal and crosswalks, or add a roundabout at intersection of Highway 1 and Fern Creek Road		x					*Public input for current study*
	Covelo/Round Valley								
	Priority Projects								
CO-1	**Howard Street and Foothill Boulevard Pedestrian Improvements**	Sidewalk and crossing improvements along Howard Street, Airport Road and Foothill Boulevard, with crossing improvments at six key intersections near the Round Valley Schools							*Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study (2014), Mendocino County Safe Routes to School Plan (2014), Mendocino County Regional Transportation Plan (2017)*
CO-2	**Southern Highway162 Pedestrian Improvements**	Sidewalks and crossing improvements along Highway 162 from Commercial Street to Howard Street		X					*Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study (2014)*
CO-3	**Highway 162 Crossing Improvements**	Crossing improvements on Highway 162 at Tribal Economic Center and at Biggar Lane		X					*Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study (2014)*
	Funded or Programmed Projects								
CO-4	**Highway 162 Corridor Multi-Use Path**	10-foot wide multi-use path parallel to Highway 162 on west side from Howard Street north to Mina Road, with an east-west extension across Tribal land to Henderson Lane		X			X	X	*Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study (2014), Mendocino County Regional Transportation Plan (2017)*
	Long-Term Projects								
CO-5	**Biggar Lane Pedestrian Improvements**	Pathway or shoulder improvements from Crawford Road east to Highway 162							*Round Valley Walk/Bike Path and Community Revitalization Strategy (2010)*
CO-6	**Crawford Road Pedestrian Improvements**	Pathway or shoulder improvements from Biggar Lane south to Foothill Blvd							*Round Valley Walk/Bike Path and Community Revitalization Strategy (2010)*

Project ID	Project Name	Location/Scope	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
CO-7	**East Lane Pedestrian Improvements**	Pathway or shoulder improvements from Highway 162 east to Sandy Lane							*Round Valley Walk/Bike Path and Community Revitalization Strategy (2010); Public Input*
	Hopland								
	Priority Projects								
HOP-1	**Highway 101 Complete Street Improvements**	Along Highway 101 from Mountain House Road to north end of town: sidewalk upgrades and gap closures; crosswalk relocation and improvement				X			*Hopland Main Street Corridor Engineered Feasibility Study, (2015)*
HOP-2	**Highway 101 and Highway 175 Crossing Improvements**	Roundabout at Highway 101 and Highway 175 intersection		X		X			*Hopland Main Street Corridor Engineered Feasibility Study, (2015), Mendocino County Regional Transportation Plan (2017)*
	Hopland Long-Term Projects								
HOP-3	**Highway 175 Multi-Use Class I Path**	(See below)							*Hopland Main Street Corridor Engineered Feasibility Study, (2015)*
	Class I Path from Hopland to Old Hopland	Class I path from Highway 101 & Highway 175 intersection to Old Hopland. Requires two bridges.							*Hopland Main Street Corridor Engineered Feasibility Study, (2015)*
	Old Hopland Pedestrian Improvements	Colored shoulder and drainage improvements					X		*Hopland Main Street Corridor Engineered Feasibility Study, (2015)*
HOP-4	**Hopland Rail with Trail Segment S-3 and S-4**	North and South Part of Rail Trail project in Hopland	X	X		X			*Mendocino County Rail-with-Trail Plan (2012)*
	Laytonville								
	Priority Projects								
LTV-1	**Laytonville High School Pedestrian Improvements**	(See below)							*Laytonville Traffic Calming and Revitalization Plan (2008)*
	Sidewalk Extension	South Side of Branscomb Road from 101 to Willis Avenue				X			*Laytonville Traffic Calming and Revitalization Plan (2008)*
	Crossing Improvements	Add crosswalks at Ramsey Road and 1,200 feet west of Branscamb Road and Highway 101 intersection, from Tin Gym to unofficial parking area		X					*Laytonville Traffic Calming and Revitalization Plan (2008)*
LTV-2	**Highway 101 Pedestrian Improvements**	(See below)		X					*Laytonville Traffic Calming and Revitalization Plan (2008)*
	Crossing Improvements at Branscomb Road and Highway 101	Add crossing improvements at intersection, including curb bump outs		X					*Laytonville Traffic Calming and Revitalization Plan (2008), Mend*
	Crossing Improvement South of Branscomb Road	Additional crosswalk 150' south of Branscomb Road		X		X			*Laytonville Traffic Calming and Revitalization Plan (2008), Mend*
	Highway 101 Sidewalk Improvements	Sidewalk improvements from Branscomb Road to Ramsey Road		X		X			*Laytonville Traffic Calming and Revitalization Plan (2008), Mend*
LTV-3	**Laytonville Elementary School Pedestrian Improvements**	Install sidewalks on north side of Ramsey Road and east side of Willis Avenue. Add crossing improvements near Laytonville Elementary School				X			*Laytonville Traffic Calming and Revitalization Plan (2008), Mend*

Project ID	Project Name	Location/Scope	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
	Long-Term Projects								
LTV-4	**Laytonville Pedestrian Safety Improvements Across 101**	Install medians and restripe crosswalks along Highway 101 from Branscomb Road to Ramsey Road		X		X			*Mendocino County Regional Transportation Plan (2017)*
	Recreational and Peripheral Projects								
LTV-5	**Coyote Trail Extension**	Extend the current dirt trail along Ten Mile Creek to Branscomb Road	X				X	X	*Mendocino County Regional Transportation Plan (2017), Mendocino County Safe Routes to School Plan (2014)*
LTV-6	**Coyote Trail Bridge**	Add bridge over Ten Mile Creek at north end of current Coyote Trail	X				X		*Laytonville Traffic Calming and Revitalization Plan (2008)*
	Little River								
	Funded or Programmed Projects								
LR-1	**Bridge Rail Upgrade and Widening**	South side of Little River Bridge	x	x					*Bridge Rail Upgrade and Widening (study in process)*
	Mendocino								
	Funded or Programmed Projects								
MEN-1	**Jack Peters Creek Bridge Replacement**	Jack Peters Creek Bridge on Highway 1 just north of Mendocino	X	X		X	X		*Bridge Rail Upgrade and Widening (study in process)*
	Long-Term Projects								
MEN-2	**Lansing Street and Ukiah Street Sidewalk Improvement**	Along Lansing Street and Ukiah Street, add ADA compliant sidewalk ramps, address high curbs				X			*Public input for current study*
MEN-3	**Downtown Mendocino Sidewalk Improvements**	Kasten Street, part of Albion Street, and Main Street sidewalks			X	X			*Public input for current study*
MEN-4	**Pine Street Sidewalk Improvements**	Sidewalk improvement on Pine Street, east of School Street							*Public input for current study*
	Long-Term Projects								
MEN-5	**Beach Path**	Pedestrian path from town to beach	X	X		X	X		*Public input for current study*
	Navarro Area								
	Long-Term Projects								
NA-1	**Navarro River Trail**	South side of Little River Bridge		x			x		*Bridge Rail Upgrade and Widening (study in process), Pacific Coast Bicycle*
	Philo								
	Long-Term Projects								
PH-1	**Shoulder Improvements in Philo**	From Philo (Post Mile 23.1) to Greenwood Road (Post Mile 20.1)							*State Route 128 Corridor Valley Trail Feasibility Study, 2014*

Project ID	Project Name	Location/Scope	Constraints						Source
			Topography/ Terrain	Right of Way	Utilities	ADA Compliance	Sensitive Habitat Areas	Permitting	
	Redwood Valley								
	Priority Projects								
RW-1	**Redwood Valley Pedestrian Improvements**	(See below)							*Public input for current study*
	Crossing Improvements	Crosswalk improvement at East Road and East School Way							*Public input for current study*
	Sidewalk Improvements	Add sidewalks on East Road, from Lion's Club Park to B Road, and on East School Way from East Road to railline							*Public input for current study*
	Long-Term Projects								
RW-2	**Mendocino County Rail-with-Trail Plan Segment C3**	New Class I trail from Highway 20 to Laughlin Way		x				x	*Mendocino County Rail-with-Trail Plan (2012)*
RW-3	**North Redwood Valley Pedestrian Path**	East Road from G Road to H Road	x						*Public input for current study*
RW-4	**West Road Pedestrian Improvements**	Add Street lighting or traffic signal to intersection of West Road and State Street		x		x			*Public input for current study*
RW-5	**Bel Arbes Pedestrian Improvements**	Add sidewalks on Bel Arbes Drive				x			*Public input for current study*
	Sherwood Valley Rancheria (See Willits Projects)								
	Talmage (See Ukiah Projects)								
	Westport Area								
	Priority Projects								
WP-1	**North Westport Area Shoulder Path**	East Side of Highway 1 from Post Office to North End of Study Area		x					*Westport Area Integrated Multi-Use Coastal Trail Plan (2011)*
	Long-Term Projects								
WP-2	**Westport Area Integrated Multi-Use Coastal Trail**	From South End of Westport Study Area to the Existing Wide Shoulder on Highway 1	x	x			x		*Westport Area Integrated Multi-Use Coastal Trail Plan (2011)*
	Yorkville								
	Long-Term Projects								
YO-1	**Yorkville Shoulder Widening**	Highway 128 in Yorkville Yorkville Market to Hulbert Road					x		*State Route 128 Corridor Valley Trail Feasibility Study, 2014*

4. Project Details– South Coast Incorporated Cities

Point Arena is the only incorporated city in the South Coast area. Below is a project-by-project description for pedestrian improvement projects in Point Arena.

4.1 POINT ARENA – PRIORITY PROJECTS

PA-1 Northern Point Arena Sidewalk and Crossing Improvements Project – State Highway

This project combines a series of improved and added sidewalks and improved crossings on Highway 1 in the northern part of the City of Point Arena. Specific locations of improvements are listed below and shown on Figure 5.

- **New sidewalks, sidewalk gap closures, and improved/repaired sidewalks:**
  - School Street/Highway 1 from Lake Street to City Hall (see Figures 1 and 2)
    New sidewalks on southwest side of School St./Highway 1 to complete the sidewalk for entire length of the developed frontage.
    Improved/repaired sidewalks on the north side of School Street/Highway 1 where they are currently narrow and/or in poor condition.
- **New or improved crossings:**
  - Main Street and Riverside Drive Crossings
    New crossings for Riverside at Main Street/Highway 1 and of Main Street on the southern leg, including drainage improvements to address open culverts that currently impact crossings (see Figures 3 and 4).

Northern Point Arena Sidewalk and Crossing Improvement Project - State Highway (see Appendix C for detailed estimate)	**$ 545,529**

PA-2 Northern Point Arena Sidewalk and Crossing Improvements Project – City Streets

This project complements the proposed improvements in the state ROW the northern part of the City of Point Arena. Specific locations of improvements are listed below and shown on Figure 5.

- **New sidewalks, sidewalk gap closures, and improved/repaired sidewalks:**
  - Lake Street Sidewalk Gap Closure
    Sidewalk gap closure on both sides of Lake Street.

Address sight distance issue to crosswalk at Lake Street from NB Highway 1, which is blocked by large shrub on residential property

– Riverside Drive Sidewalk Extension

Sidewalk extension east of Main Street

– School Access Path

- This would extend an existing path from Highway 1/School Street to Lake Street on easements through private property. This project was identified in the 2010 Point Arena Community Action Plan.

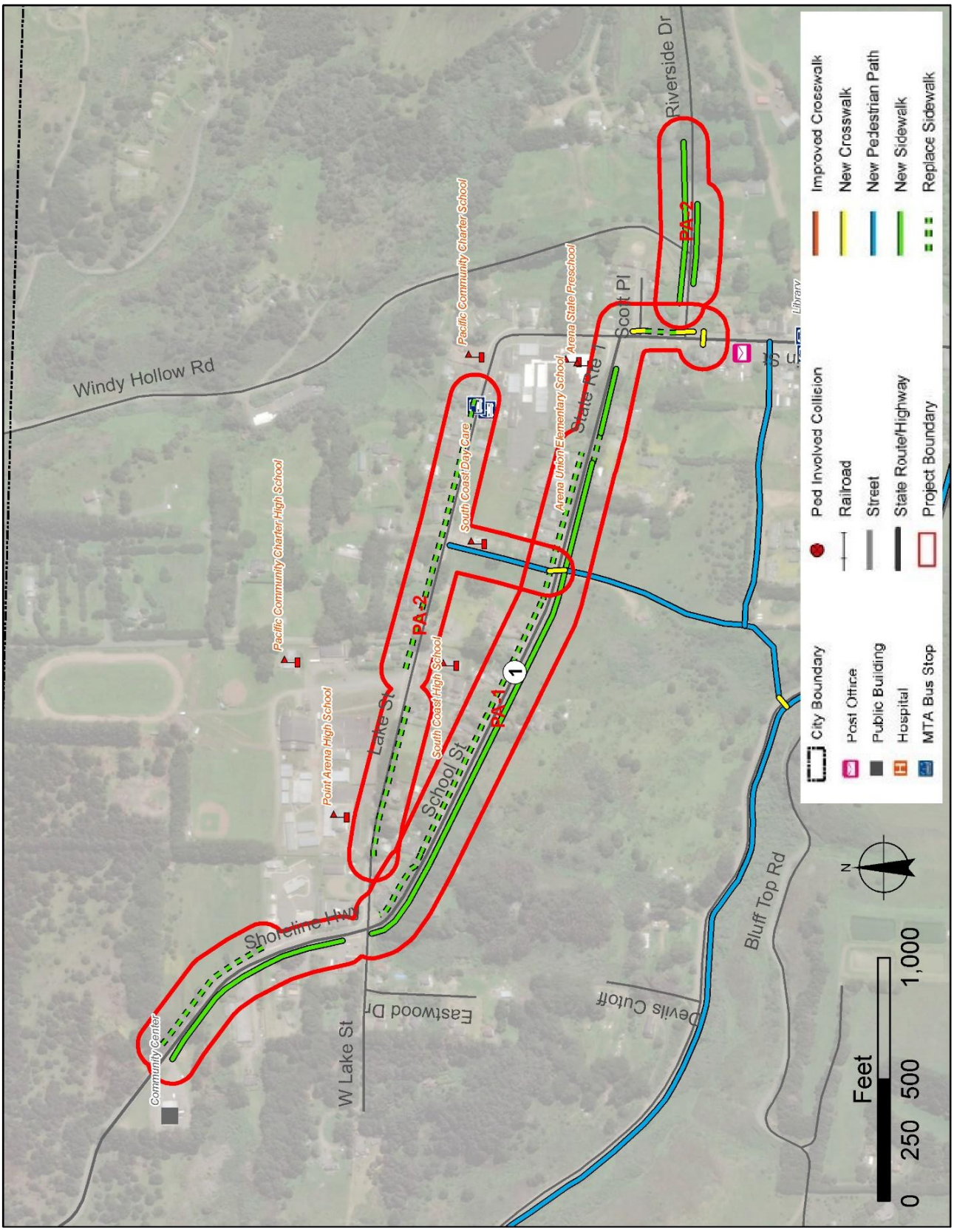
Northern Point Arena Sidewalk and Crossing Improvement Project - City Streets (see Appendix C for detailed estimate)	**$ 161,285**

Figure 1: School Street looking east

Figure 2: School Street at Lake Street looking south (crosswalk being re-done)

Figure 4: Open drainage along Main St./Hwy 1

Figure 3: Open drainage along Riverside Drive



Map 8: North Pt. Arena Sidewalk Improvements – PA-1, PA-2

PA-3 Southern Point Arena Sidewalk and Crossing Improvements Project – State Highway

This project combines a series of improved and added sidewalks and improved crossings around the southern part of the City of Point Arena. Specific locations of improvements are listed below and shown on Figure 12.

- **New or improved crossings:**
  - **Main Street Crossings**

    At existing crosswalk south of Mill Street – improved visibility (warning lights and/or flashing beacons) (see Figure 6)

    At Iverson Avenue – sidewalk extension around the corner requiring a retaining wall and new cross walk with curb bump-outs and warning lights and/or flashing beacon (see Figure 7). The connection north from Iverson onto Main Street is challenging for pedestrians because a slope extends down to the edge of the roadway from the adjacent residence, leaving no shoulder. This condition extends around the corner to where the sidewalk starts on Main Street. Adding sidewalks to this portion would require retaining walls.

Figure 5: Corner of Iverson Ave. at Main St.

Figure 6: Existing Main Street crossing near Mill Street

- **New sidewalks, sidewalk gap closures, and improved/repaired sidewalks:**
  - **Main Street/Highway 1 Pathway, South of Iverson Avenue**

    This would be a new pedestrian path, presumably on the west side of Highway 1, to connect to the few residences and businesses south of the community core (see Figure 8). This would extend a distance of approximately 670 feet. Most of this distance there are wide paved or unpaved shoulders, except for a portion in the middle approximately 175 feet long where a slope extends down to the edge of the lane. Completing pedestrian access through this area would require installing a retaining wall.

Figure 7: Highway 1 south of Iverson Avenue

Southern Point Arena Sidewalk and Crossing Improvement Project - State Highway (see Appendix C for detailed estimate)	**$ 166,100**

PA-4 Southern Point Arena Sidewalk and Crossing Improvements Project –City Streets

- **Mill Street Sidewalk Improvements**
  - Sidewalks on the north side of Mill Street feature very high curbs (see Figures 9 and 10). Some portions have a "double curb" in the form of steps, which works adequately; some have a narrow planting strip between the 2 to 3 foot high "curb" and the sidewalk; and some have an approximately 3 foot drop-off directly from the sidewalk to the street. The latter 2 types need to be rebuilt to eliminate this drop-off, involving a distance of approximately 190 feet of sidewalk re-build. The sidewalks on the southern side of the western half of Mill Street have been recently rebuilt, but the sidewalks on the eastern half and near the corner of Main Street on the north side are in poor condition and need

Figure 8: North side Mill Street curbs

Figure 9: North side Mill Street - challenge at driveways

to be rebuilt. Also, properties on the south side of Mill Street often experience flooding as portions are lower than street level. This could potentially be addressed in conjunction with sidewalk curb and gutter reconstruction.

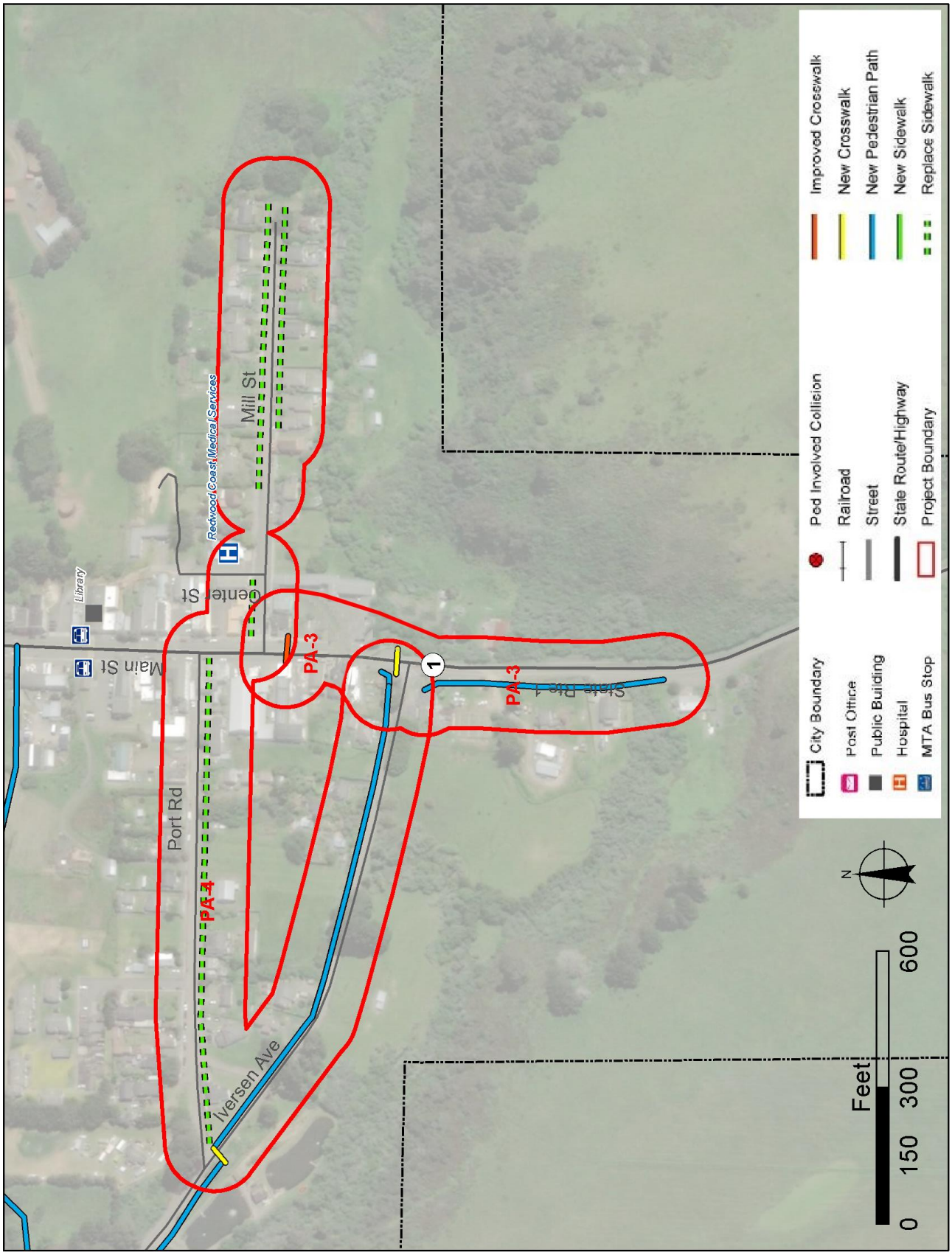
- **Iverson Avenue Gap Closure and Extension**
  - Iverson Avenue has no sidewalks or shoulders (see Figure 11 and 12). There are four residences that front along Iverson on the north side, and none on the south side. Adding a sidewalk or path on the north side of Iverson from Port Road to Main Street would provide improved access for these residents and others who are accessing Port Road from the south. To connect around the corner to Main Street at the east end would require retaining walls, presumably in the state highway ROW – see project PA-3.

- **Port Road Sidewalk Gap Closure**
  - Sidewalk gap closure on south side of Port Road west of Main Street up to the connection with Iverson Avenue. Currently there are no sidewalks on the south side.

Southern Point Arena Sidewalk and Crossing Improvement Project - City Streets (see Appendix C for detailed estimate)	**$ 456,529**

Figure 10: Western portion of Iverson Ave.

Figure 11: Western portion of Iverson Ave.



Map 9: Southern Pt. Arena Sidewalk Improvements Projects PA-3, PA-4

PA-5 Pathway Connections to Port Road, School Street and Main Street

The 2010 Community Action Plan shows "Harpers Trail" which connects via a 50' wide public roadway and utilities easement from School Street down to Port Road (see Figure 13 through 16). This consists of a mowed path through fields at the north end, and a dirt/improved surface road on the southern end. This path provides access from the homes in the vicinity of Port Road up the hill to the schools and City Hall. In addition to pedestrian access, this route is seen as a potential emergency access should Iverson Avenue be blocked. An existing paved path extends in another 50' easement east from Main Street through City Park, where the paving is deteriorated, and as an unpaved route behind the Point Arena Village Apartments to connect to Harpers Trail. The route has pedestrian level lighting up to the apartments but poor drainage behind the apartments makes it unusable during wet weather. This route also has the potential to serve both pedestrian and emergency access if it was paved and drainage provisions installed. Another paved path extends east and then south to connect to Port Road past the community garden, but this path is in good condition. Wayfinding signage on Main Street and along the paths would improve tourists' ability to use them to reach the port or explore the town.

Pathway Connections to Port Road and Main Street (see Appendix C for detailed estimate)	**$**	**124,020**

Figure 14: Trail behind Point Arena Village Apartments

Figure 12: Harpers Trail near top, looking south

Figure 13: Lower portion of Harpers Trail near Port Road

Figure 15: Path in park looking east

PA-6 Arena Cove Access

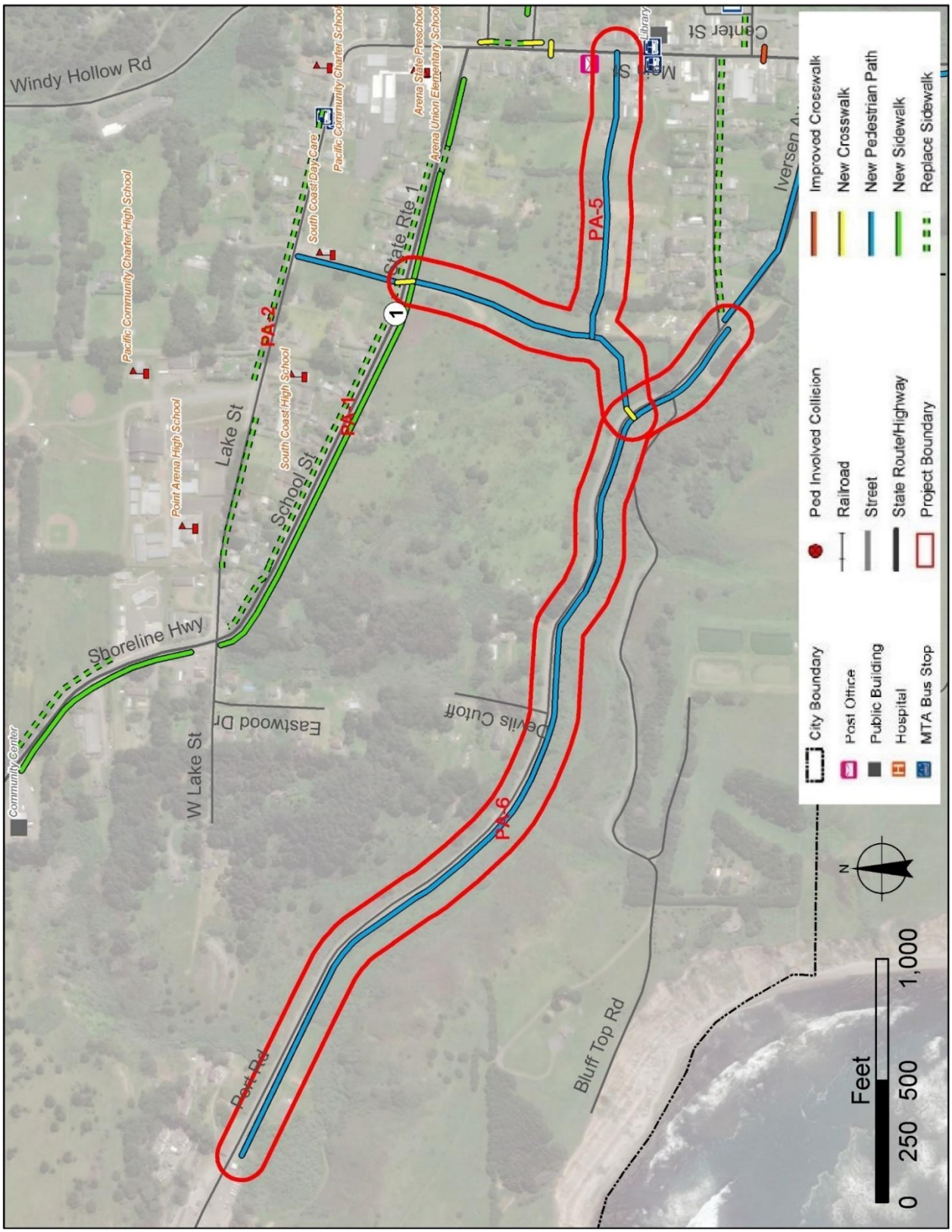
Iverson Avenue to the western portion of Port Road is the only vehicular access to Arena Cove. Port Road is closed off to through traffic where it intersects Iverson Avenue, and the sidewalks on Port Road provide pedestrian access to town. Bike lanes are present on the western portion of Port Road, but there are no sidewalks or paths. Potential improvements for Arena Cove access include:

- A separate pedestrian pathway parallel to Port Road – most likely on the south side. Most of that side is level and has room to walk beyond the bike lanes if the vegetation is mowed/cleared.
- Crosswalks where Harpers Trail connects to Port Road and where Port Road is closed at Iverson Avenue.

Point Arena - Arena Cove Access (see Appendix C for detailed estimate)	**$**	**220,148**

Figure 16: Port Road from lower Harpers Trail

Figure 17: Port Road near Port, looking east



Map 10: Point Arena pathway Connections and Arena Cove Access PA-5, PA-6

4.2 POINT ARENA – RECREATIONAL AND PERIPHERAL PROJECTS

PA-7 Point Arena Northern Public Lands Access

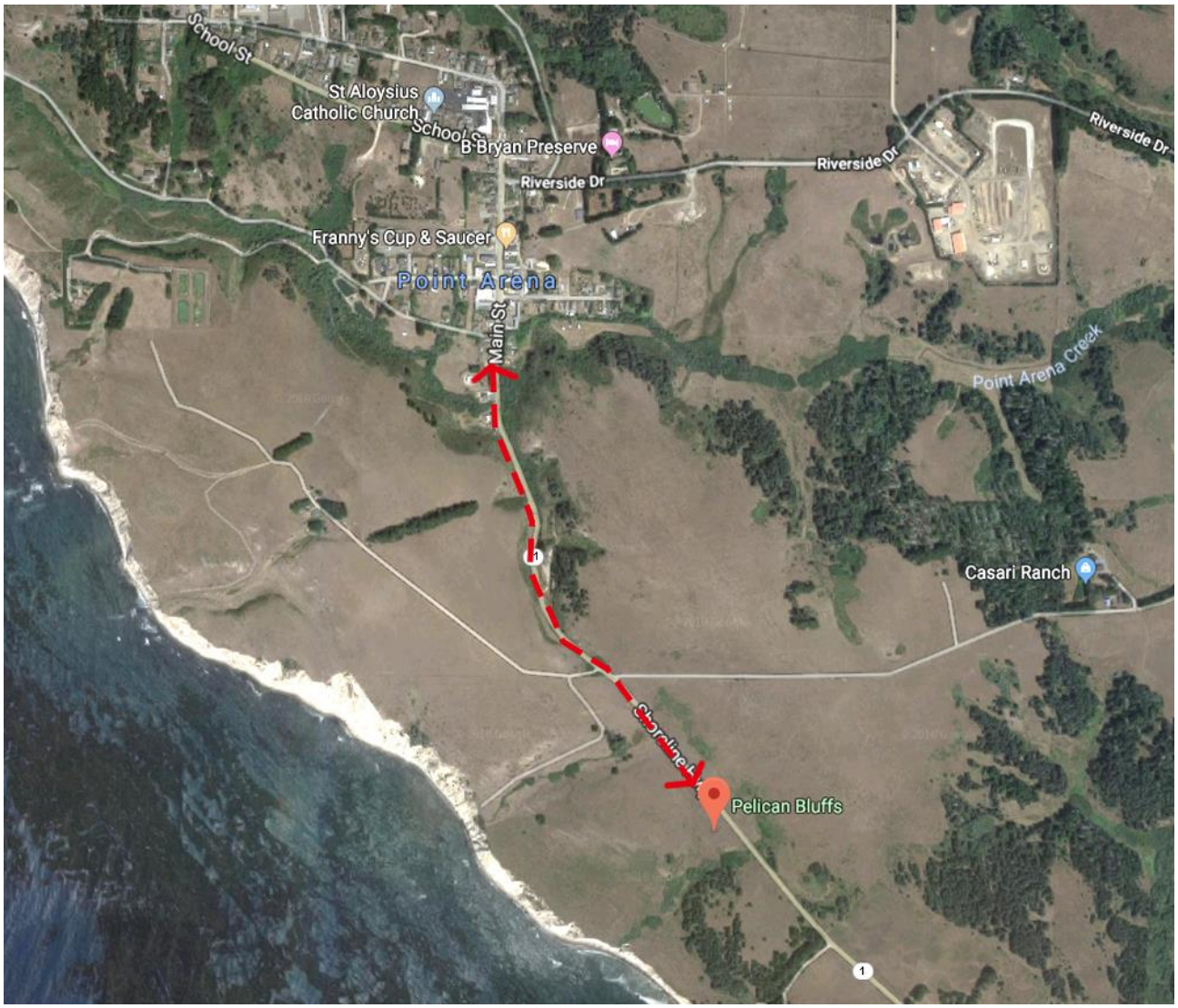
The Point Arena Lighthouse and the recently opened Point Arena-Stornetta Public Lands are attractive local destinations for visitors and residents. Currently, access to the trails is available from just a few locations: City Hall, a point just south of the Lighthouse Road/Highway 1 intersection, along Lighthouse Road, and at the lighthouse. The following potential projects would improve access to these lands:

- **Devil's Cutoff improvements**
  - Past plans have called for trail access at "Devil's Cutoff". This trail route, while steep, and requiring access permission over private land, could provide a shortcut between City Hall and Arena Cove, as well as to the Stornetta Public Lands.
- **Miner Hole Road**
  - This project would use this unpaved County road as a trail to access Garcia River, the Point Arena Lighthouse, and the Stornetta Public Lands trail

Map 11: Point Arena Northern Public Lands Access

PA-8 Pelican Bluffs and Southern Point Arena Access

Pelican Bluffs Preserve, two-thirds of a mile south of Point Arena, is currently inaccessible by foot from the town of Point Arena due to the narrow shoulders on Highway 1. Widened shoulders, a separated pedestrian path, or a Class I shared bike and pedestrian facility could be options for providing pedestrian access.



Map 12: Pelican Bluffs & Southern Point Arena Access

5. Project Details – South Coast Unincorporated Areas

Below is a project-by-project description for pedestrian improvement projects in the unincorporated communities of the South Coast.

5.1 GUALALA – PRIORITY PROJECTS

G-2 Gualala North Downtown Sidewalk and Crossing Improvements

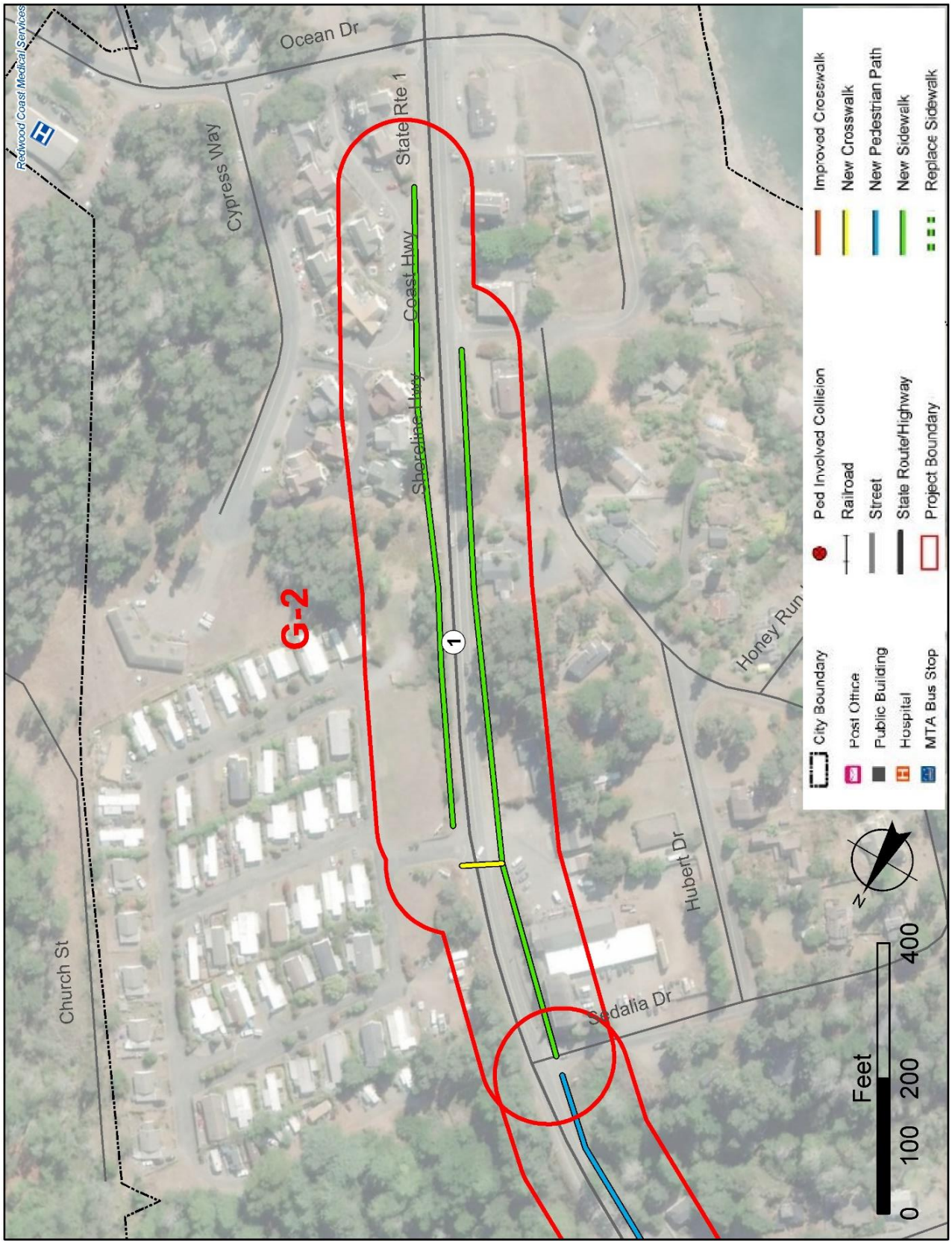
North of Ocean Drive pedestrian access along Highway 1 is not formally improved. This project would include fully accessible sidewalks or paths on both sides of the highway to the entrance of the mobile home park on the east and to Hubert Avenue on the west. The project would formalize the existing dirt and other informally improved pathways on the west side of the highway to improved pedestrian walkways. Much of the route has relatively level shoulders, but some portions have slopes that would either require the path to be on the top of the slope, assuming there is space in the right-of-way, or would require short retaining walls to provide space for a sidewalk or path.

A marked crossing across Highway 1 at the entrance to the mobile home park would provide increased visibility and safety for pedestrian access from the residences to the businesses.

Gualala North Downtown Sidewalk and Crossing Improvements Project (see Appendix C for detailed estimate)	**$ 360,386**

Figure 18: Informal Path on west side

Figure 19: Highway 1 North of Ocean Drive



Map 13: Project G-2 Gualala North Downtown Sidewalk and Crossing Improvements

G-3 Gualala Northern Walkway and Crossing Improvements

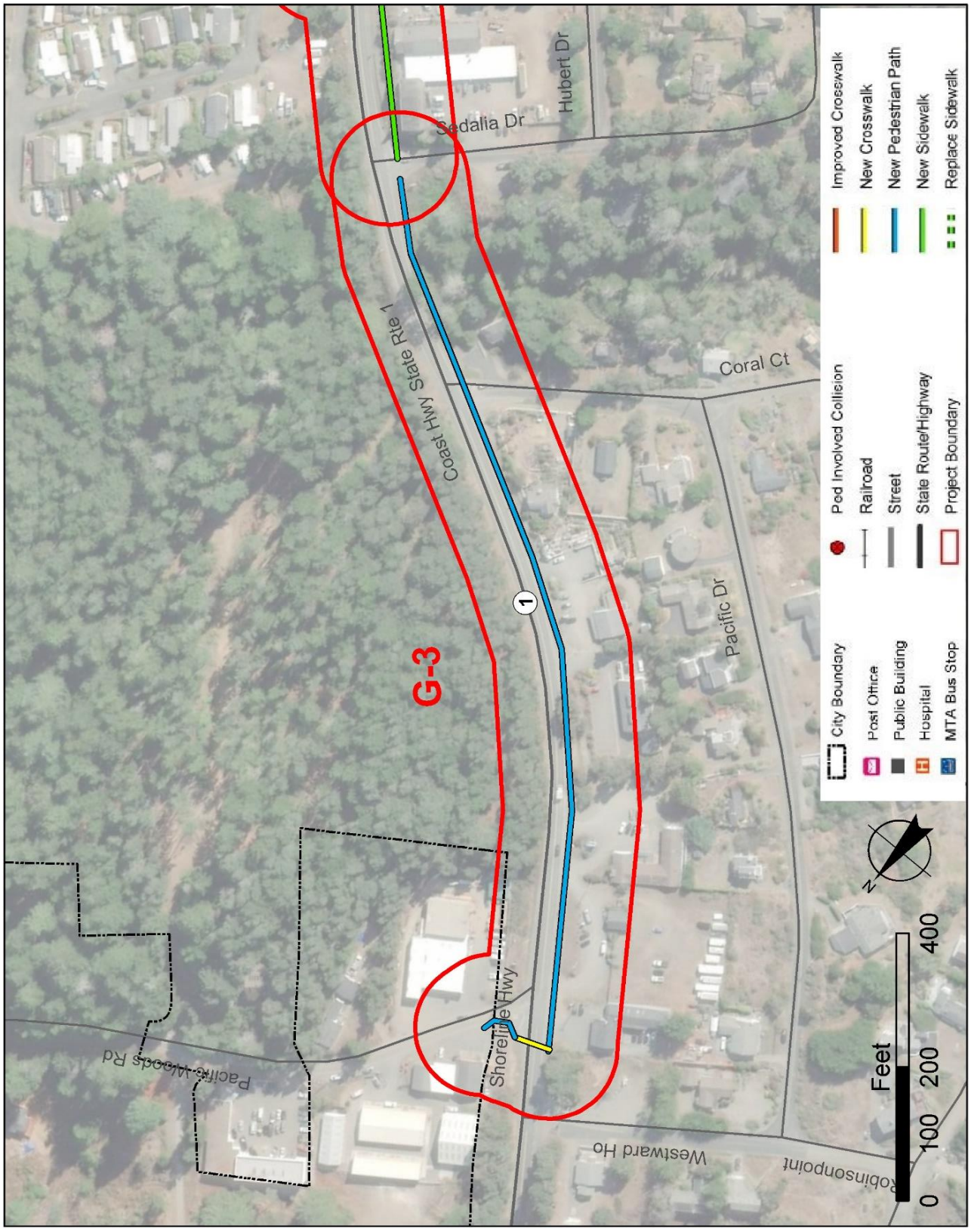
North of the mobile home park and Hubert Avenue there are also no formal sidewalks on either side of Highway 1. An informal pathway exists on most of the west side of the highway, in some cases improved by the adjacent property owner, indicating consistent use of this route for pedestrians. The project would include fully accessible sidewalks or paths on the west side of the highway, as there is no development on the east side until Pacific Woods Drive. A potential interim solution would be to improve and extend the existing dirt pathways and informally improved pedestrian walkways, which could be a community-based project.

A marked crossing across Highway 1 and the cross street at the intersection of Pacific Woods Drive would provide increased visibility and safety for pedestrian access to the businesses on either side of the highway in this area. Related improvements to the segment of Pacific Woods Drive from Highway 1 to the parking areas for the businesses would include sidewalks or improved paths on one or both sides of Pacific Woods Drive.

Gualala Northern Sidewalk and Crossing Improvements Project (see Appendix C for detailed estimate)	**$**	**160,110**

Figure 20: Intersection of Hwy 1 at Pacific Woods Drive

Figure 21: Informal path on west side of Hwy



Map 14: Project G-3 Gualala Northern Walkway and Crossing Improvements

5.2 GUALALA – PROGRAMMED OR FUNDED PROJECTS

G-1 Gualala Downtown Sidewalk and Crossing Improvements

Plans are underway for sidewalk and crossing improvements in the core of Gualala from Center Street to Ocean Drive. The project is in the Project Approval and Environmental Document (PA&ED) phase, which is anticipated to be completed in 2019. This will be followed by the Plans, Specifications, and Estimates (PS&E), phase, and finally construction. There was consistent support for this project expressed in the public input for the current study. This project is not being evaluated against other projects because it is already programmed to be implemented by Caltrans.

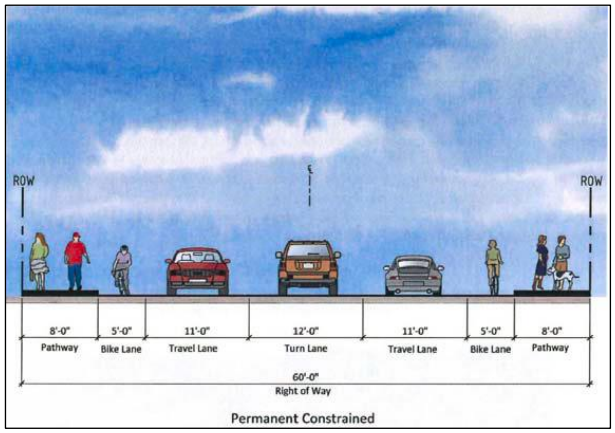


Figure 23: Cross-section from Streetscape Design Plan Streetscape Design Plan

Figure 22: Central Gualala - area of Downtown Improvements Project

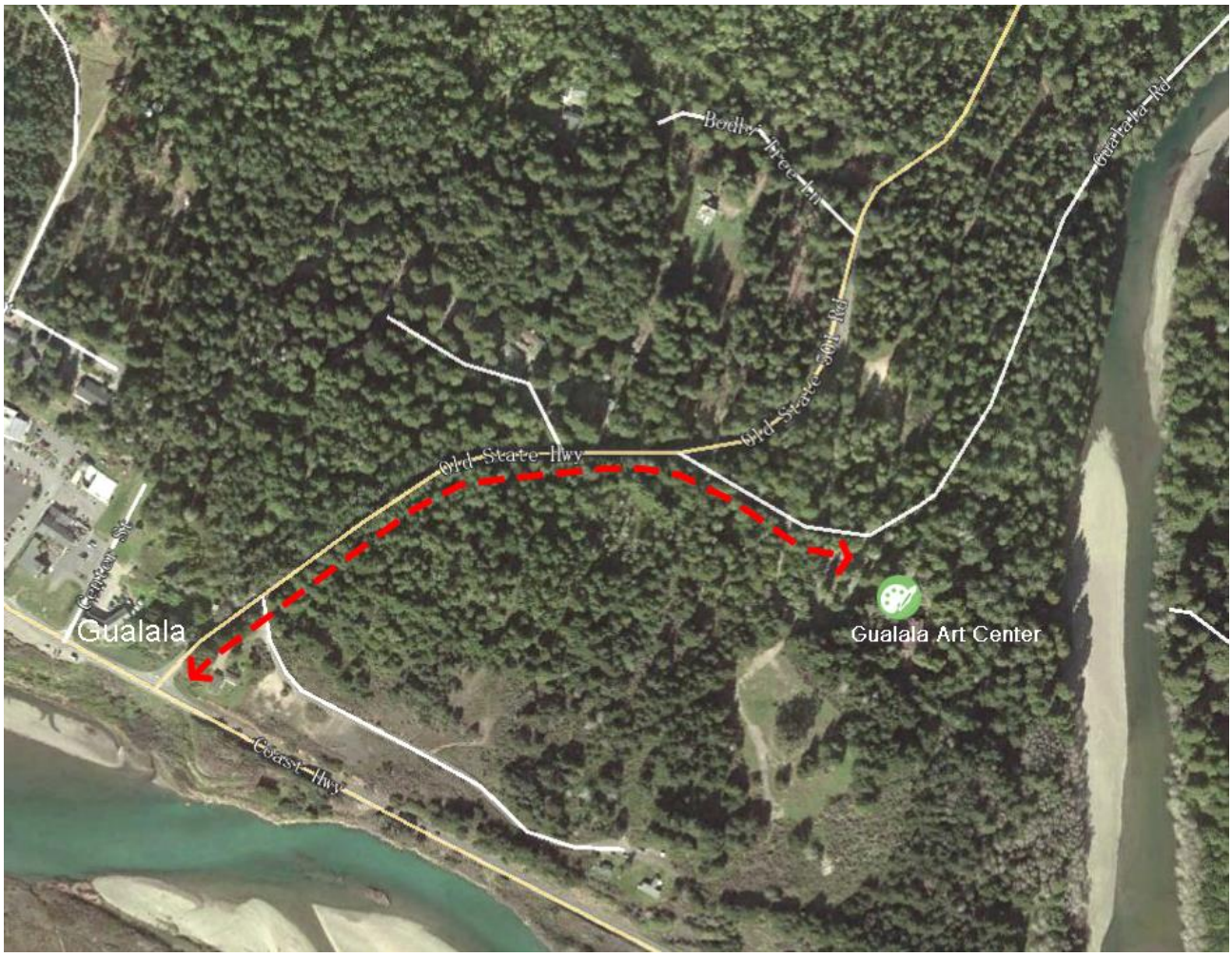
5.3 GUALALA – LONG-TERM PROJECTS

G-4 Gualala Arts Center Access Improvements

This project would provide access to the Gualala Arts Center, which is located southeast of the community core off of Old State Highway and Gualala Road. These roads are in steep forested terrain, so formal improvements would be challenging and costly. An informal roadside path might be feasible to develop as a community project.

Potential improvements along these two roads that could be explored include:

- An informal pedestrian path on the south side of Old State Highway and Gualala Road.
- An alternative forest trail between Highway 1 and the Gualala Arts Center. This would require access permission across private property, possibly via the driveway that leads to the Gualala River Watershed Council.
- Add a crosswalk across Old State Highway at intersection with Highway 1.



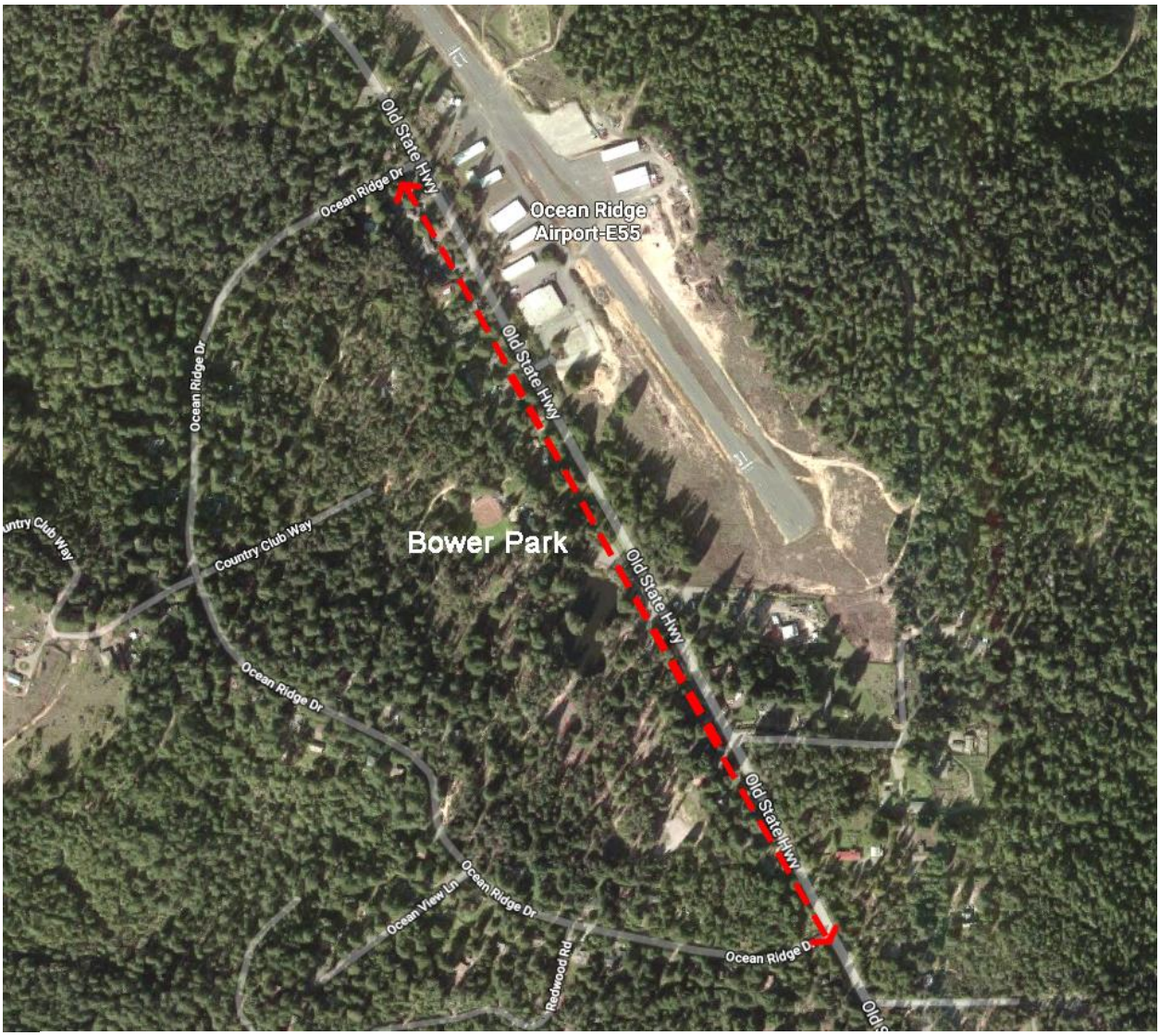
Map 15: Project G-4 Gualala Arts Center and Old State Highway Improvements

5.4 GUALALA – RECREATIONAL AND PERIPHERAL PROJECTS

G-5 Bower Community Park Pedestrian Improvements

There was at least one request to add a more continuous pedestrian pathway near Bower Community Park, located near the Ocean Ridge Airport above Gualala. There are existing sections of informal path, but there are gaps. The park is located off Old State Highway, which runs parallel to Highway 1 on a ridge behind Gualala and eventually connects to Point Arena to the north. There is a small community of dispersed residences near the Ocean Ridge Airport.

- Pedestrian pathway gap closures along Old State Highway (which is a County road) in the vicinity of the residences near the Oak Ridge Airport (specifically between both legs of Ocean Ridge Drive).



Map 16: Project G-4 Gualala Arts Center and Old State Highway Improvements

5.5 ELK/GREENWOOD – PRIORITY PROJECTS

E-1 Central Elk Pedestrian Improvements

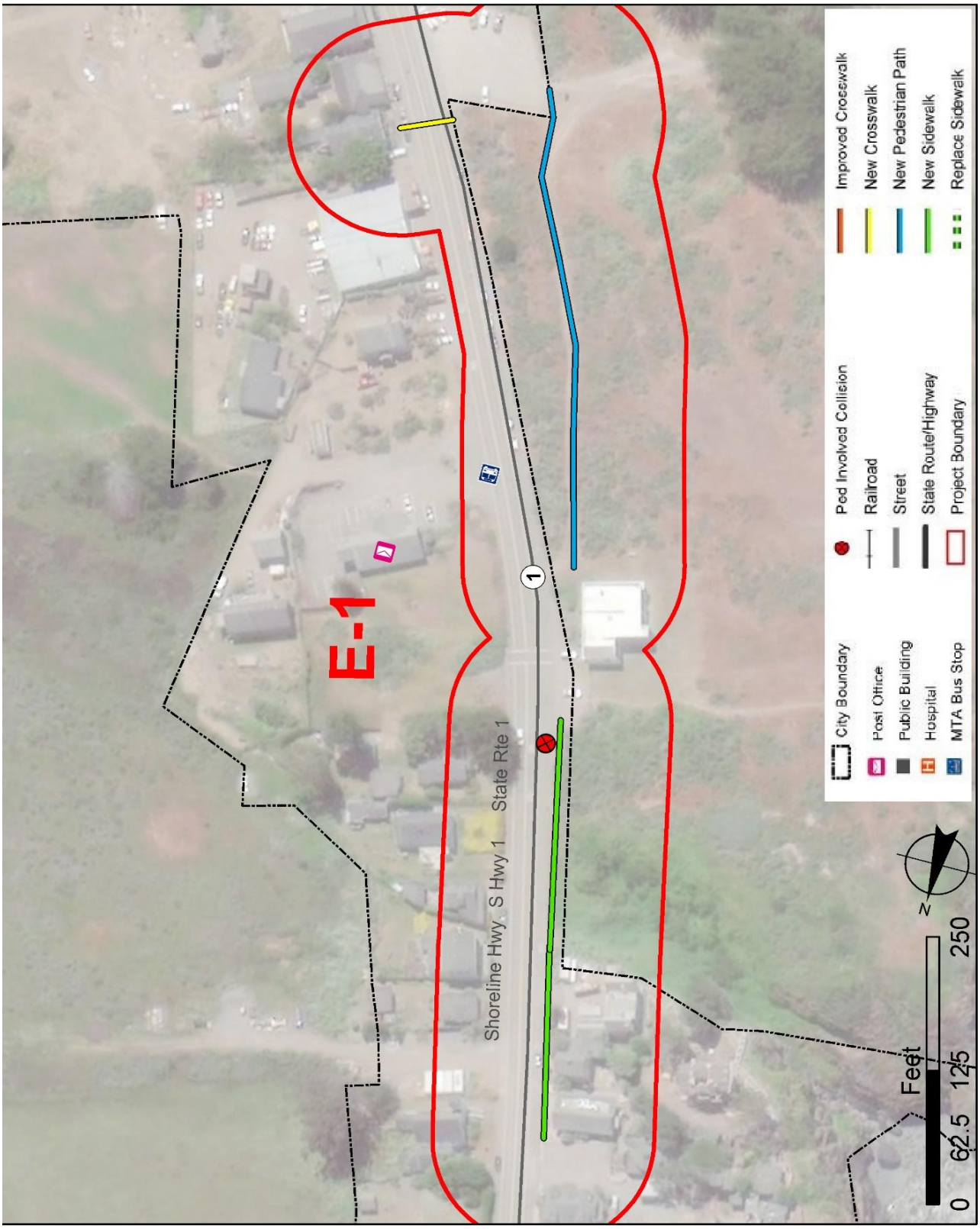
Elk/Greenwood has a small resident population, but a much larger transient population, particularly due to the popular Greenwood State Beach access from near the center of town. These improvements would serve both visitors and residents.

- **Northwest Elk Walkway**
  North of the Greenwood State Beach Visitor Center a steep gully limits the shoulder width on Highway 1, creating a pinch point for pedestrians accessing the shops, hotels and residences to the north or the Visitor Center, Post Office, or shops to the south from those locations. The existing shoulder is heavily used for vehicular parking. Further widening the shoulders or adding a new pathway on one or both sides would be required. Creating a walkway on the west side would involve constructing a retaining wall.

- **Greenwood State Beach Crossing Improvements**
  There is frequent pedestrian crossing from the beach parking lot to the visitor-serving businesses across the highway, but there is currently no marked crossing in this area. Add marked crossing for pedestrians crossing Highway 1 near the Elk Store, Greenwood State Beach parking area and the MTA bus stops.

- **Elk Greenwood State Beach Visitor Center Path**
  This project would formalize the existing mowed maintenance road/path from the Greenwood State Beach Visitor Center to the Greenwood State Beach Parking Area. This would provide a safe and attractive alternative to pedestrians walking along the shoulders of Highway 1 from the parking area and stores to the Visitor Center. This land is owned by California State Parks and is assumed to be a potential State Parks project.

Central Elk Pedestrian Improvements (see Appendix C for detailed estimate)	**$**	**302,870**



Map 17: Project G-4 Gualala Arts Center and Old State Highway Improvements

5.6 ELK/GREENWOOD – RECREATIONAL AND PERIPHERAL PROJECTS

E-2 North Elk Pathway Improvements

This would provide a sidewalk or pathway on west side of Highway 1 from Greenwood Preschool to the last house in North Elk. In most areas this would involve only minor grading and either paving or placing an improved surface like decomposed granite. In some areas there are slopes that extend to near the highway shoulder, necessitating short (probably wood) retaining walls to create enough space for a trail.

Map 18: Project E-2 North Elk Pathway Improvements

5.7 IRISH BEACH – RECREATIONAL AND PERIPHERAL PROJECT

IR-1 Highway 1 Irish Beach to Manchester

The shoulders on Highway 1 from Irish Beach to Manchester currently limit safe and comfortable walking or running int his corridor. A separated multi-use path would be a significant undertaking, but would provide access to both communities, the beaches, and other residences in between. This project could be a later phase of the Highway 1 Manchester to Kinney Road project listed below.

Map 19: Project IR-1 Highway 1 Irish Beach to Manchester

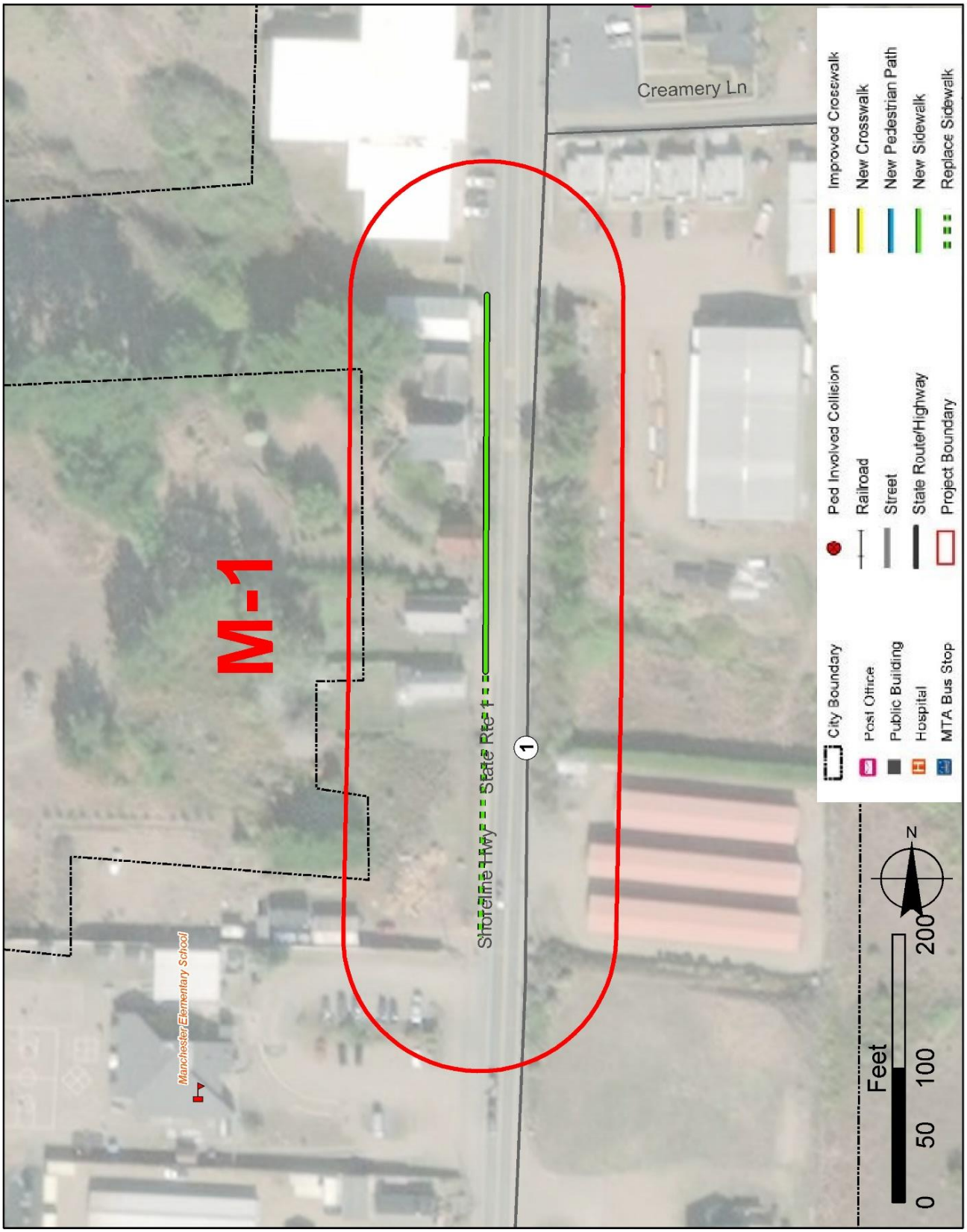
5.8 MANCHESTER – PRIORITY PROJECTS

M-1 Central Manchester Sidewalk Gap Closure

This project would complete the sidewalk connection on west side of Highway 1 from Creamery Lane to Manchester Elementary School. This includes construction of a pedestrian passage over the drainageway between Creamery Lane and Manchester Elementary School. This might be configured as a boardwalk, because drainage is currently conveyed parallel to the highway behind the guardrail until it reaches the creek.

Central Manchester Highway 1 Sidewalk Connection (see Appendix C for detailed estimate)	**$**	**80,854**

Figure 24: Pedestrian access gap on west side of Hwy 1 in Manchester



Map 20: Project M-1 Central Manchester Sidewalk Gap Closure

5.9 MANCHESTER – RECREATIONAL AND PERIPHERAL PROJECTS

M-2 Highway 1 Manchester to Kinney Road

Kinney Road, three-quarters of a mile north of Manchester, is a key access point for Manchester State Park. A public campground and a private KOA campground are both located on this road. Pedestrian access to Kinney Road from Manchester is limited by narrow shoulders and a bridge over Brush Creek that lacks any shoulders. Widened shoulders, a separated pedestrian path, or a Class I bike facility could be explored as long-term options for providing pedestrian access from Manchester, along with a bridge improvement or replacement. These improvements would also provide pedestrian access to Manchester for the residents along Crispin Road.

M-3 Manchester Kinney Road Improvements

Two campgrounds are located along Kinney Road, which leads to the main beach access point for Manchester State Park. Both campgrounds are located less than a mile from the beach access point along a narrow paved road. Widened shoulders or a separated pedestrian path would provide easy pedestrian access for campground users to the beach. The site for improvement along Kinney Road is owned by the Mendocino County, making it easy to widen the shoulders to improve pedestrian access.

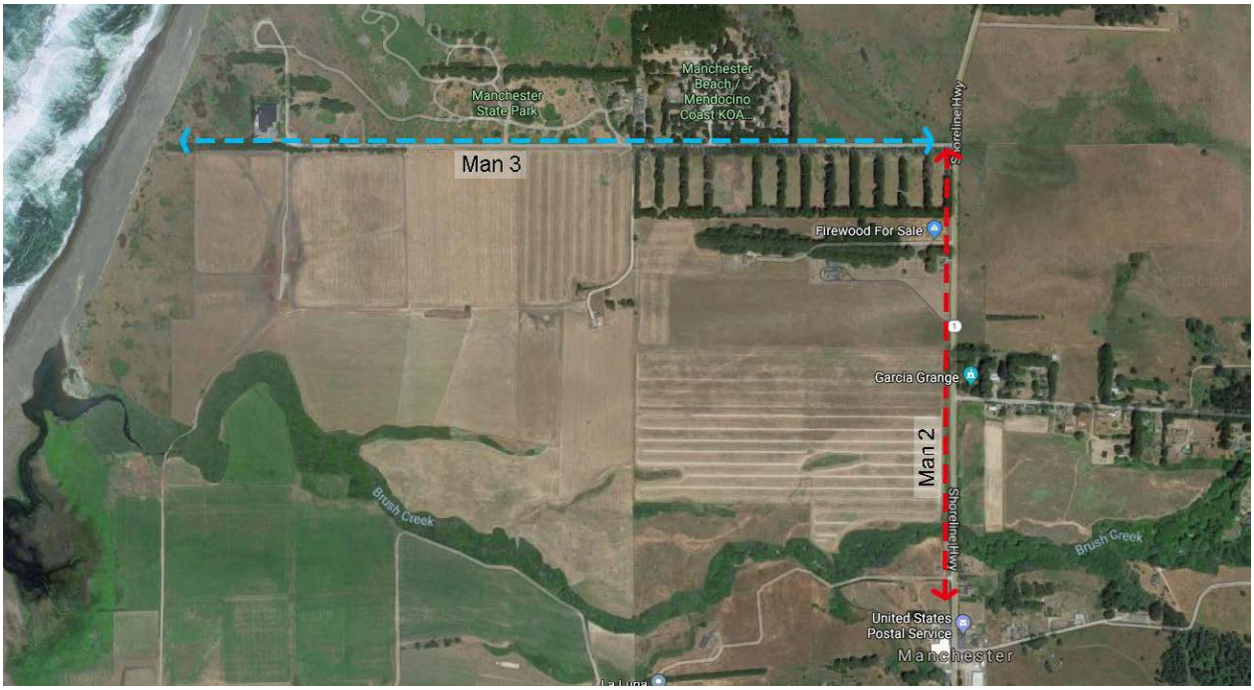


Figure 25: Projects M-1 and M-2 Manchester Kinney Road Improvements

5.10 MANCHESTER RANCHERIA – LONG-TERM PROJECTS

MR-1 Windy Hollow Bridge Replacement

The crossing of the Garcia River has been extensively studied in the *Garcia River Climate Adaption Feasibility Study* (2017) and the W*indy Hollow Road Over the Garcia River Final Bridge Feasibility Report* (2007). The Windy Hollow Road crossing has been identified as a key connection point between two portions of the Manchester Rancheria. Additionally, Caltrans is studying options to address the frequent closure of Highway 1 due to Garcia River flooding. One of the options under consideration includes re-routing Highway 1 to cross near the location of the former Windy Hollow Road bridge. Inclusion of safe and comfortable pedestrian access on this route would provide improved connections for the Manchester Rancheria.

Figure 26: Project MR-1 Windy Hollow Bridge Replacement

5.11 SCHOONER GULCH – RECREATIONAL AND PERIPHERAL PROJECTS

SCH-1 Schooner Gulch Highway 1 Pedestrian Improvements

Currently there is a lack of parking or walking access along Highway 1 for beach access at Schooner Gulch. This could be remedied with a pathway along Highway 1, or a parking lot on the east side of the highway.

Figure 27: Project SCH-1 Schooner Gulch Highway 1 Pedestrian Improvements

6. Project Details – North Coast/Inland Incorporated Cities and Adjacent Areas

6.1 CITY OF FORT BRAGG PRIORITY PROJECTS

FB-1 Northern Highway 1 Crossings

This project will complement the sidewalk connections detailed in FB-19 to deliver safe access to downtown Fort Bragg for the communities in the northern Fort Bragg vicinity.

- **Highway 1 Crossing at Airport Road**

  A Highway 1 crossing at Airport Road would facilitate access from the Potter Valley Tribe's adjacent Noyo-Bida Ranch, which holds a summer camp for youth and hosts camping events with 100 or more people for 3 to 7 days at a time (see Map 21). There is a wide, flat frontage from the ranch entrance north to the crossing point. The crossing is proposed to be on the north side of the intersection, where there is an existing sidewalk. To connect to the trail on the west side to the Coastal Trail may require obtaining access across private property.

- **Highway 1 Crossing at Pudding Creek Road**

  A highway crossing at Pudding Creek Road may be feasible, leading to a side road/parking area on the west side that could connect north to connect to the Coastal Trail at the trestle, but this would require access across private property next to the Beach Comber Inn, and would be a long detour north when most people would tend to be heading south.

  Access north from Pudding Creek Road to the proposed Airport Road highway crossing is constrained on the east side of Highway 1 by steep slopes and riparian vegetation adjacent to a mobile home park. Access south from Pudding Creek Road along Highway 1 is accommodated by 5-foot sidewalks on the bridge, but there is not ADA compliant access on the north end.

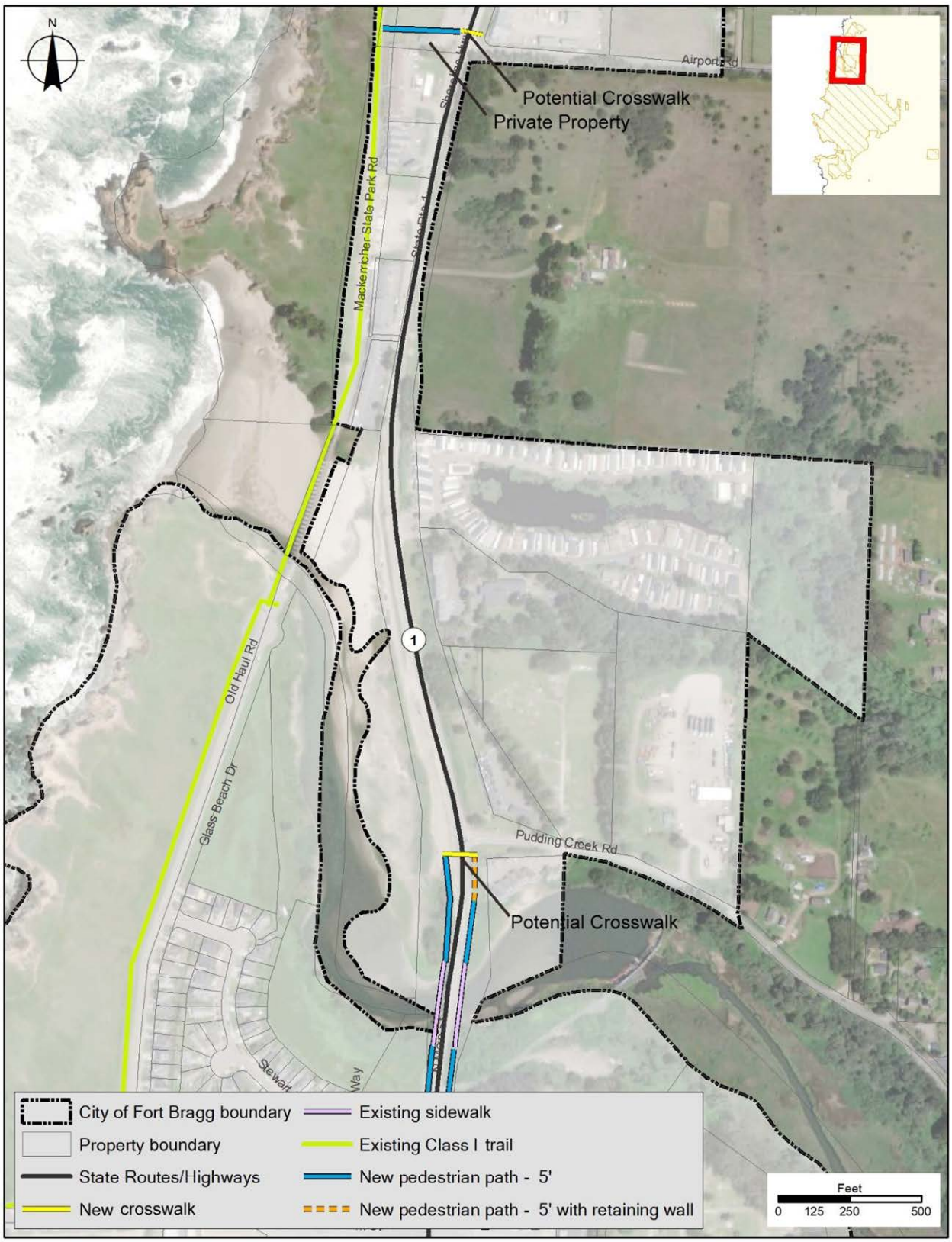
  For bicyclists a crosswalk at Pudding Creek Road would be necessary to use the proper side of the road to head south to the City, but there are virtually no shoulders on the Pudding Creek Bridge. For pedestrians the best route would be to stay on the east side of Highway 1 and use the sidewalk, but an improved access path is needed to the north end of the bridge sidewalk.

Northern Highway 1 Crossings Cost Estimate (see Appendix C for detailed estimate)	**$**	**141,675**

Figure 29: Intersection of Highway 1 and Airport Road (Source: Google Street View)

Figure 28: Narrow shoulder on Highway 1 between Airport Road and Pudding Creek Road (Source: Google Street View)

Figure 30: Highway 1 Pudding Creek Bridge, looking south (Source: Google Street View)



Map 21: Northern Highway 1 Crossings

FB-2 Elm Street Pedestrian Improvements

Elm Street is an important linkage from North Main Street to a key Fort Bragg tourist attraction, Sea Glass Beach State Park. This project was identified in conjunction with an on-street bicycle lane project in the *City of Trails Feasibility Study* (2016). From the 2018 Fort Bragg Street Safety Plan:

The focus of these recommended improvements is to provide a buffer for cyclists from the vehicle travel lanes on the route to the Coastal Trail access. Most of the public was not in support of removing parking from one side. As such, that was not recommended, and the buffered bike lanes would no longer be feasible given the roadway constraints. As such, the recommendations to the pedestrian and bicycle facilities are intended to improve the facilities while maintaining parking on each side.

Bike Cross Markings (Optional) – Add green NACTO-type bike lane crossing markings at the intersections with Glass Beach Drive, Stewart Street, and North Main Street.

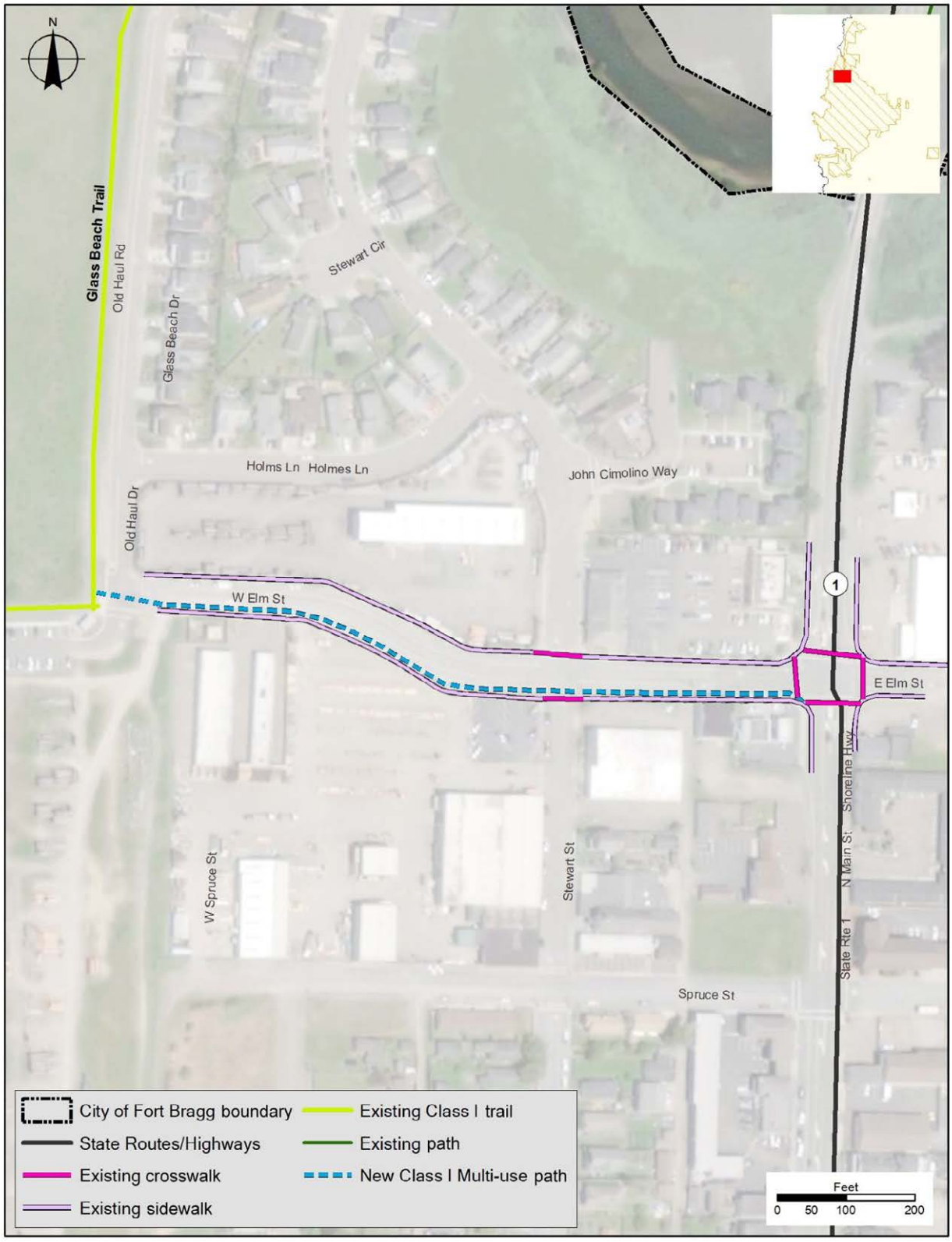
Green Bike Lane Legend (Optional) – Where there is a bike lane symbol, include a green background. The green markings are detailed in the Ride-A-Way pamphlet included in Appendix E.

Crosswalk at Glass Beach Drive – Add a marked crosswalk on the north leg of the intersection along with the bike cross markings on both the north and south legs for bike crossing maneuvers from the trailhead parking to Elm Street.

Install Ramp – Install a curb ramp on the northwest corner of the intersection for the proposed crosswalk and bike lane crossing markings.

Elm Street Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**273,156**

Figure 31: Looking west on Elm Street toward Sea Glass Beach State Park (Source: Google Street View)



Map 22: Elm Street Pedestrian Improvements

FB-3 Maple Street Corridor Pedestrian Improvements

The need for improvement of Maple Street's pedestrian facilities was identified in five comments in the Public Input Report. Through on-site investigation, the need for improved crossing and sidewalk facilities was confirmed.

- **Replacing/Installing ADA Ramps**

  The segment of Maple Street from South Main Street to South Harold Street generally has good sidewalks and curb ramps, but at a series of three alleys and on a few street corners there are curbs that are barriers to access. There is at least one driveway that has steep side ramps that are barriers to access. These would be reconstructed with accessible ramps.

- **Sidewalk Completion**

  There are sidewalks on the south side of Maple between South Main Street and South Franklin Street, but the eastern portion is deteriorated, and there are no sidewalks on the north side. These sidewalk gaps would be improved or completed. Sidewalk with curb and gutter would also be added at the entrance to the alleys that intersect Maple Street along this corridor.

- **New Crosswalks**

  There is a high-visibility crosswalk with bump-outs across Maple at South Harold, and across South Harold adjacent to the Our lady of Good Council church and school. The only other crosswalk on Maple is at South Franklin Street, and there are no stop signs except at South Main Street. Enhanced high-visibility crosswalks with curb bump-outs, along with stop signs, are recommended, potentially at South McPherson Street and South Whipple Street. A stop sign should also be added at South Harold Street.

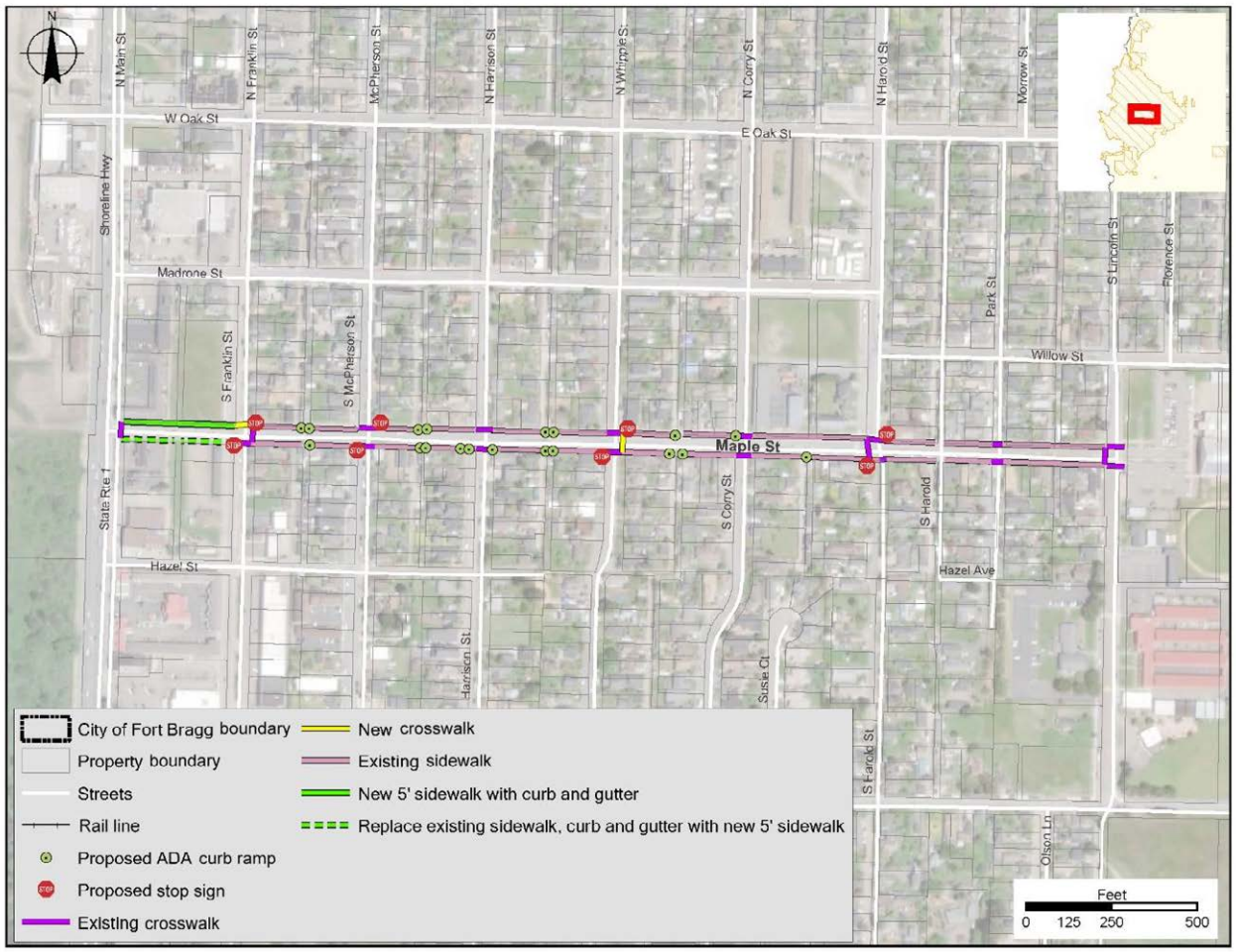
Recommendations were also made in the 2018 Street Safety Plan and can be viewed here:

https://cityfortbragg.legistar.com/View.ashx?M=F&ID=7107961&GUID=B1DB4C24-A9F1-42DD-AB5A-3E0A4DF220E6

Maple Street Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**460,493**

Figure 32: Maple Street sidewalk curbs (Source: Google Street View)

Figure 33: Alleys between Whipple Street and South Corry Street (Source: Google Street View)



Map 23: Maple Street Corridor Pedestrian Improvements

FB-4 Redwood Avenue – Coastal Trail Linkage

The *City of Trails Feasibility Study* (2016) contains detailed concept plans for a connection from downtown Fort Bragg to the Coastal Trailhead on the west side of North Main Street. Workers in and visitors to Fort Bragg would be encouraged to cross North Main Street at the Redwood Avenue crosswalk to access this coastal area. Currently the closest crosswalk across North Main Street is at Alder Street, a block away from the Coastal Trail access point. With this plan, the crosswalks at Redwood Avenue and Alder Street would be connected to the Coastal Trail via Chief Celery Drive, a 20-foot-wide public right of way "alley" that lies behind the businesses that front the west side of North Main Street. The trail connection west from Alder Street is pending completion.

Redwood Avenue Coastal Linkage Cost Estimate (see Appendix C for detailed estimate)	**$**	**423,166**

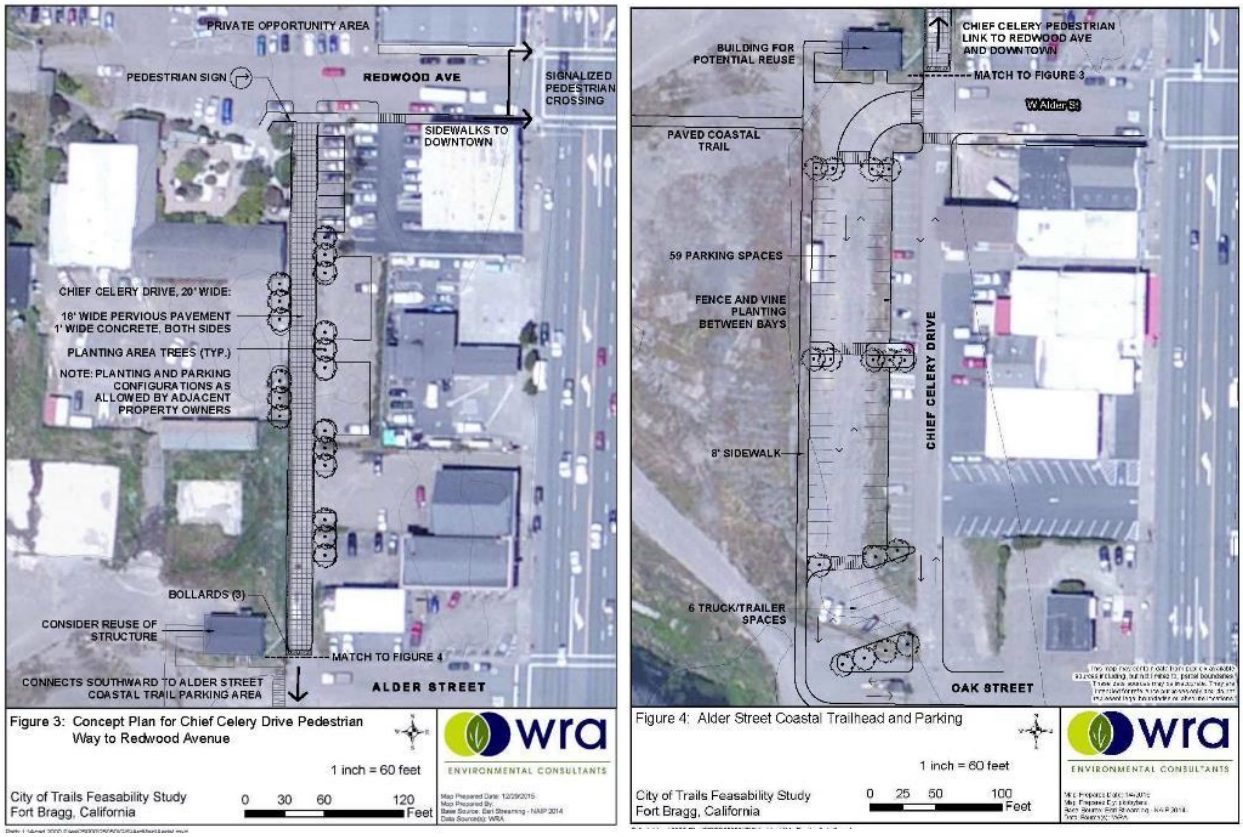


Figure 34: Redwood Avenue - Coastal Trail Linkage Plan (Source: City of Trails Feasibility Study, 2016)

FB-5 Cedar Street Sidewalk Improvements

The *Residential Street Safety Plan* (2011) contains detailed concept plans that would improve pedestrian conditions along a five block stretch of Cedar Street, from Harold Street to Dana Street. The estimated cost of the project by the RSS Plan in 2011 was $84,000. This project site is considered lower priority than projects on surrounding streets that were mentioned in the plan, such as Chestnut Street (Chestnut Street pedestrian improvements are pending completion) and Harold Street. However, the Cedar Street project location is situated between elementary and middle school locations and would contribute to the walkability of the neighborhood.

- **Parking/Speed Reduction Measures**

  The plan calls for a reduction of parking to one side of the street, alternating each block between north and south from Harold Street to Sanderson Way. The plan also calls for a mid-block bump-out of the curb between Lincoln Street and Sanderson Way to reduce the speed of traffic, which has been reported and measured to be as much as 25 miles per hour over the speed limit.

- **New Crosswalks and Sidewalks**

  Pedestrian improvements would include the addition of three new crosswalks across Cedar Street, with one crossing Harold Street at the intersection with Cedar Street. On the eastern most block of the project site, the plan calls new sidewalks with curb and gutter to be built on both the north and south side of Cedar Street to infill gaps in the sidewalk network.

Cedar Street Sidewalk Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 454,715**

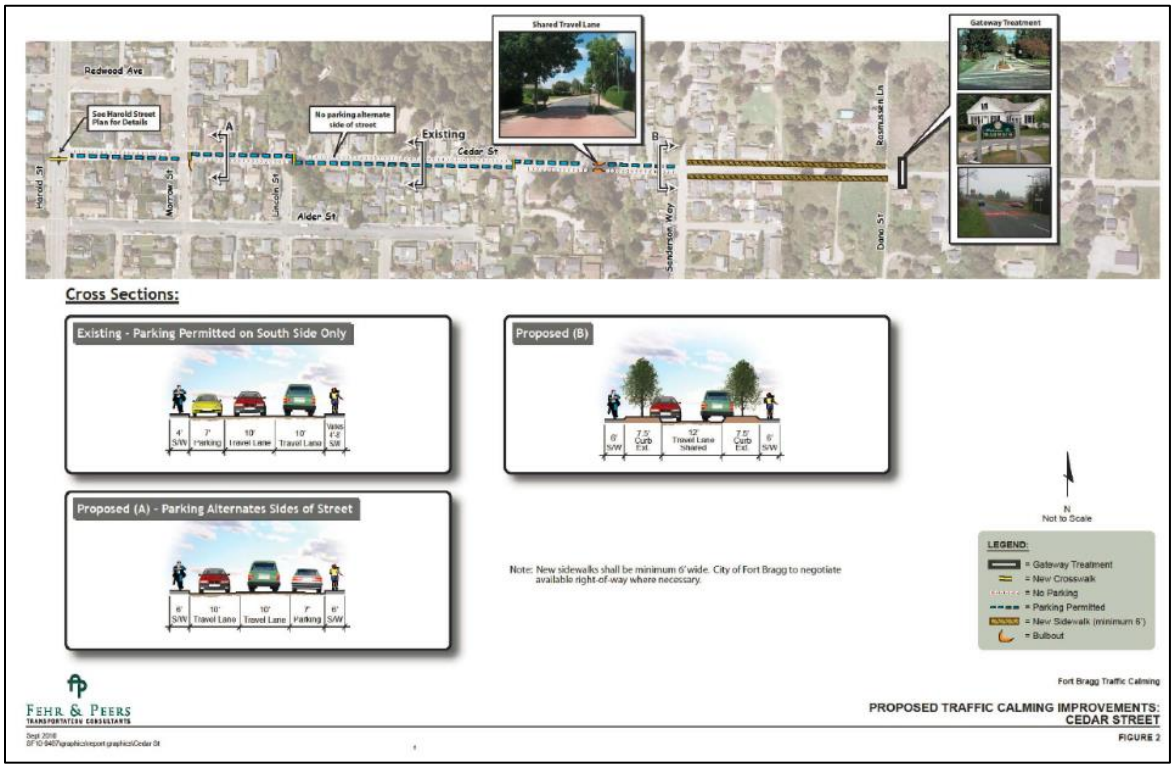


Figure 35: Cedar Street Complete Sidewalk Project Plan (Source: Residential Streets Safety Plan, 2011)

FB-6 South Main Street (State Highway 1) Corridor Pedestrian Enhancement – Maple Street to Cypress Street

The 2011 *South Main Street Access and Beautification Plan* contains detailed concept plans for projects FB-6, FB-9 – FB-12. The plan calls for the development of safer crossings and the creation of sidewalks along South Main Street. The downtown portion of Fort Bragg has experienced several pedestrian collisions along this project site over the past decade. The goal of this corridor enhancement project is to improve both safety and access to downtown from the north and south, as well as access to the coastal trail to the west.

- **South Main Street Crossing Improvements**

  This plan calls for medians and curb bump-outs to be installed at most intersections along this four-block stretch. The creation of some crosswalks and ADA accessible ramps are also outlined in the plan.

- **Sidewalk Additions**

  The plan also calls for the construction of sidewalks along the entire west side of this corridor to improve access to the coastal trail.

South Main Street (State Highway 1) Corridor Pedestrian Enhancement - Maple Street to Cypress Street Cost Estimate (see Appendix C for detailed estimate)	**$ 1,146,850**

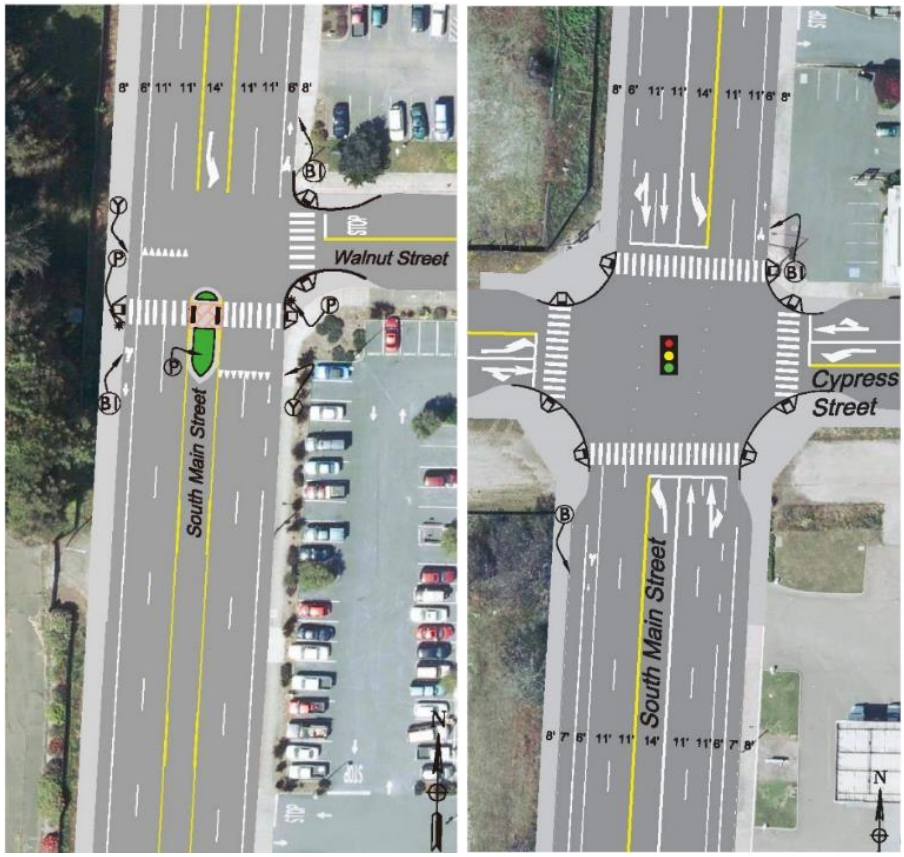


Figure 36: South Main Street at Walnut Street and Cypress Street Improvements Concepts (Source: South Main Street Access and Beautification Plan, 2011)

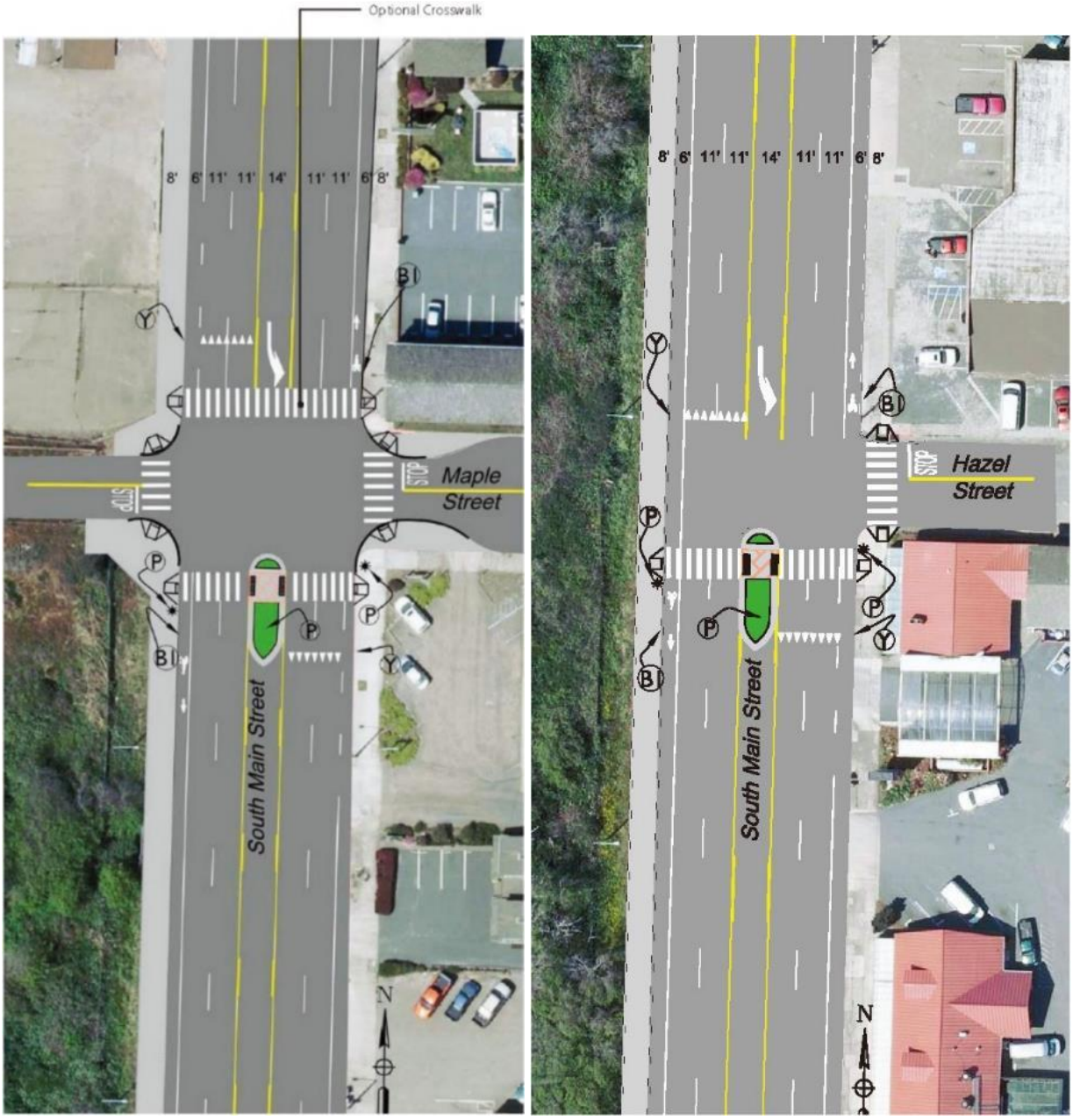


Figure 37: South Main Street at Maple Street and Hazel Street Improvements Concepts (Source: South Main Street Access and Beautification Plan, 2011)

FB-7 North Harbor Drive Pedestrian Path

North Harbor Drive was identified in the *City of Trails Feasibility Study* (2016) as an opportunity to connect Fort Bragg with the businesses along the north side of the Noyo River. The Feasibility Study proposed the addition of a pedestrian path along the south side North Harbor Drive, from the top of the bluff at Woodward Street to the Noyo River. The plan includes detailed cost estimates and 30% plans of the path. Due to the steep terrain on the south side of the road, the trail will be subdivided into four sections, each with a unique trail design as seen in Figure 38. This project is estimated to cost over $3 million because of the topography constraints.

North Harbor Drive Pedestrian Path Cost Estimate (see Appendix C for detailed estimate)	**$ 3,066,891**

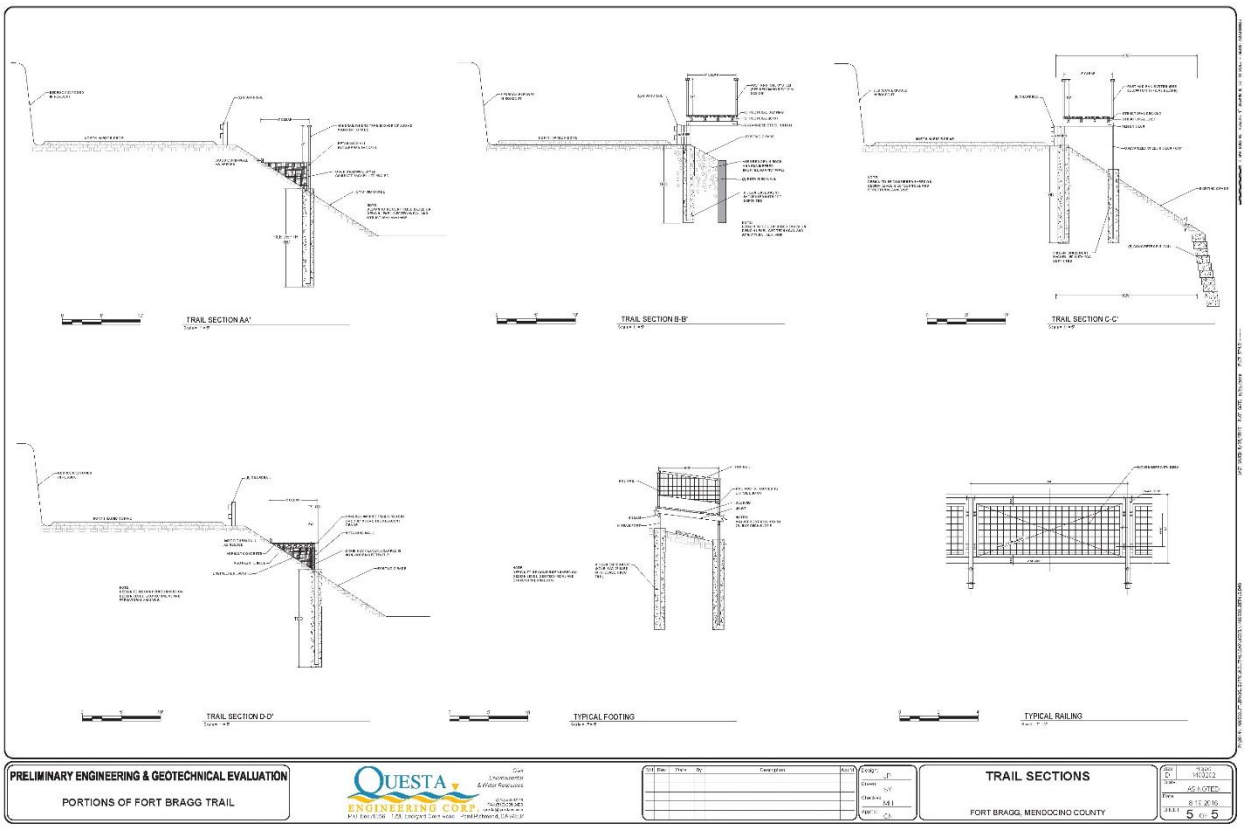


Figure 38: Trail designs for North Harbor Drive Pedestrian Path

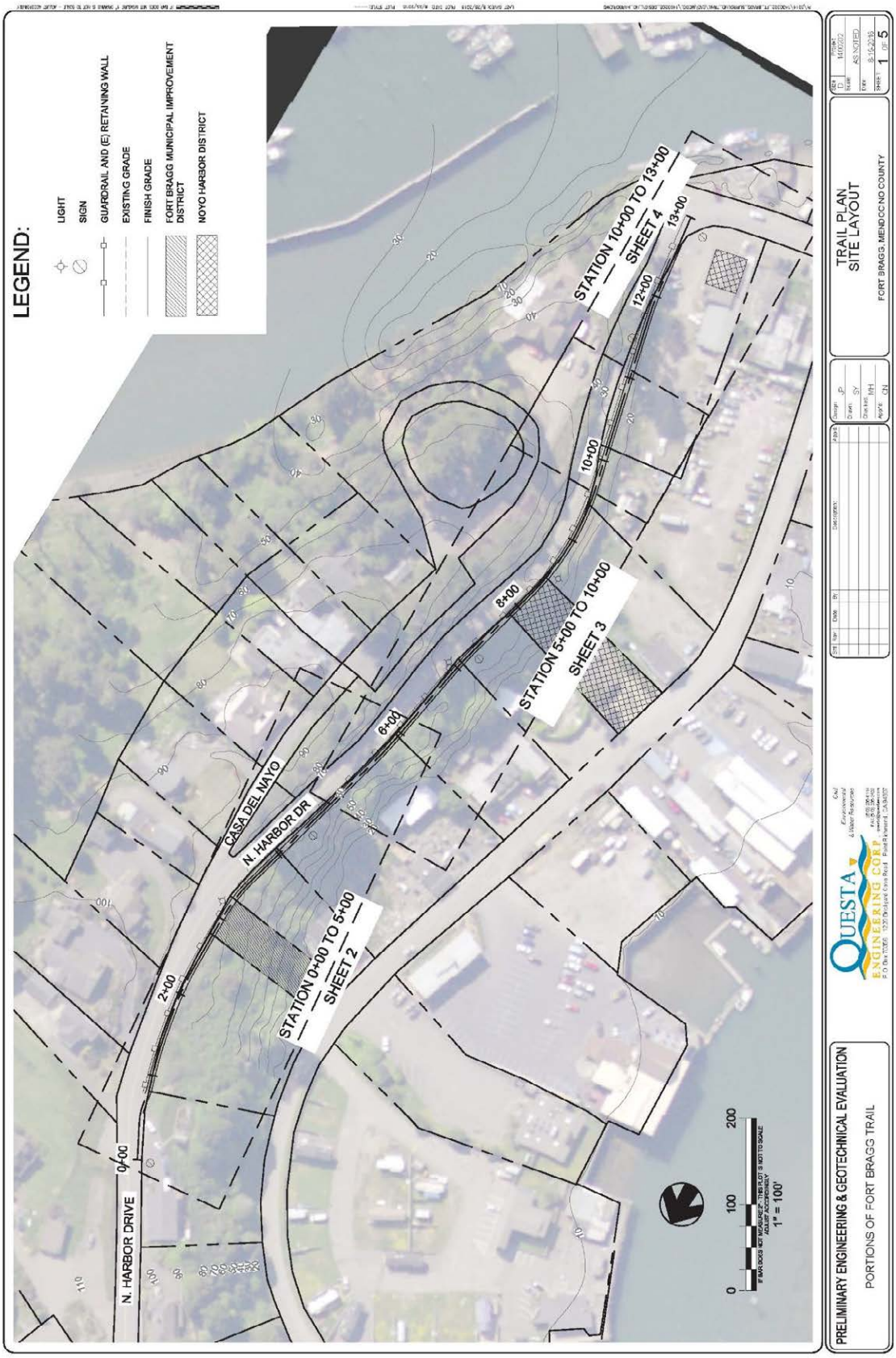


Figure 39: 30% designs for North Harbor Drive Pedestrian Path prepared by Questa

FB-8 South Noyo Harbor Trail

The *City of Trails Feasibility Study* (2016) also contains detailed concept plans for a waterfront access trail on the south side of the Noyo River. This plan calls for a proposed trail to compliment and complete the existing Pomo Bluffs trail that begins on the east side of South Main Street, just south of the Noyo River Bridge.

The proposed trail descends approximately 85 feet through a densely forested hillside to the Noyo River below. The plan identified key issues with this project including the challenge of developing a durable and reinforced trail that is at reasonable grade for hiking and possibly ADA accessibility. Easements with the county, city and private properties, such as Riverview Property will need to be addressed as well.

South Noyo Harbor Trail Cost Estimate (see Appendix C for detailed estimate)	**$ 153,192**

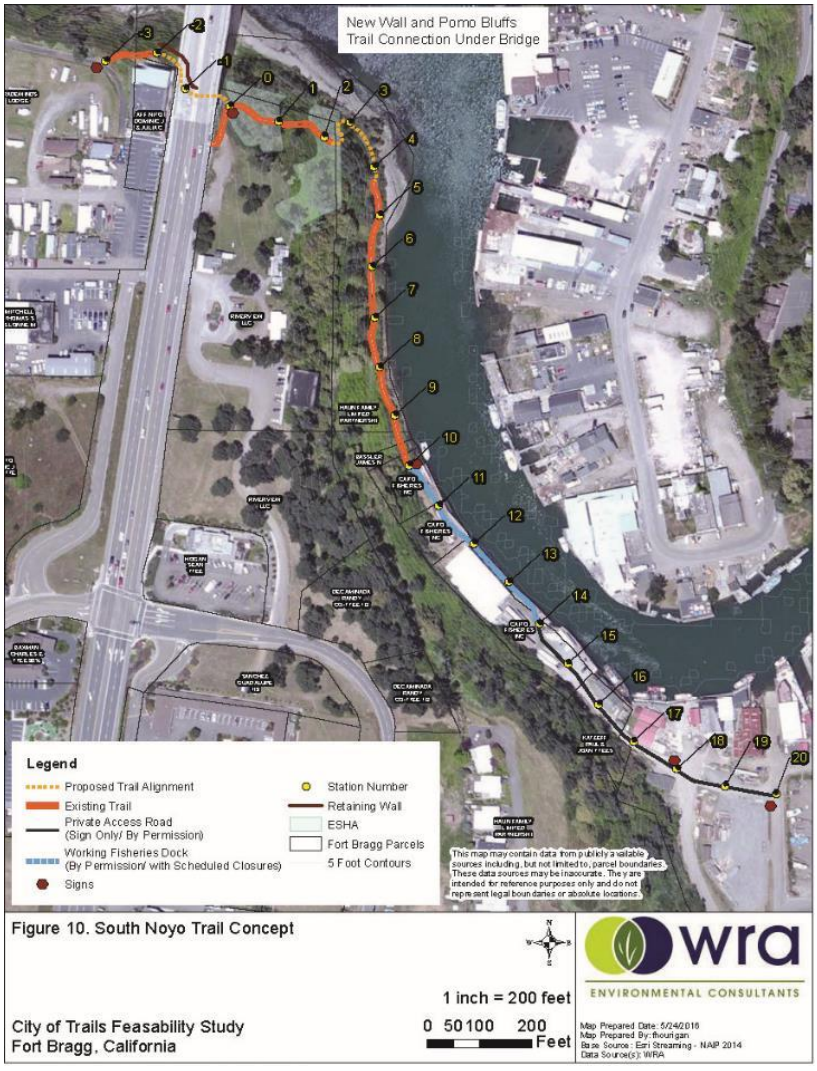


Figure 40: South Noyo Harbor Trail Concept Plan (Source: City of Trails Feasibility Study, City of Fort Bragg, 2016)

FB-9 South Main Street (State Highway 1) Corridor Pedestrian Enhancement – Noyo Bridge to Ocean View Drive

This project identifies pedestrian improvements to be made to Highway 1 between Noyo Bridge and Ocean View Drive. It identifies the need for pedestrian facilities along a 1,000' stretch of roadway between the south end of the Noyo River Bridge and the intersection of South Main Street and Ocean View Drive.

This project calls for the addition of sidewalks along the east and west sides of the street. Bump-outs would be installed to slow cars at the 4 corners of a mid-block entrance to an RV park and shopping outlets. A mid-block median will be added to facilitate safer crossing between the east and west sides of South Main Street and will be placed in the existing turn lane. The improvements identified at the intersection with Ocean View Drive are included in project FB-10.

South Main Street (State Highway 1) Corridor Pedestrian Enhancement - Noyo Bridge to Ocean View Drive Cost Estimate (see Appendix C for detailed estimate)	**$ 520,806**

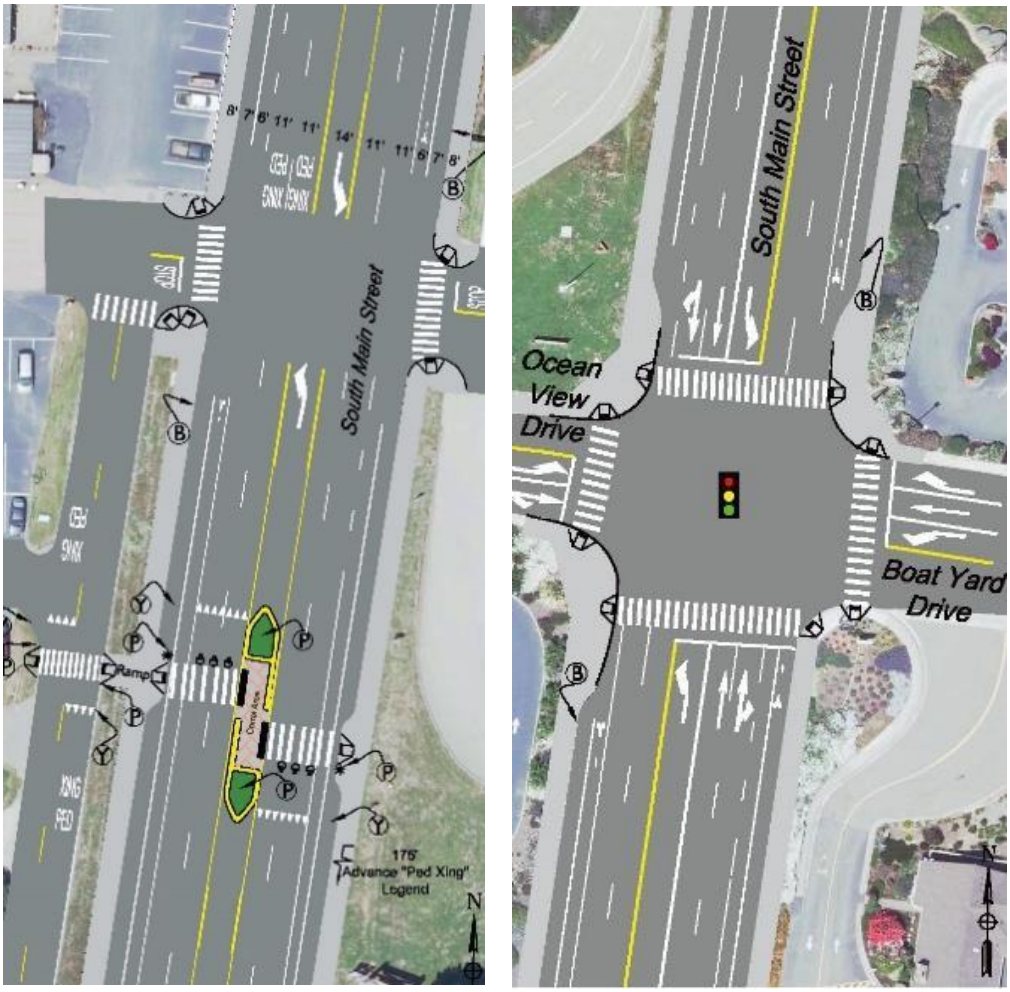


Figure 41: Main Street (State Highway 1) Corridor Pedestrian Enhancement – Noyo River Bridge to Highway 20 (Source: South Main Street Access and Beautification Plan, 2011)

FB-10 South Main Street (State Highway 1) Corridor Pedestrian Enhancement – Ocean View Drive to Highway 20

FB-10 begins at the southern intersection of FB-9 (Ocean View Drive and South Main Street) and continues for approximately one quarter of a mile south along South Main Street to the intersection of Highway 20 (State Route 20) and South Main Street.

This project calls for the addition of sidewalks along the east and west sides of the street. As illustrated in Figure 41, the addition of curb bump-outs at the intersection with Ocean View Drive will decrease the turning speed of cars and the distance for pedestrian crossings. At the intersection with Highway 20, the plan proposes a larger curb bump out on the northeast side of the intersection and a triangle-shaped median on the southeast side of the intersection to improve shorten crossing distances.

South Main Street (State Highway 1) Corridor Pedestrian Enhancement - Ocean View Drive to Highway 20 Cost Estimate (see Appendix C for detailed estimate)	**$ 962,808**

Figure 42: Looking north on Main Street, from intersection with Highway 20 (Source: Google Street View)

6.2 CITY OF FORT BRAGG FUNDED OR PROGRAMMED PROJECTS

FB-11 South Main Street (State Highway 1) Corridor Pedestrian Enhancement - Cypress Street to North Harbor Drive

Identified in the *South Main Street Access and Beautification Plan* (2011), adding sidewalks to this segment of South Main Street from Cypress Street to North Harbor Drive will improve safety and usage of the existing Coastal Trail access point on the west side of South Main Street at the intersection with North Harbor Drive. A total of 10 new high visibility crosswalks with curb ramps will replace several existing crosswalks at these intersections and add new opportunities cross South Main Street. At the intersections of South Street and North Harbor Drive, medians are proposed to be installed in the turn lane on the south side of each intersection. Also, at North Harbor Drive, the existing painted median that divides the eastern crossing of the intersection into two parts will be upgraded to a curbed median.

Map 24: Main Street pedestrian enhancements from North Harbor Road to Cypress Street (Source: Google Earth)

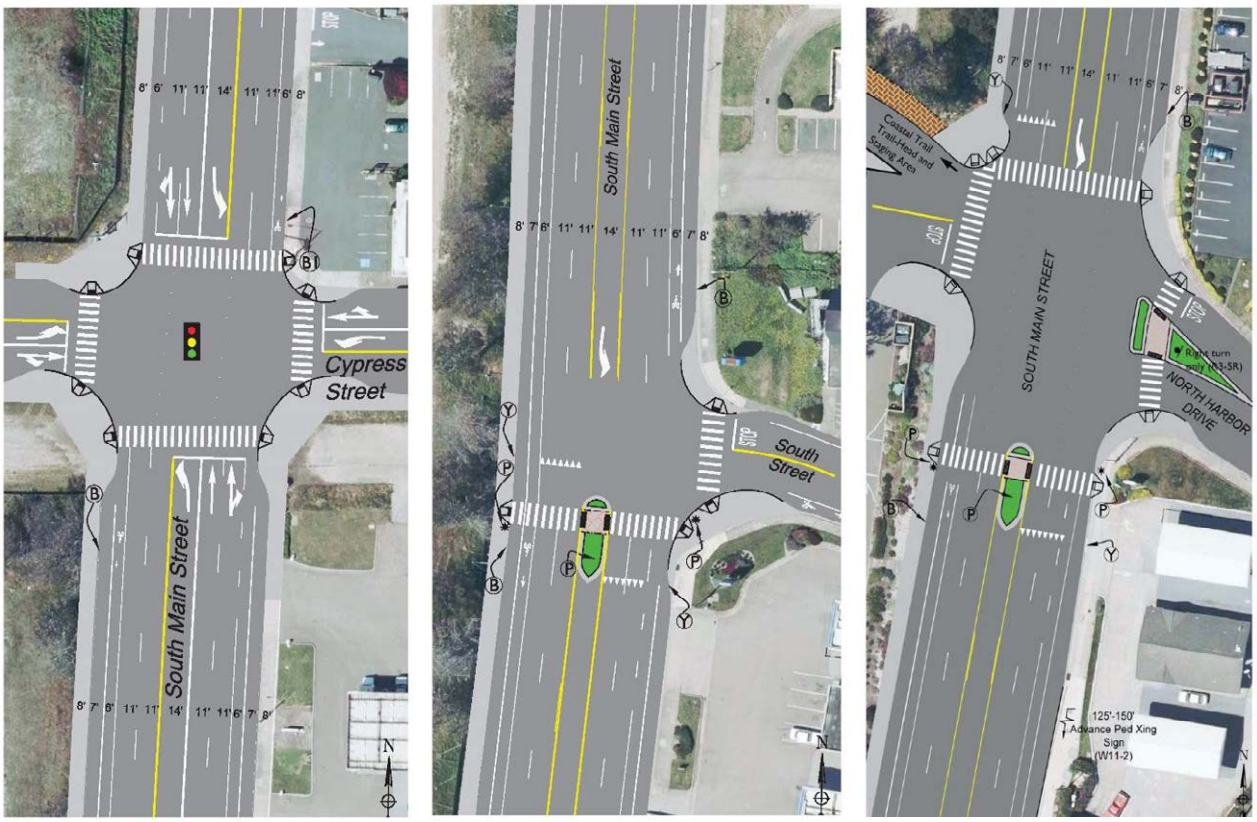


Figure 43: Main Street (State Highway 1) Corridor Pedestrian Enhancement – Cypress Street to North Harbor Drive (Source: South Main Street Access and Beautification Plan, 2011)

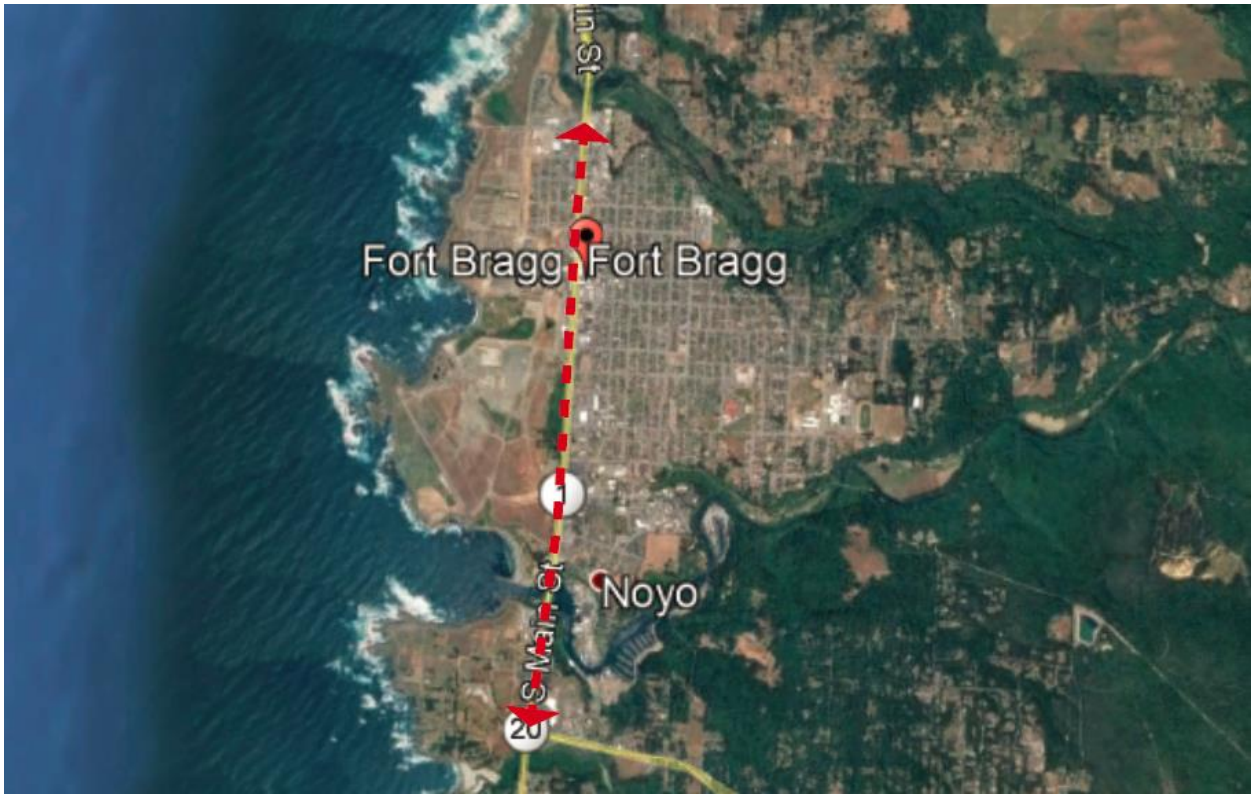
FB-12 South Main Street (State Highway 1) Bicycle and Pedestrian Access Project

This project will add curb, gutter, sidewalks, curb bump-outs, ramps, striping and signage to South Main Street between Ocean View Drive and Cypress Street. This project was identified in the *South Main Street Access and Beautification Plan* (2011) and is programmed through Caltrans State Transportation Improvement Program (STIP).

Map 25: South Main Street Bicycle and Pedestrian Enhancement Project (Source: Google Earth)

FB-13 Caltrans Fort Bragg Highway 1 ADA Project

From Highway 20 to Pudding Creek, Main Street will receive ADA accessibility improvements, including added/improved crosswalks, curb extensions and curb ramps. This project overlaps several project sites from the *South Main Street Access and Beautification Plan* (2011) that focus on improving crossing opportunities at key intersections, including Maple Street, North Harbor Drive and Highway 20. At these and other intersections, high visibility crosswalks, curb ramps, curb bump-outs medians are proposed to improve pedestrian crossing facilities. Maps of these improvements can be seen in Figure 41 and Figure 43. This project is being programmed through Caltrans and will be completed in 2023.



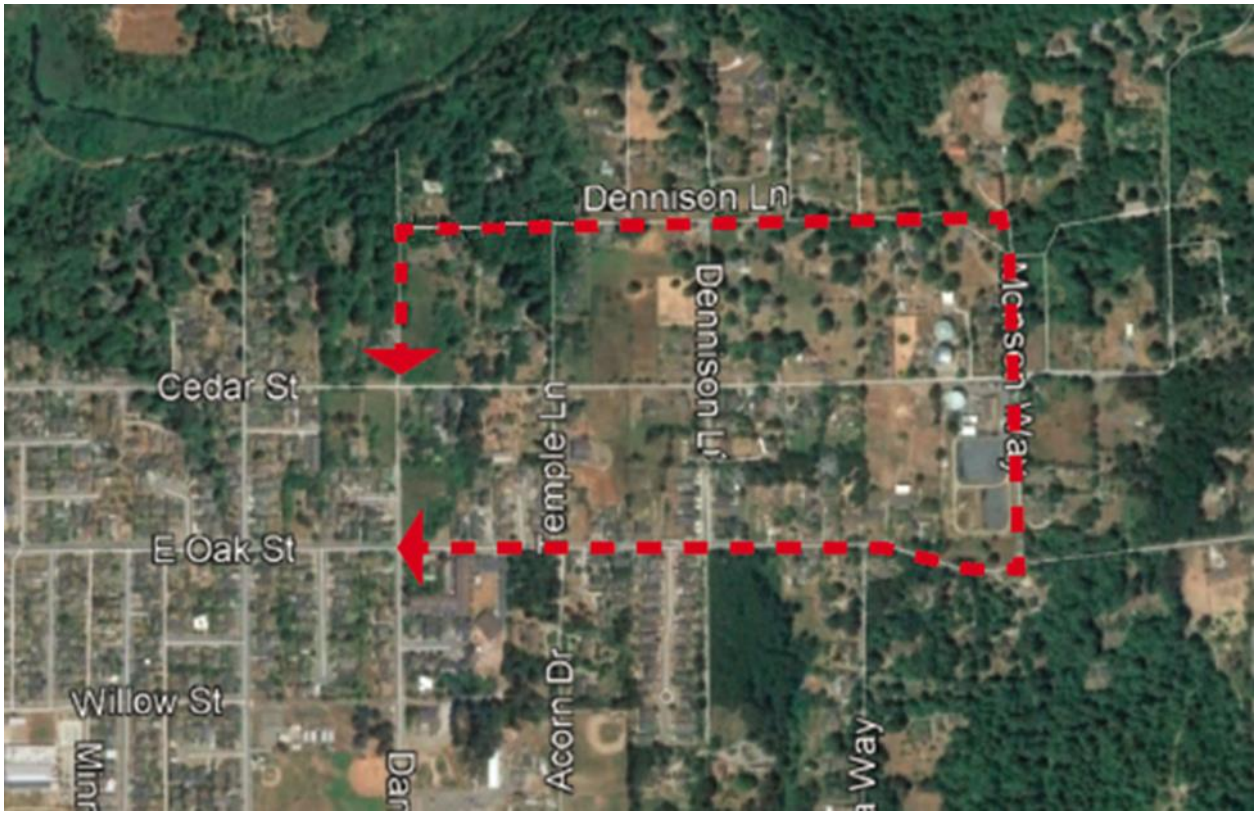
Map 26: ADA Improvements on Main Street, from Pudding Creek to Highway 20 (Source: Google Earth)

6.3 CITY OF FORT BRAGG RECREATIONAL AND PERIPHERAL PROJECTS

FB-14 East Fort Bragg Recreational Loop

The *City of Trails Feasibility Study* (2016) outlines the need for enhanced pedestrian access within the eastern neighborhoods of Fort Bragg. This project would utilize quiet streets for a recreational loop trail that connects Willow Street and CV Starr Community Center to playing fields.

Figure 44: Looking east on Oak Street, the southern street in the East Fort Bragg Recreational Loop Project (Source: Google Street View)



Map 27: East Fort Bragg Recreational Loop (Source: Google Earth)

FB-15 High School Multi-Use Trail Loop

- **Recreational Pedestrian Pathway**

  This path was identified as a project in the *City of Trails Feasibility Study* (2016) to connect various playing fields in a multi-use path loop along the north and east sides of the High School to Chestnut and Lincoln Streets. Sections of this alignment are currently satisfactory for pedestrian use. This project will fill in the gaps of this trail to create a completed loop trail.

Map 28: High School Multi Use Trail (Source: Google Earth)

FB-16 North Noyo Harbor Trail

The 2016 *City of Trails Feasibility Study* contains detailed concept plans for this trail. The trail has been identified in past studies as being a necessary component to connect residents with harbor access on the north side of the Noyo River.

The plan calls for a roughly 2,000-foot-long trail that would descend at varying grades from Noyo Point Road along Old Mill Road with two possible alignments for the lower half of the trail. The trail will require significant grade reduction to accommodate ADA compliance regulations.

Figure 45: North Noyo Harbor Trail Concept Plan (Source: City of Trails Feasibility Study, 2016)

6.4 CITY OF FORT BRAGG UNINCORPORATED VICINITY NORTH – PRIORITY PROJECTS

FB-17 North of Fort Bragg Pedestrian Connections

Several people commented on the need for a connection from residences north of Pudding Creek and east of Highway 1 to downtown Fort Bragg. There was a suggestion to reconstruct a bridge across Pudding Creek that previously existed, and a suggestion that there is an informal path connection between Airport Road and Pudding Creek Road, at least partially on private property, but these are too complex and long-term to be considered as pedestrian projects for this study.

The most practical connecting route from Airport Road would be by crossing Highway 1 at Airport Road and connecting south on Highway 1 or to the Coastal Trail, which leads to downtown. This is described in FB-1, which compliments these sidewalk improvements with crossing facilities.

- **Sidewalk Gap Closure on Airport Road**

  Airport Road has a sidewalk on the north side for approximately one block east of Highway 1, and thereafter has no sidewalks or shoulders. There is space and relatively level terrain to create a sidewalk or informal side path on the north side or wider shoulders further east for approximately 0.9 miles.

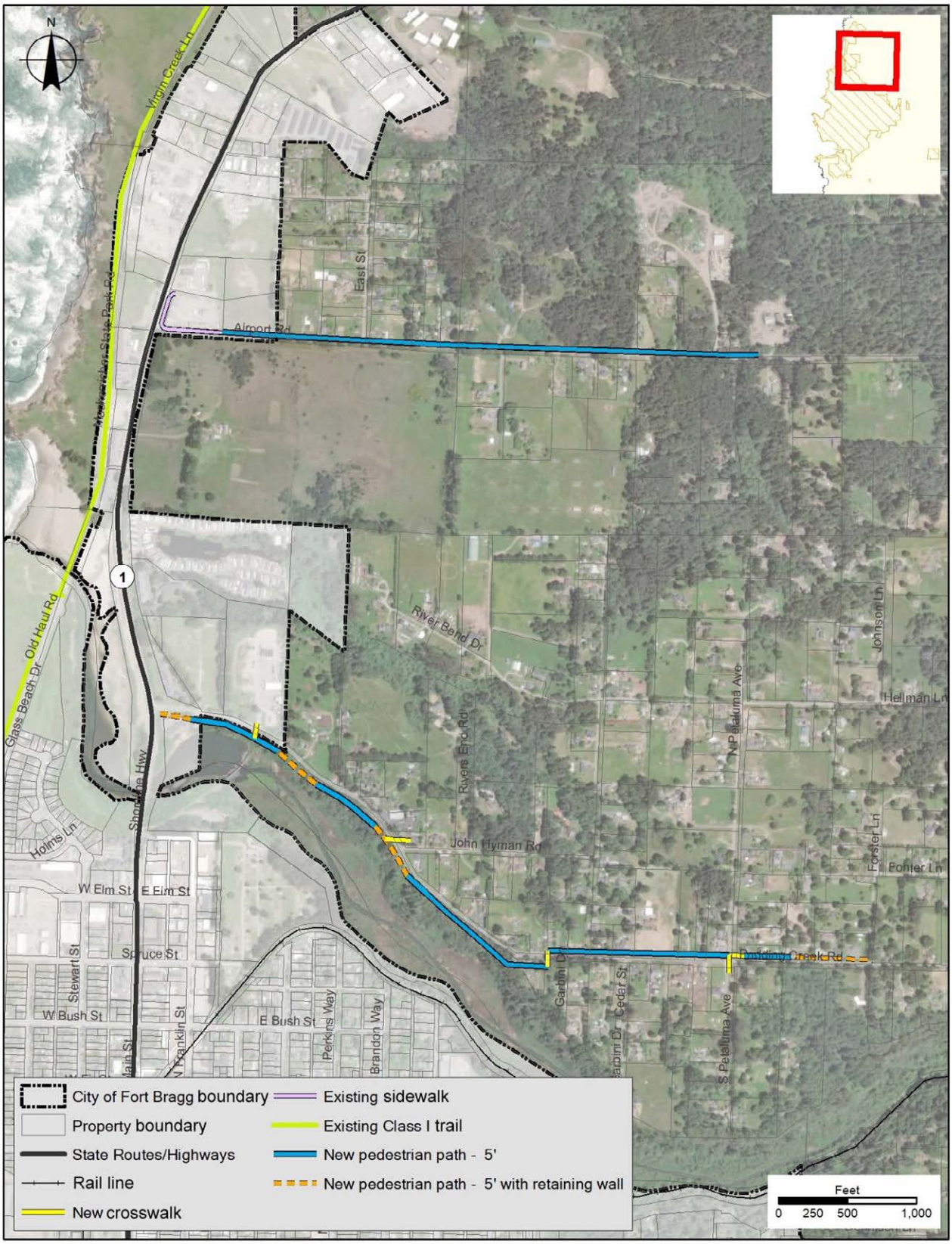
- **Sidewalk Gap Closure on Pudding Creek Road**

  Pudding Creek Road also lacks shoulders but has room to add a side path for a distance of at least a mile east of Highway 1 up to Forester Lane. There is more room on the south side up to Garbini Drive, where the path would need to switch to the north side of the road. Retaining walls would be needed to accommodate the path for approximately the first 180 feet from the highway and at three other locations along the route. Approximately four new crosswalks are suggested along the route. Retaining walls will likely be needed at four separate locations along this project as identified in Map 29.

North of Fort Bragg Pedestrian Connections Cost Estimate (see Appendix C for detailed estimate)	**$**	**1,456,879**

Figure 46: Airport Road, looking east (Source: Google Street View)

Figure 47: Pudding Creek Road, looking west (Source: Google Street View)



Map 29: North of Fort Bragg Pedestrian Connections

6.5 CITY OF FORT BRAGG UNINCORPORATED VICINITY SOUTH – FUNDED OR PROGRAMMED PROJECTS

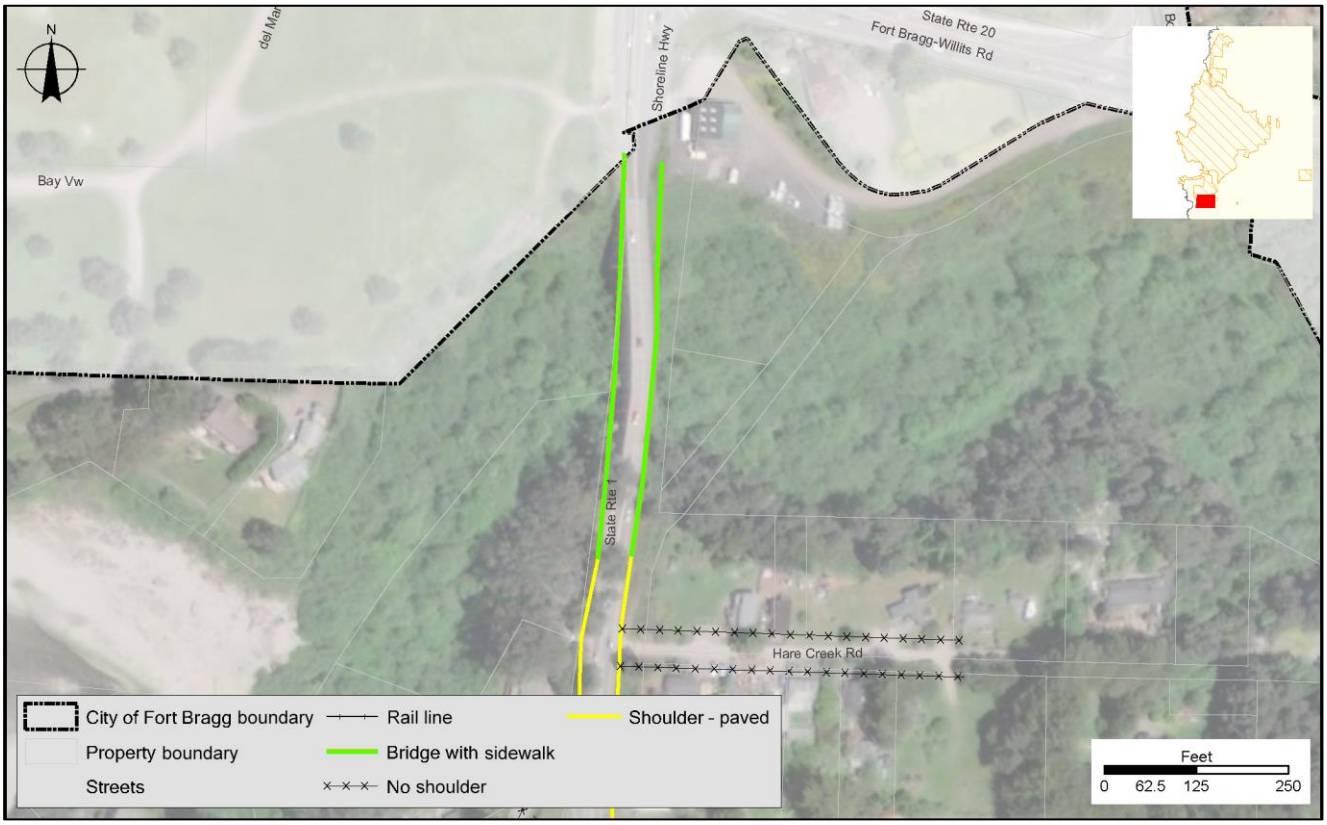
FB-18 Hare Creek Bridge Replacement/Pedestrian Improvements

Hare Creek Bridge is an open spandrel concrete arch bridge south of Fort Bragg. Built in 1947, the 400-foot bridge carries CA Highway 1 over Hare Creek. Hare Creek Bridge is the only access between the City of Fort Bragg with the suburban communities to the south of Fort Bragg.

Figure 48: Hare Creel Bridge western sidewalk

The bridge is heavily used by pedestrians and bicyclists. It was built with sidewalks on both side of the bridge. However, the sidewalks do not meet current standards. Access to the sidewalks is partly blocked by signs and guardrails and is not ADA compliant.

Recently, Caltrans programed several projects to replace structurally deficient bridges in Mendocino County, including the Hare Creek Bridge. The improvements would include 8-foot shoulders and a 6-foot separated pedestrian walkway on the west side. The project is programmed for construction in 2025.



Map 30: Hare Creek Bridge location

6.6 CITY OF UKIAH PRIORITY PROJECTS

U-1 Despina Drive Crossing Improvements

- **Despina Drive and Capps Lane Intersection**

  As part of the *Ukiah Safe Routes to Schools Plan* (2014), Despina Drive was identified as a key part of the Ukiah High School pedestrian improvement project. The intersection of Despina Drive with Capps Lane is a main crossing for students walking to school from the neighborhoods east of Ukiah High School. Despina Drive traffic does not have a stop at this three-way intersection.

  To improve safety, a high visibility crosswalk would be installed on the north side of the intersection across Despina Drive, accompanied with pedestrian crossing warning signs. To further improve crossing, bumped out curbs with ADA curb ramps would reduce turning radius and shorten the length of the crossing for pedestrians.

- **Despina Drive and Low Gap Road Intersection**

  The intersection of Despina Drive and Low Gap Road is a key crossing from students arriving at Ukiah High School. To improve safety, the existing three crosswalks would be replaced with high visibility crosswalks and curb bumps outs on the two northern corners of the intersection.

Despina Drive Crossing Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 131,952**

Figure 50: Intersection of Despina Avenue and Low Gap Road (Source: Google Street View)

Figure 49: Intersection of Despina Avenue with Capps Lane (Source: Google Street View)

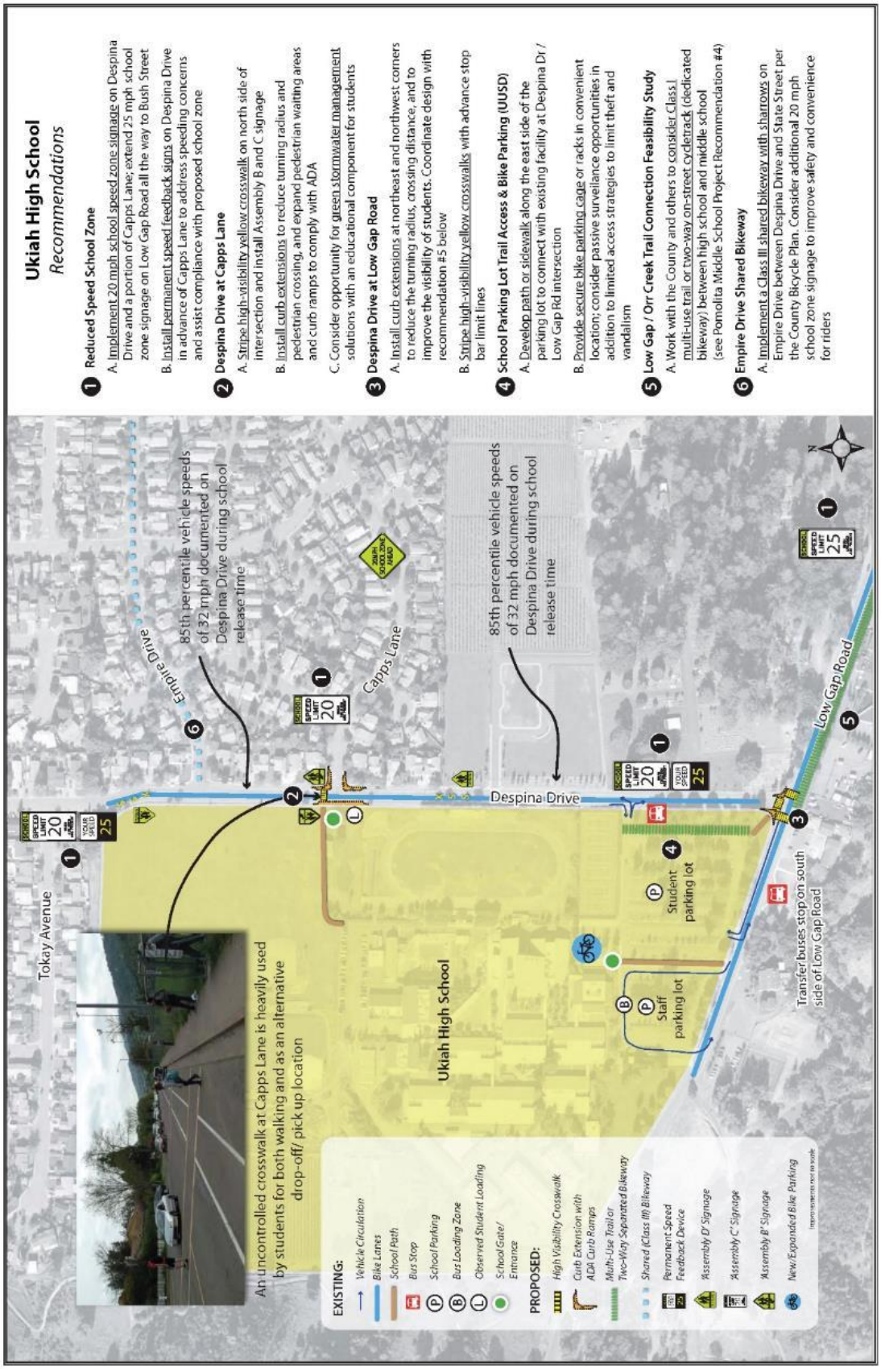


Figure 51: Ukiah High School Safe Routes to School Plan (Source: Ukiah Safe Routes to School Plan, 2009)

U-2 Pedestrian Improvements Near Frank Zeek Elementary School

- **Crosswalk Enhancement at North Bush Street and Arlington Drive Intersection**

  As per the Frank Zeek Middle School element of the *Ukiah Safe Routes to School Plan* (2009), the intersection of Arlington Drive and North Bush Street should have high visibility crosswalks across North Bush Street. North Bush Street is a main north-south thoroughfare and can have high speed traffic. Improved cross walks, along with curb extensions on all corners would improve pedestrian safety. A potential long-term improvement is the rebuilding of the school driveway on the west side of this intersection and the relocating of the nearby bus stop to decrease traffic.

Figure 52: Arlington Drive and Bush Street Intersection (Source: Google Street View)

- **Sidewalk Gap Closure North Pine Street near Low Gap Road**

  Several additional streets in the surrounding neighborhood to the west of Frank Zeek Middle School have been identified as having need for sidewalk infill and improvement. The west side of North Pine Street has missing sidewalk running from the intersection with Low Gap Road north to the intersection with Magnolia Street.

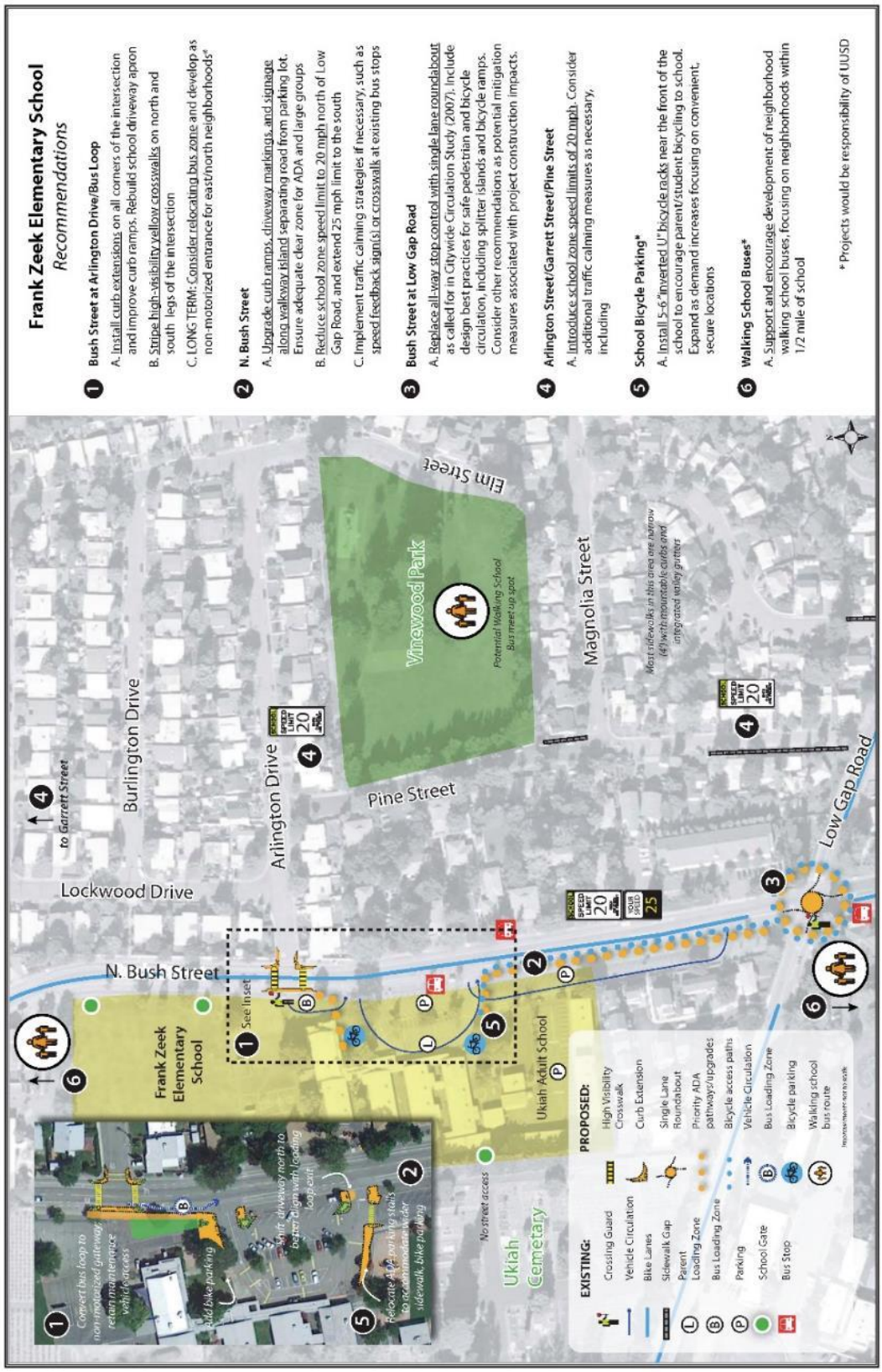
Figure 53: North Pine Street at Intersection with Low Gap Road, Looking North (Source: Google Street View)

- **Elm Street Sidewalk Gap Closure**

  North of Low Gap Road, a sidewalk gap exists on the east side of Elm Street. A crosswalk would be added to the north side of the intersection with Low Gap Road with curb ramps. By improving the quality of the sidewalk on Elm Street, ADA access to Frank Zeek Middle School and the shopping areas to the southeast of the school will be greatly improved for residents near Vinewood Park.

Figure 54: Sidewalk gap on Elm Street, near Low Gap Road (Source: Google Street View)

Pedestrian Improvements Near Frank Zeek Elementary School Cost Estimate (see Appendix C for detailed estimate)	**$ 282,385**



Map 31: Frank Zeek School Pedestrian Improvement Recommendations (Ukiah Safe Routes to School Plan, 2009)

- **Magnolia Street Sidewalk Improvements**

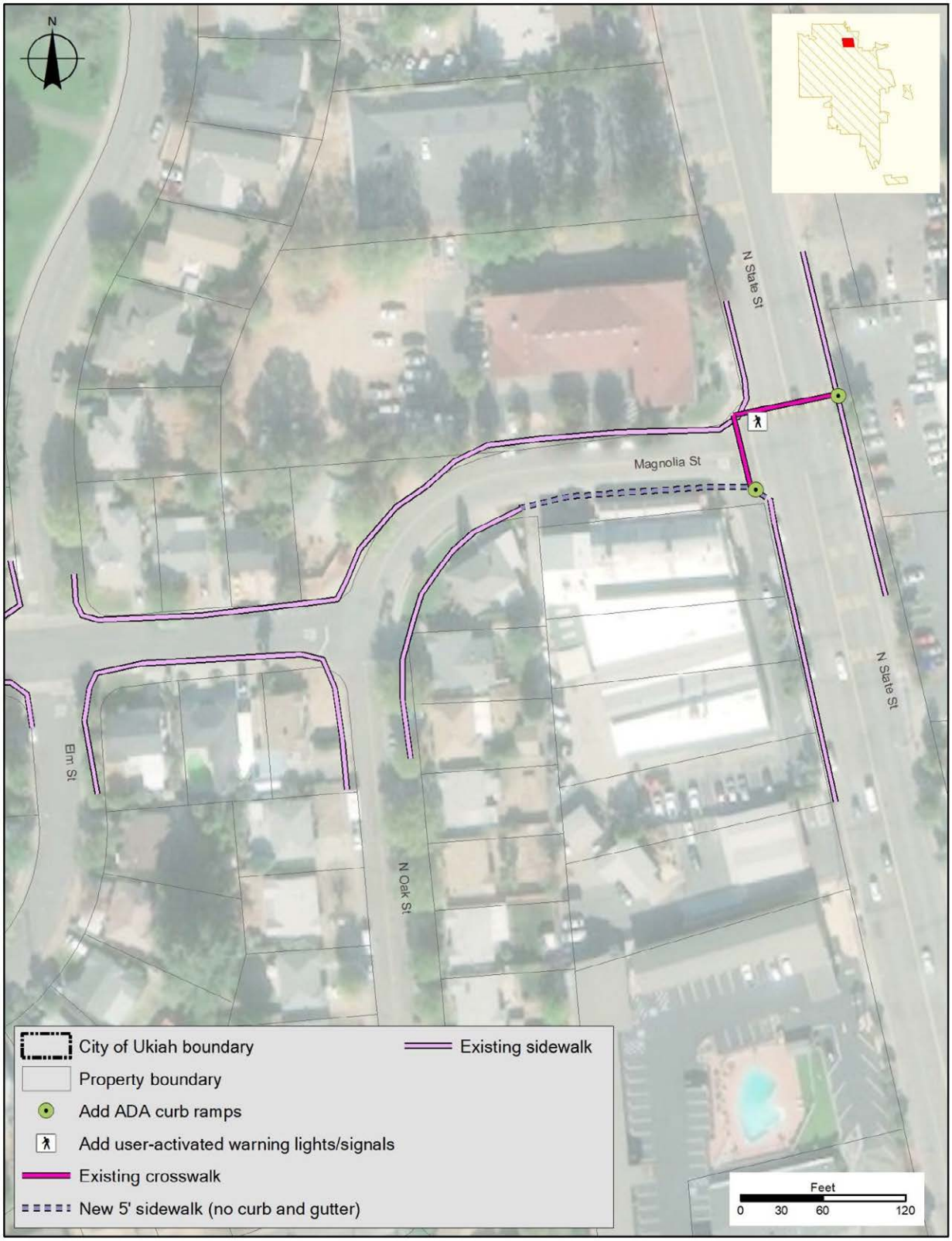
  The south side of Magnolia Street near North State Street has an identified need for sidewalk infill. Currently the sidewalk on the south side of Magnolia Street ends several hundred feet before the intersection of Magnolia Street and State Street.

- **Magnolia Street Crossing Improvements**

  An improved crosswalk at the intersection of Magnolia Street and North State Street would also improve pedestrian access to Frank Zeek school. The City of Ukiah has installed a yellow ladder style crosswalk. A high visibility crosswalk across the north side of the intersection, curb ramps on the eastern corners of the intersection, and a "crossing ahead" sign would further improve safety and accessibility.

Figure 55: Identified need for Sidewalks on south side of Magnolia Street (Source: Google Street View)

Figure 56: Intersection of Magnolia Street and North State Street (Source: Google Street View)



Map 32: Magnolia Street sidewalk and crossing improvements

U-3 Cypress Avenue Pedestrian Facility Improvements

- **Sidewalk Improvements**

  Improvements to Cypress Avenue are included in the Pomolita Middle School element of the *Ukiah Safe Routes to School Plan* (2009). Cypress Avenue runs parallel to Pomolita Middle School and is a main route for students who travel to Pomolita Middle School from the east. To improve pedestrian facilities along Cypress Avenue between Bush Street and Spring Street, gaps in the sidewalk on the south side of the street would be filled in. The plan also calls for crossing improvements on both sides of this corridor.

- **Crossing Improvements**

  At the intersection of Cypress Avenue and Bush Street, a high visibility crosswalk, with curb bump-outs would be installed at the southern crossing of Bush Street, with "crossing ahead" signs. At Cypress Avenue and Spring Street, a high visibility crosswalk with curb ramps would be installed on the southern crossing of Spring Street, with a curb bump-out on the west side of the street. A map of these improvements can be seen in Figure 61.

Cypress Avenue Pedestrian Facility Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**94,119**

Figure 57: Sidewalk gap on Cypress Avenue near Pomolita Middle School (Source: Google Street View)

U-4 Pomita Middle School Access Improvements

- **Hazel Avenue Pedestrian Improvements**

  Hazel Avenue runs north-south alongside the west side Pomolita Middle School, and continues south into the surrounding neighborhood, before ending in a three-way intersection at Walnut Avenue. From Walnut Avenue to Maple Avenue, sidewalk gaps and a lack of ADA compliant crossings exist. To address these issues, sidewalks would be installed along the identified segments of Hazel Avenue and five pairs of ADA compliant curb ramps would also be installed.

Figure 58: Sidewalk gap along Hazel Avenue (Source: Google Street View)

- **Dora Avenue and Grove Avenue Intersection Crossing Improvements**

  Access to Pomolita Middle School and pedestrian safety at the intersection of Grove and Dora Avenues would be improved with the installation of a high visibility crosswalk with curb ramps across Dora Avenue.

Figure 59: Intersection of Dora Avenue and Grove Street (Source: Google Street View)

- **Spring Street Pedestrian Improvements**

  The Pomolita Middle School pedestrian improvement recommendations notes several types of pedestrian improvements along Spring Street, including filling sidewalk gap along the west side, adding four pairs of curb ramps at identified locations, and high visibility crosswalks with pedestrian warning signs across the east and west sides of the intersections of Spring Street at Grove Avenue, and Spring Street at Walnut Avenue.

Figure 60: Intersection of Dora Avenue and Willow Avenue, Looking North (Source: Google Street View)

Pomolita Middle School Access Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 576,501**

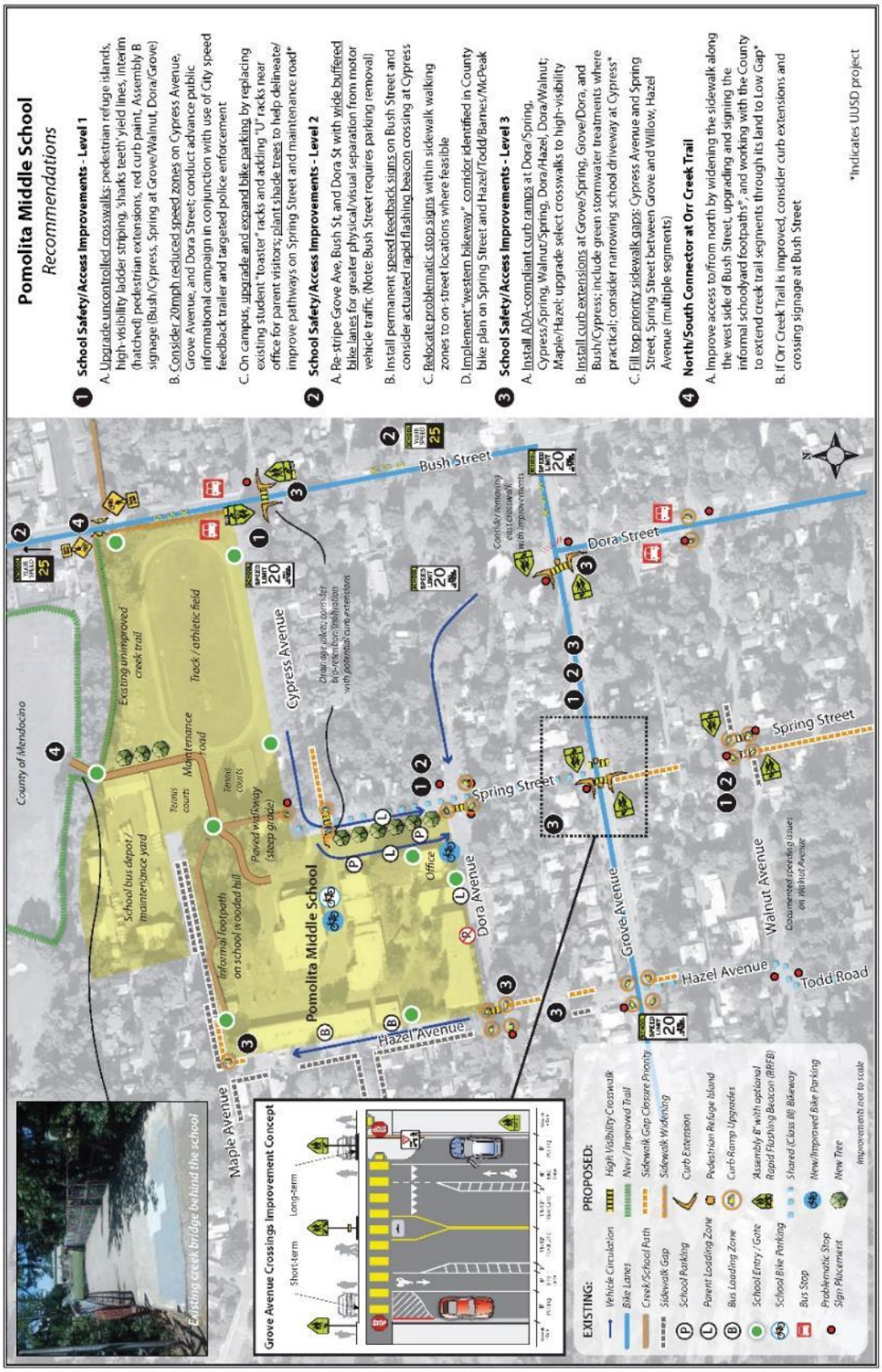


Figure 61: Pomolita Middle School Pedestrian Improvement Recommendations (Ukiah Safe Routes to School Plan,

U-5 Clara Avenue Neighborhood Enhancement Improvements

- **Clara Avenue from North State to North Orchard Avenue**

Clara Avenue is an east-west connection between North State Street and North Orchard Avenue. Sidewalks on Clara Avenue exist in scattered segments, interspersed with gravel or dirt gaps that often serve as parking space, blocking pedestrian access. Plans to improve Clara Avenue have been developed and implemented in several locations. Approximately two blocks of Clara Avenue have had sidewalks added with ADA compliant curb ramps.

Figure 62: Intersection of North State Street and Clara Avenue, looking east (Source: Google Street View)

The current project proposes to complete this work and extend sidewalks with curb and gutter the entire length of this ½ mile segment of Clara Avenue. The most notable sidewalk gaps are between North State Street and the North Western Railway line, and Hamilton Street and Sidnie Street. A series of nine curb bump-outs would be added throughout the project site as well as one set of ADA curb ramps.

Clara Avenue Neighborhood Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 446,065**

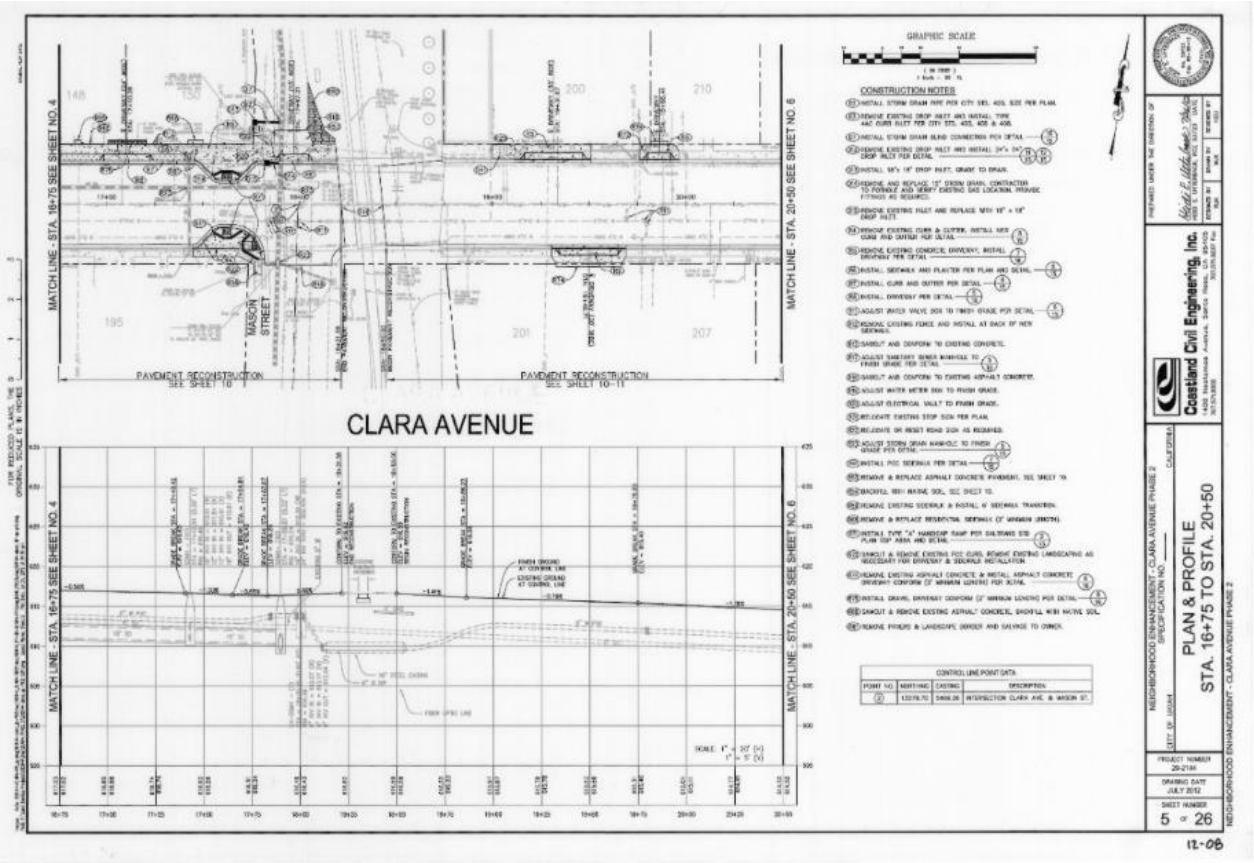
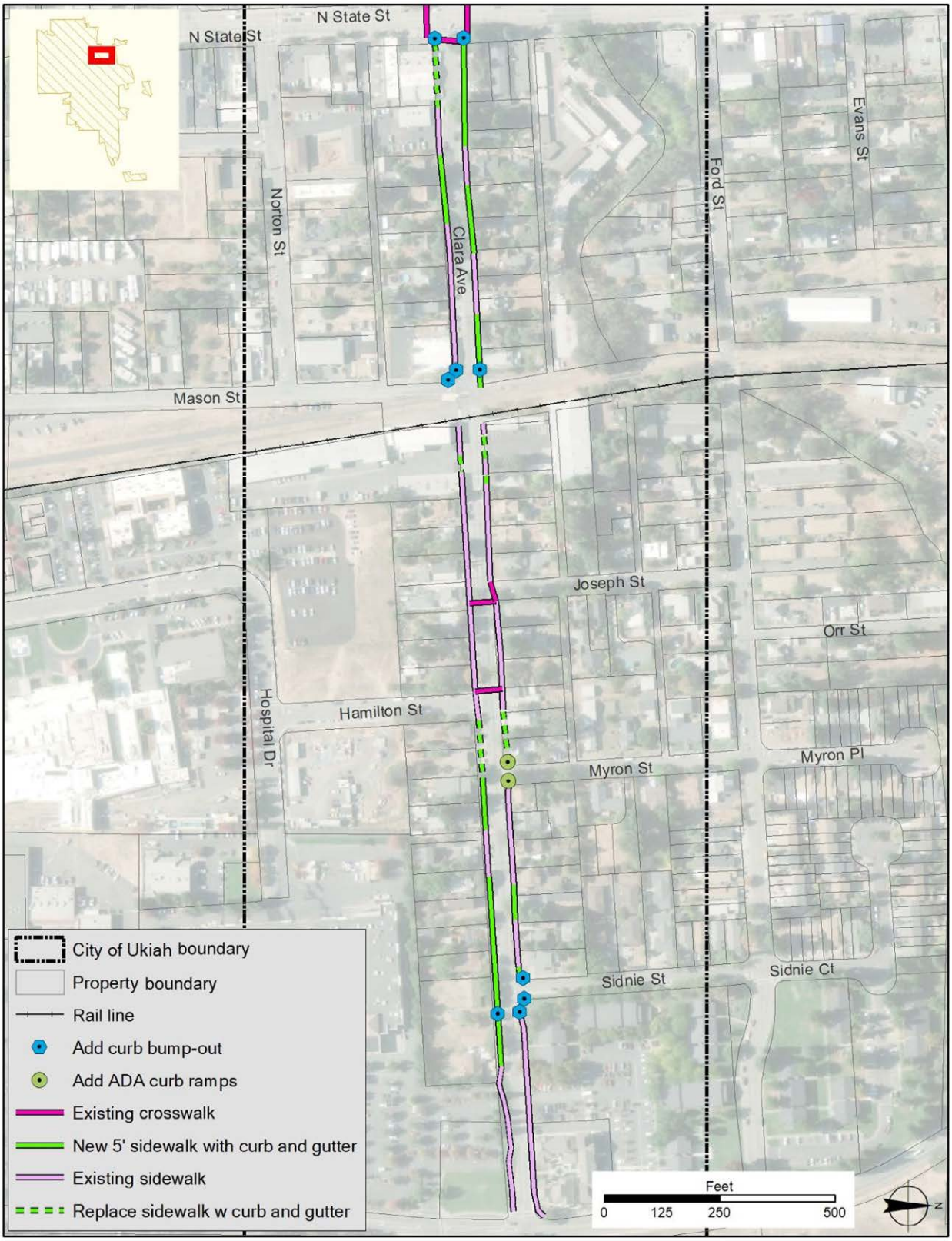


Figure 63: Clara Avenue Plans for Pedestrian Enhancement (Source: City of Ukiah)



Map 33: Proposed Improvements to Clara Avenue

U-6 East Clay Street Sidewalk Gap Closure

- **South Side of East Clay Street from South Main Street to NWP Rail line**

Figure 64: Clay Street Pedestrian Improvement Project Site (Source: Google Street View)

Enhancement of pedestrian facilities along Clay Street from South Main Street to the North Western Railway line will improve access to downtown Ukiah, as well as schools, employers, and retail along North Orchard Avenue. It will also provide connectivity to the planned North Western Railway Rail with Trail project. Clay Street improvements are included in the River Oak Charter School element of the *Ukiah Safe Routs to School Plan* (2014). The project proposes adding sidewalks to the south side of Clay Street, with the long-term goal of adding bike lanes along the entire segment of Clay Street, from South Main Street to Orchard Ave.

East Clay Street Sidewalk Gap Closure Cost Estimate (see Appendix C for detailed estimate)	**$ 180,390**

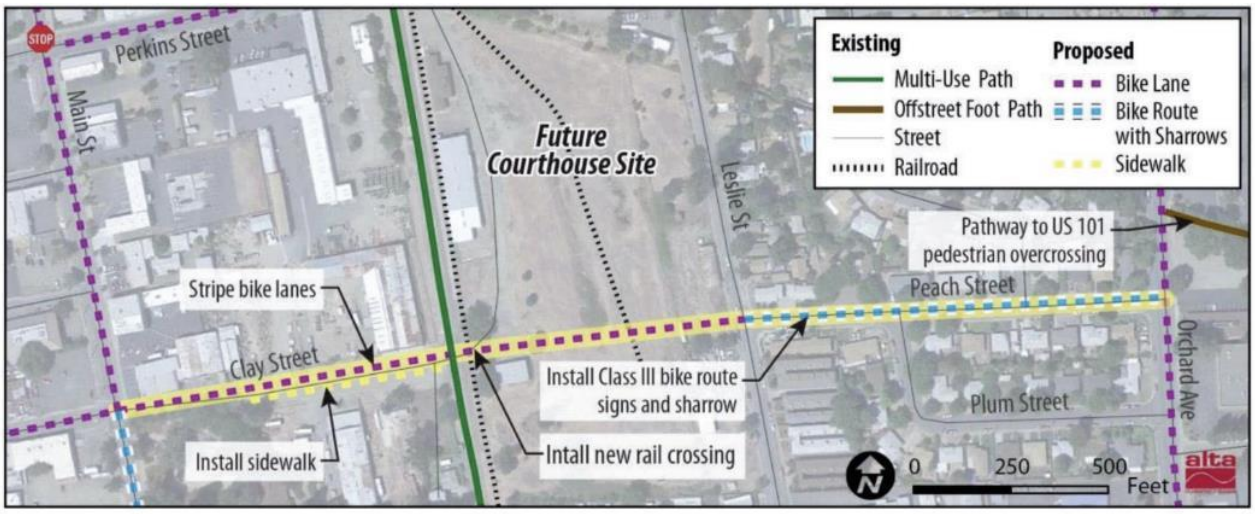


Figure 65: Clay Street Pedestrian Improvements (Source: Ukiah Bicycle and Pedestrian Master Plan, 2015)

U-7 Leslie Street Pedestrian Facility Improvements

Leslie Street is the central site of improvement in the River Oak Charter School pedestrian improvement project identified in the *Ukiah Safe Routes to School Plan* (2014). Currently, sidewalks along Leslie Street are narrow or nonexistent between Perkins Street and the Ukiah Senior Center. To close this gap, sidewalks would be added to the west side of Leslie Street and crosswalks added at the south side of the intersection of Leslie Street and Peach Street and at the Ukiah Senior Center. At each crosswalk warning signs and user-activated warning lights would be installed as well.

Leslie Street Pedestrian Facility Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 152,294**

Figure 66: Leslie Street, looking north, near River Oak School (Source: Google Street View)

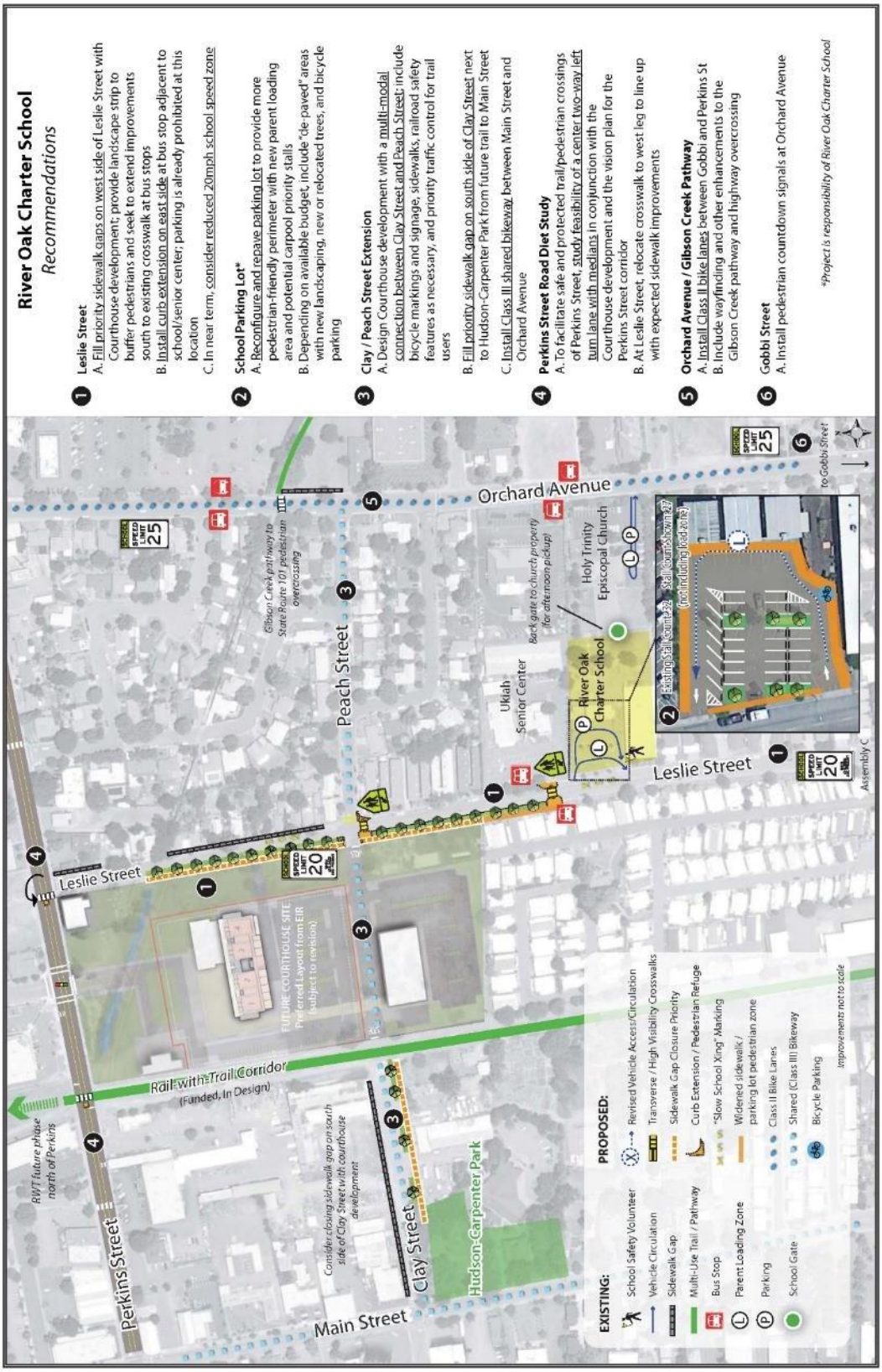


Figure 67: River Oak Charter School Pedestrian Improvement Recommendations (Ukiah Safe Routes to School Plan, 2009)

U-8 South Main Street Pedestrian Enhancement

- **Sidewalk Improvements**

  This section of South Main Street has been identified in the *Ukiah Bicycle and Pedestrian Master Plan* (2015) and the *Ukiah Downtown Streetscape Improvement Plan* (2009) as a corridor with sidewalk gap closure and crosswalk improvement needs. The project calls for adding sidewalks to fill in several gaps on South Main Street between East Gobbi Street and Stephenson Street. Key sidewalk improvement locations are on the east side of South Main Street south of Clay Street the northwest side of the intersection of South Main Street and Mill Street. A detailed map of the projects envisioned along this corridor in the 2009 Streetscape Improvement Plan can be seen in Section 3.8 Ukiah Funded or Programmed Projects of this report.

- **Crossing Improvements**

  Crossing improvements would be made to the intersections of South Main Street with East Gobbi Street, Mill Street, and Clay Street. A total of 17 high visibility crosswalks and sevenf curb ramps would be installed as detailed in Map 34. Of the six intersections addressed in this project, five currently feature standard crosswalks which are faded from use in some cases and need replacement. The intersection of South Main Street and Cleveland Street currently has no crosswalks and would see high visibility crosswalks and curb ramps installed on the north and eastern sides of the intersection.

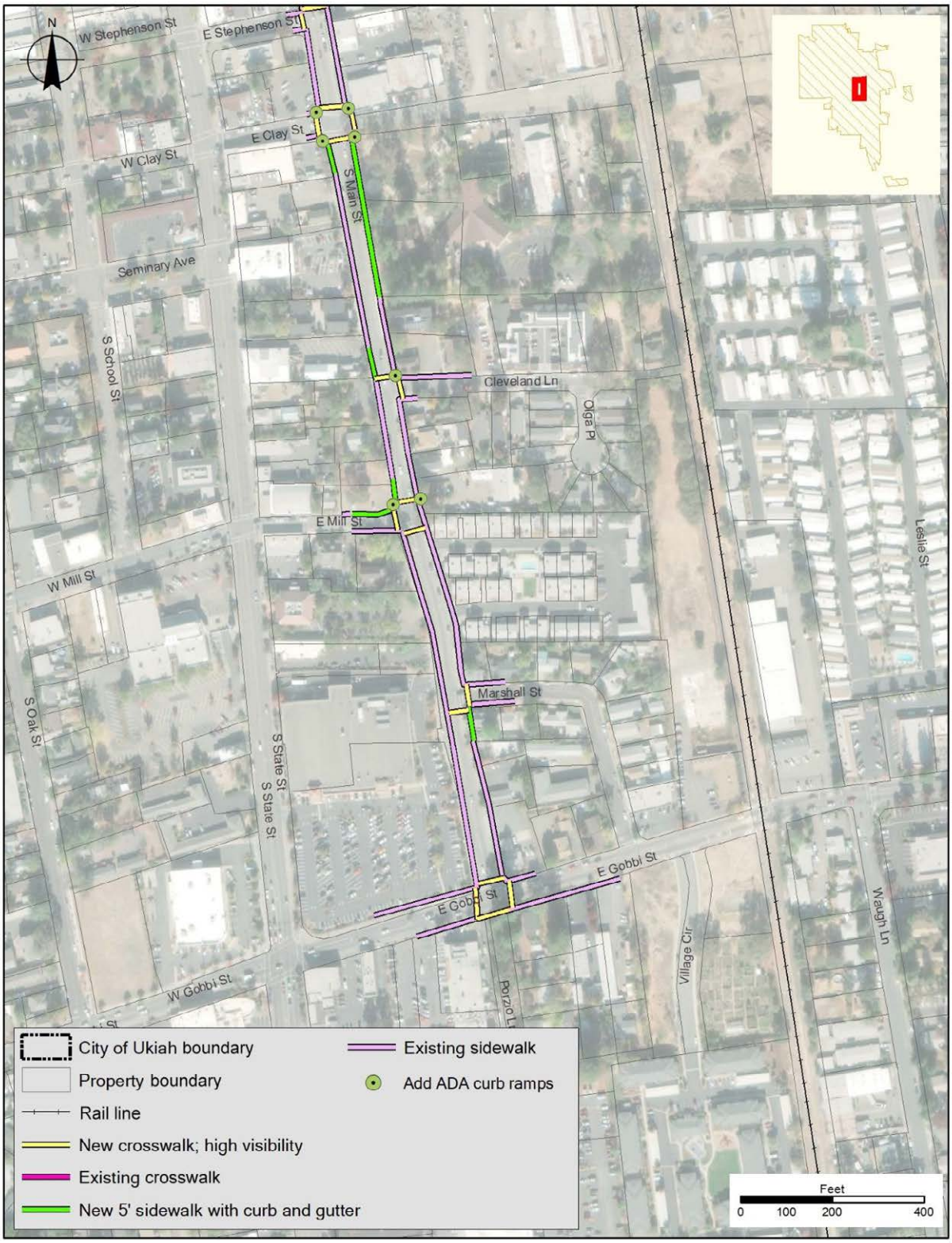
South Main Street Pedestrian Enhancement Cost Estimate (see Appendix C for detailed estimate)	**$**	**237,488**

Figure 68: Main Street, between Clay and Cleveland Street with sidewalk missing (Source: Google Street View)

Figure 69: Intersection of Main Street and Cleveland Street, looking south on Main Street (Source: Google Street View)

Figure 70: Intersection of East Mill Street and Main Street, looking east (Source: Google Street View)

Figure 71: Intersection of East Gobbi Street and Main Street, looking east (Source: Google Street View)



Map 34: Sidewalk and Crossing Improvements to Main Street, from Gobbi Street to Stephenson Street

U-9 South Ukiah School Access Improvements

- **West Gobbi Street Crosswalk Improvements**

  As detailed in the *Ukiah Safe Routes to Schools Plan* (2014) Yokayo School element, the intersection of West Gobbi Street and Dora Street would have enhanced crosswalks and curb bump-outs added to the north and south crosswalks to improve pedestrian safety.

  One block east of Yokayo School, at the intersection West Gobbi Street and Oak Street, curb bump-outs would be added to the northwest, southwest and southeast corners, along with a white transverse crosswalk across the east side of the West Gobbi and Oak Street intersection. A high visibility crosswalk would also be installed across West Gobbi Street as well as a "crosswalk ahead" sign.

Figure 72: Intersection of Gobbi Street and Dora Avenue (Source: Google Street View)

Figure 73: Intersection of Gobbi Street and Oak Street (Source: Google Street View)

- **Mendocino Drive and South Dora Street Crossing Improvements**

  To improve crossing safety at the three-way intersection of Mendocino Drive and Dora Street, a high visibility crosswalk would be installed. To further enhance safety, curb bump-outs would be installed to narrow the crossing and "crosswalk ahead" signs installed to alert drivers to the crossing.

- **Mendocino Drive and Alice Avenue Crossing Improvements**

  The intersection of Mendocino and Alice Avenue is a key intersection for students who enter Yokayo Elementary School through the Mendocino Avenue entrance. To improve pedestrian access, the Safe Routes to School plan calls for the addition a high visibility crosswalk across Mendocino Avenue and a curb ramp to be installed on the southeast corner of the intersection.

Figure 74: Intersection of Dora Avenue and Mendocino Avenue, Looking South (Source: Google Street View)

Figure 75: Intersection of Mendocino Avenue and Alice Avenue, Looking East (Source: Google Street View)

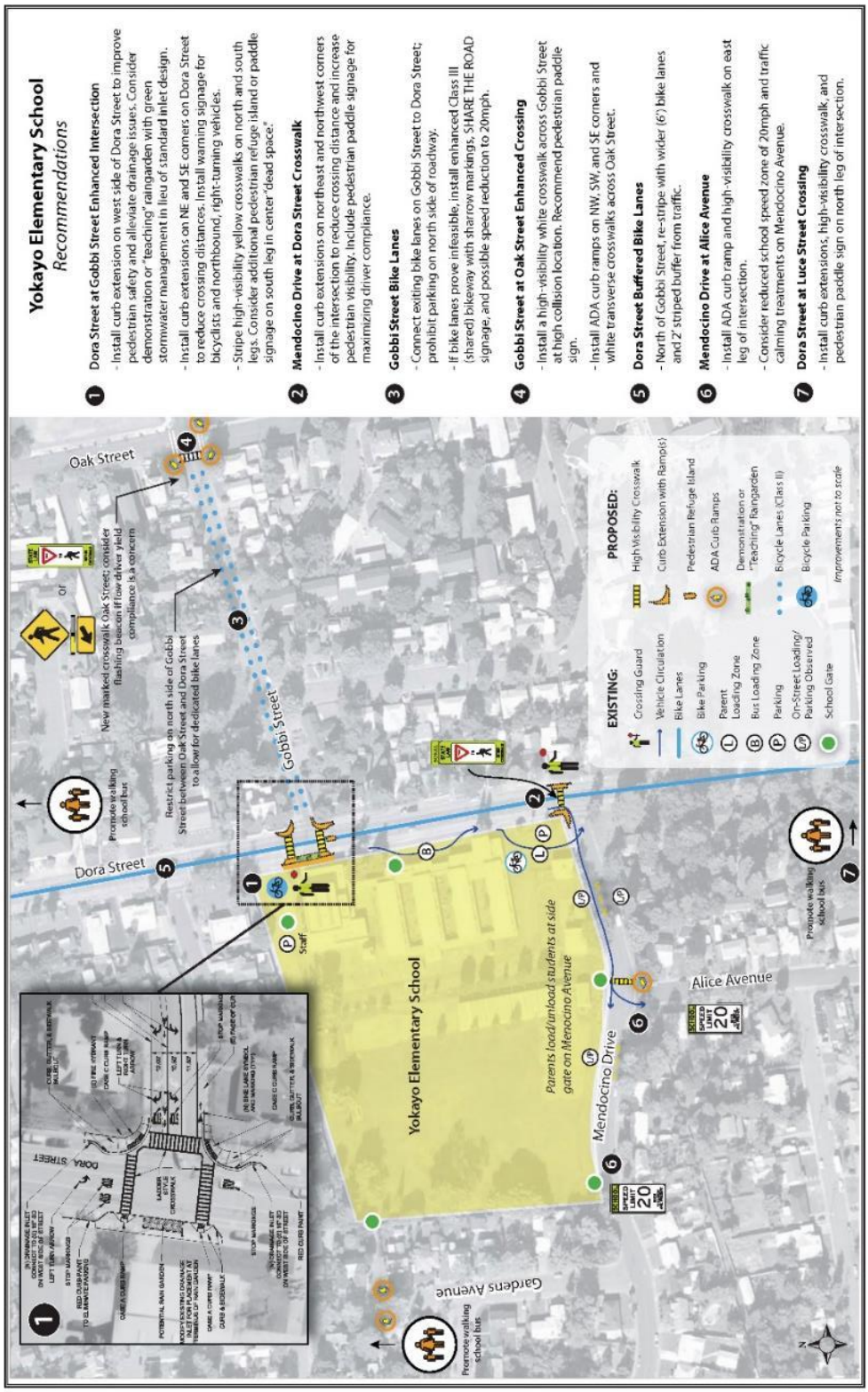


Figure 76: Yokayo Elementary School Pedestrian Improvement Recommendations (Ukiah Safe Routes to School Plan, 2009)

- **Oak Manor Drive Pedestrian Improvements**

  Oak Manor Drive, from El Rio Street to Oak Manor Elementary School, has been identified as a location for pedestrian crossing improvement in the *Ukiah Safe Routes to School Plan* (2014). To improve crossing, both driveways into and out of the school parking lot would be restriped to be high visibility crosswalks, while the existing crosswalk on the south side of the parking lot would have a high visibility crosswalk installed across Oak Manor Drive along with "crosswalk ahead" signage.

Figure 77: Oak Manor Drive School entrance and crosswalk (Source: Google Street View)

Figure 78: Looking north on Oak Manor Drive, towards Oak Manor School crossing (Source: Google Street View)

Figure 79: Oak Manor Elementary School Pedestrian Improvement Recommendations (Ukiah Safe Routes to School Plan, 2009)

- **Helen Avenue Sidewalk Gap Closure**

  Helen Avenue, from Observatory Avenue to Washington Avenue, has significant gaps in the sidewalk. On both sides of the street, between San Jacinto at Washington Avenue, sidewalk with curb and gutter would be installed. Further improvements would be made between Washington and Wabash Avenue by extending sidewalks along the west side of Helen Street, where there is currently only a wide shoulder.

- **Washington Avenue Sidewalk Gap Closure**

  Along the north side of Nokomis Elementary School, Washington Avenue has sidewalk gaps that, when filled, will improve access to the school. High visibility crosswalks would be added to the north and eastern sides of the intersection of Washington Avenue and Helen Avenue. Each crossing would have a "crosswalk ahead" warning sign as well.

- **Wabash Avenue Pedestrian Crossing Improvements**

  At Wabash Avenue and South Dora Street curb bump-outs and high visibility crosswalks and "crosswalk ahead" signage would be installed to improve pedestrian access to the back-gate entrance to Nokomis School.

  At the intersection of Wabash Avenue and Yokayo Court as well as Wabash Avenue and Laurel Avenue, the installation of new curb ramps would further improve access to Nokomis School.

South Ukiah School Access Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 545,569**

Figure 80: Intersection of Washington Avenue and Helen Avenue, looking southeast (Source: Google Street View)

Figure 81: Helen Avenue, looking south from intersection with San Jacinto Drive (Source: Google Street View)

Figure 82: Intersection of Yokayo and Wabash Avenue, looking north (Source: Google Street View)

Figure 83: Intersection of Dora Street and Wabash Avenue, looking north (Source: Google Street View)

Figure 84: Intersection of Laurel Avenue and Wabash Avenue, looking north (Source: Google Street View)

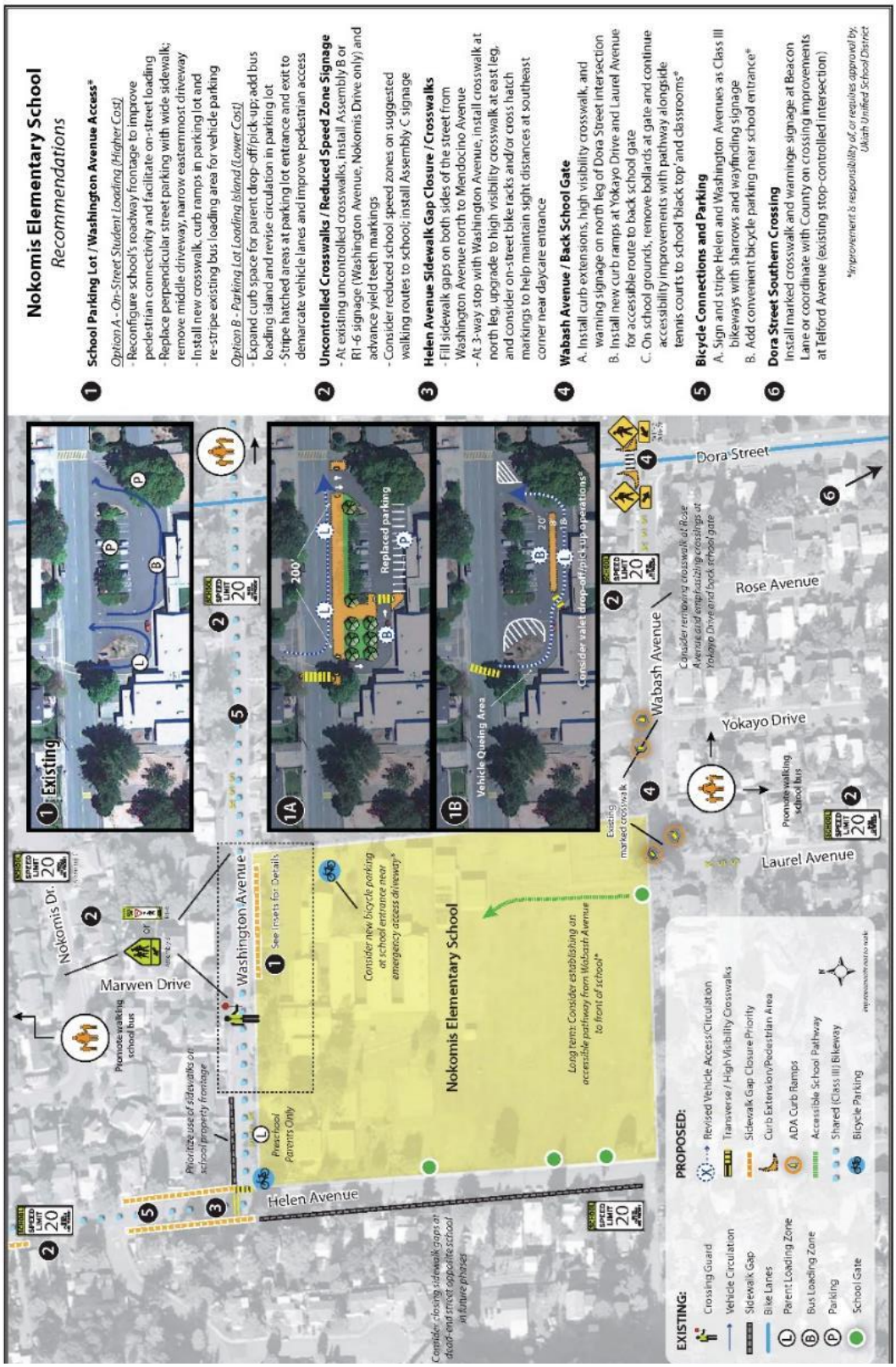


Figure 85: Nokomis Elementary School Pedestrian Improvement Recommendations (Ukiah Safe Routes to School Plan, 2009)

U-10 South State Street Pedestrian Crossing Enhancement

- **South State Street and Luce Avenue Crossing Improvements**

  The crossing of South State Street on the south side of Luce Avenue recently had curb bump-outs added. *The Ukiah Bicycle and Pedestrian Plan* (2015) identified a need to further increase visibility of this crossing of State Street with the addition of curb bump-outs on both sides, a high visibility crosswalk and user-activated warning lights to improve safety.

- **State Street and Observatory Avenue Crossing Improvements**

  The plan also identified crossing improvements on State Street on the south side of Observatory Avenue, including curb bump-outs, a high visibility crosswalk, and user-activated warning lights to improve crossing safety.

South State Street Pedestrian Crossing Enhancement Cost Estimate (see Appendix C for detailed estimate)	**$ 111,615**

Figure 86: Intersection of Observatory and North State Street, looking north. (Source: Google Street View)

Figure 87: Intersection of Luce Avenue and North State Street, looking south (Source: Google Street View)

Map 35: South State Street Crossing Improvements

U-11 Betty and Lorraine Street Pedestrian Improvements

- **Betty Street from Marlene Street to Talmage Road**

  Pedestrian improvements to Betty Street were identified by the City of Ukiah and preliminary construction plans have been prepared. To improve pedestrian facilities, sidewalks would be added to the east side of the street from Marlene Street to Talmage Frontage Road. The plans include work to replace sewage pipelines under both Betty and Lorraine Streets during this process.

- **Lorraine Street from Marlene Street to Talmage Road**

  Lorraine Street also has an identified need for sidewalk gap closure on the entire west side of the street from Marlene Street to Talmage Frontage Road. Preliminary construction plans have also been completed for these improvements.

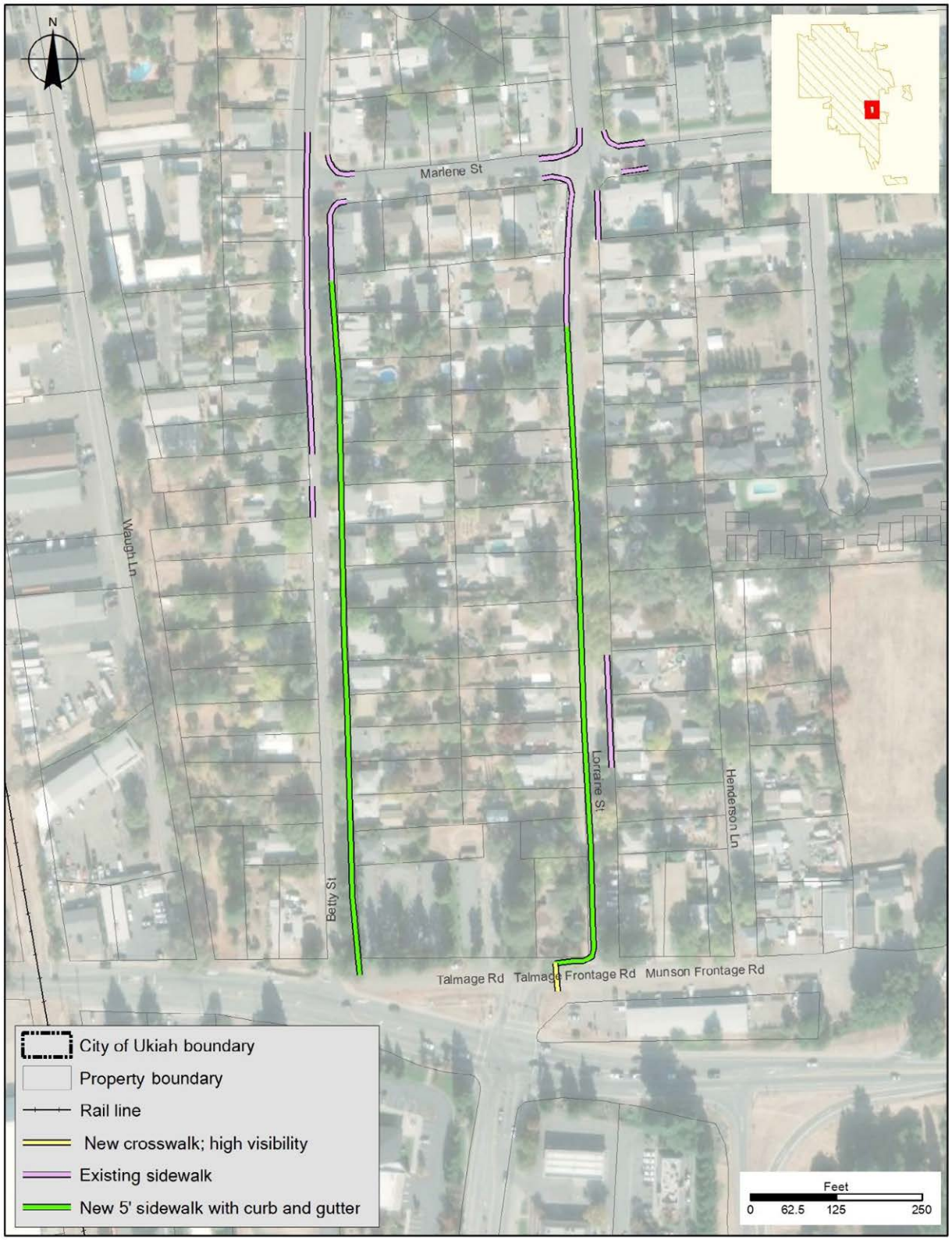
  To connect Lorraine Street to Talmage Road and the commercial area beyond it, a high visibility crosswalk is proposed on the east side of the intersection of Airport Road and Talmage Frontage Road.

Betty and Lorraine Street Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 416,737**

Figure 88: Loraine Street, looking south from Marlene Street (Source: Google Street View)

Figure 89: Talmage Frontage Road near Lorraine Street (Source: Google Street View)

Figure 90: Betty Street, looking north from Talmage Road (Source: Google Street View)



Map 36: Betty and Lorraine Street Pedestrian Improvements

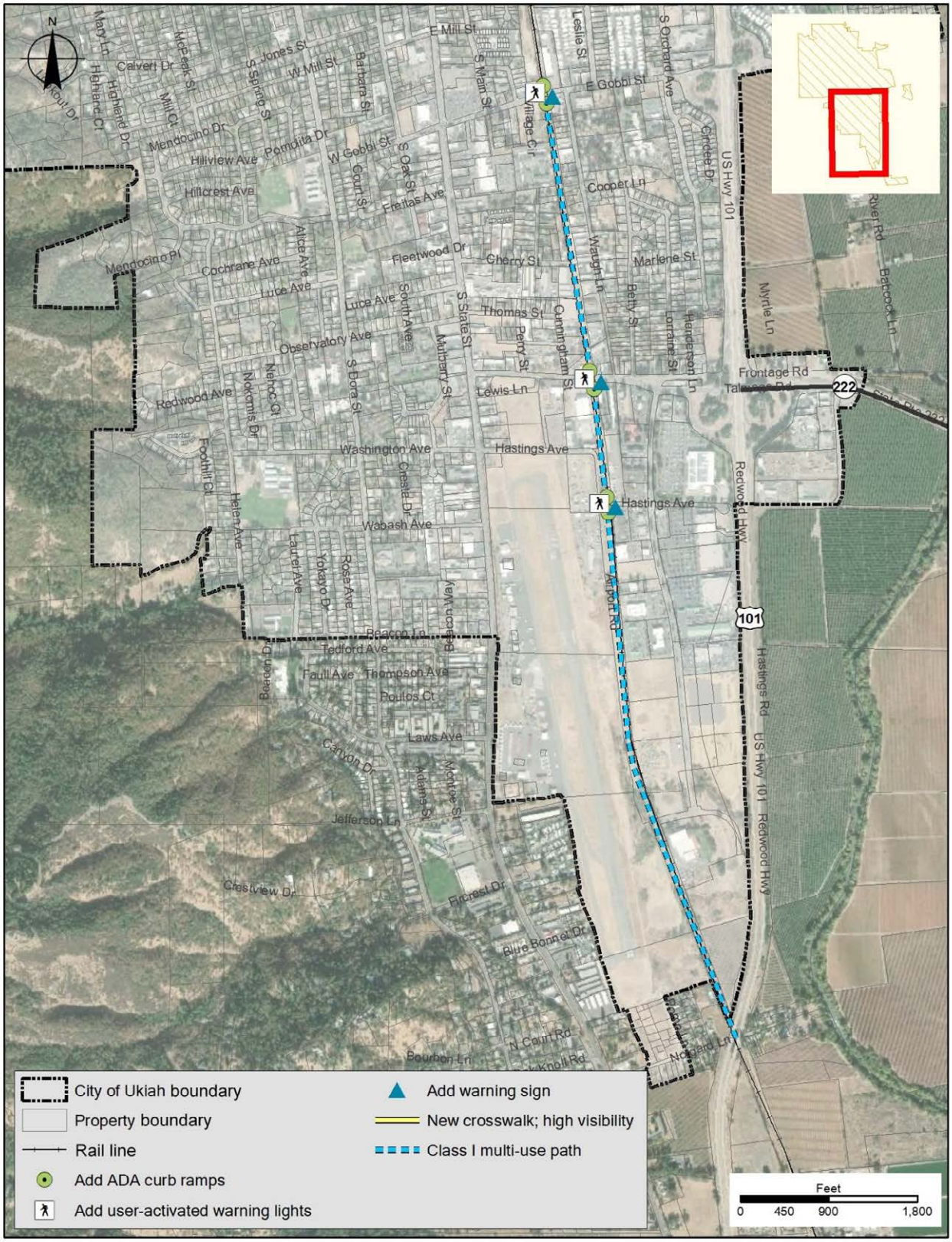
U-12 Ukiah Rail with Trail South Segment

As per the *Mendocino County Rail with Trail Plan*, Section S9 from East Gobbi Street to Norgard Lane is a key piece of the proposed Class I trail along the North West Pacific rail line in Mendocino County. This segment comprises Phase II of the Ukiah Rail Trail project, from East Gobbi Street to Norgard Lane. It will complement the recently completed Section 10 that lies directly adjacent, from East Gobbi Street to Clara Avenue. Further study will be required to identify the precise alignment of this trail. This segment of the network will be an approximately 1.85-mile-long Class I multiuse trail with crossings at East Gobbi Street, Talmage Road and Old County Road. Each of these crossings will require high visibility crosswalks, curb ramps, user-activated lights and "crossing ahead" signs.

Ukiah Rail with Trail South Segment Cost Estimate (see Appendix C for detailed estimate)	**$ 1,260,689**

Figure 91: North Western Railway line, looking south from East Gobbi Street (Source: Google Street View)

Figure 92: North Western Railway line, looking south from Talmage Road (Source: Google Street View)



Map 37: Ukiah Rail with Trail South Segment (Phase 2) (Source: Mendocino County Rail with Trail Plan, 2012)

U-13 Airport Park Boulevard Pedestrian Enhancement

- **Sidewalk Improvements**

  Airport Park Boulevard is the main roadway through the commercial shopping area located just south of Talmage Road in southeast Ukiah. It has several sections of sidewalks through landscaped areas, however one block on the west side is missing sidewalks, and most of the east side is missing sidewalks. These gaps would be filled by adding new sidewalks through the existing landscape areas or in conjunction with future frontage improvements.

- **Crossing Improvements**

  Several locations near Talmage Road need curb ramps to be installed, and four crosswalks are needed at the intersection with Old County Road to connect the shopping areas on the east side of Airport Park Boulevard with parking on the west side.

Airport Park Blvd Pedestrian Enhancement Cost Estimate (see Appendix C for detailed estimate)	**$ 509,245**

Figure 93: Sidewalk Gap on West Side of Airport Park Boulevard. (Source: Google Street View)

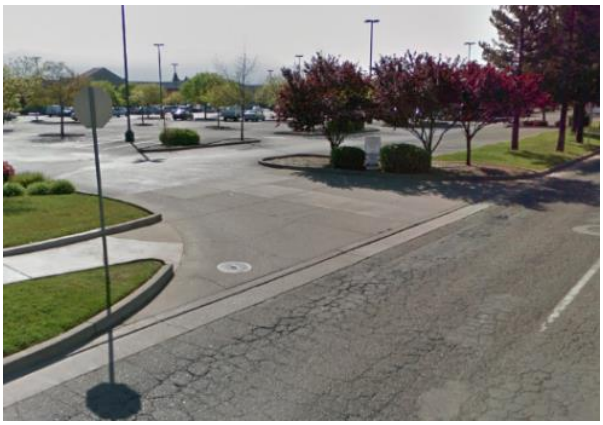
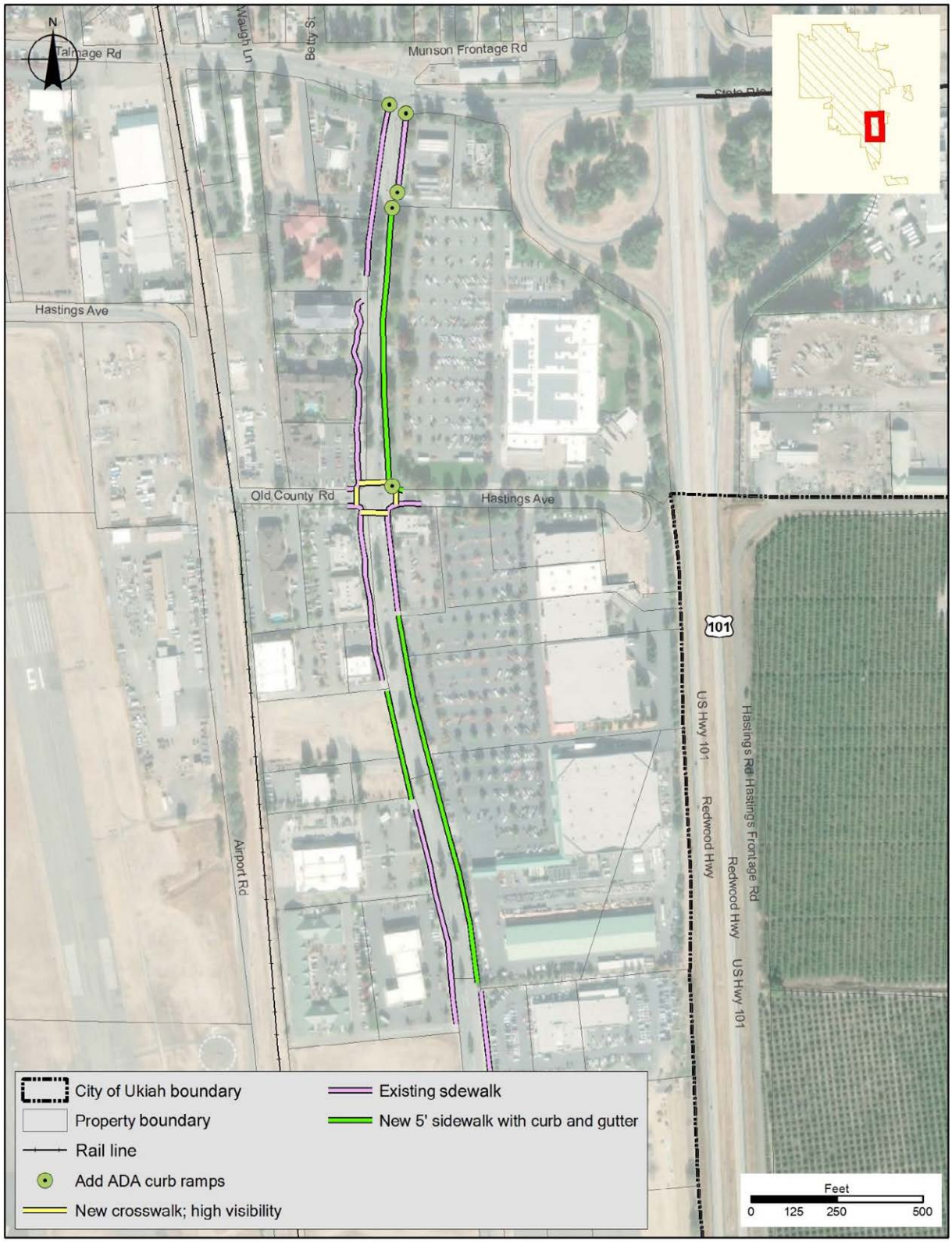


Figure 94: Sidewalk Gap on East side of Airport Park Boulevard (Source: Google Street View)



Map 38: Airport Road Pedestrian Improvements

6.7 CITY OF UKIAH FUNDED OR PROGRAMMED PROJECTS

Project U-14 – U16 are projects derived from *Ukiah Bike and Pedestrian Master Plan (*2016) and the *Ukiah Downtown Streetscape Beautification Plan* (2009). Together these projects comprise a ¾ mile long segment of North State Street that will see sidewalk and crossing improvements. Phase I will target the central segment of this community core, from Perkins Avenue to Henry Street. Phase II will address two sections of North State Street to the north and south of Phase I. To date, the City has received $1.3 million from the State Transportation Improvement Program and $1 million from the Highway Safety Improvement Program to fund this project.

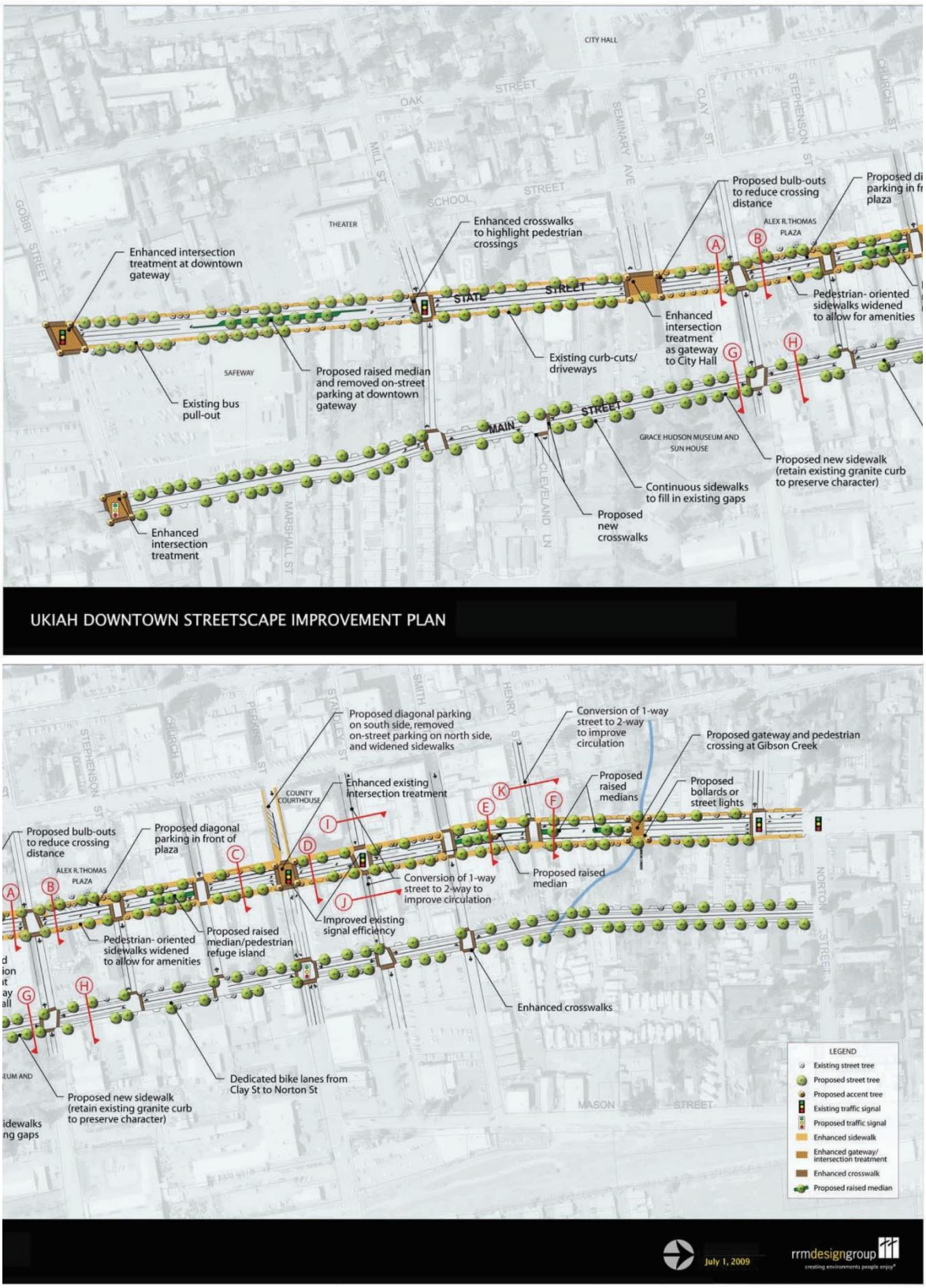


Figure 95: Ukiah Downtown Streetscape Improvement Plan (2009)

U-14 Ukiah Downtown Streetscape Improvements Phase II North Segment

The northern section of Phase II is a one block segment of North State Street, from North to Henry Streets. Improvements to this and the southern section will include streetscape improvements including sidewalk widening, curb ramps and bump-outs, street lights, street furniture and tree planting. This project is scheduled for construction in 2020-2021, once Phase I is completed.

Map 39: Streetscape improvements from Henry Street to Norton Street (Source: Google Earth)

U-15 Ukiah Downtown Streetscape Improvements Phase I

Along North State Street, from Henry Street to Mill Street, this project will include sidewalk widening, curb ramps and bump-outs, street lights, street furniture and tree planting. The project also includes a road diet between Henry Street and Mill Street that will transform the existing four-lane street into a three-lane cross section with one travel lane in each direction and a two way left-turn lane in the center with on-street parking maintained. Signal modifications will be made at each of the three signalized intersections (Standley Street, Perkins Street, and Mill Street) to provide vehicle detection, improve coordination and re-orient the signal equipment to support the road diet alignment and conversion of Standley Street to two-way west of North State Street. This work will also include a pavement overlay, striping, and pavement markings.

Map 40: Streetscape improvements from Perkins Street to Henry Street (Source: Google Earth)

Figure 96: State Street, looking south from Henry Street (Source: Google Street View)

Figure 97: The intersection of North State Street and Smith Street lacks ADA accessible curb ramps (Source: Google Street View)

U-16 Ukiah Downtown Streetscape Improvements Phase II South Segment

Along North State Street, from Mill Street to East Gobbi Street, improvements similar to those identified in U-14 will be installed when funding is secured. In addition to the Complete Streets improvements, signal modifications will be made at the North State Street and East Gobbi Street intersection to provide vehicle detection and re-orientation of the signal equipment to support the road diet alignment.

Map 41: Streetscape improvements from East Gobbi Street to Mill Street (Source: Google Earth)

U-17 Ukiah Rail with Trail North Segment

Along the North Western Railway line, from Ford Street to Brush Street, plans have been developed and a California Natural Resources Agency Urban Greening grant has been secured to design, review and construct Phase II of the Rail Trail project in Ukiah. This segment lies directly north of the recently constructed Phase I of the Ukiah Rail Trail project, from East Gobbi Street to Ford Street (Section 10 in the Rail with Trail Plan). The trail is planned to be completed by late Spring/early Summer of 2020. Together, with the completion of U-12, this project will connect all of Ukiah with a contiguous north-south pedestrian pathway.

Figure 98: Looking south from Brush Street at Class I Rail with trail site (Source: Google Street View)

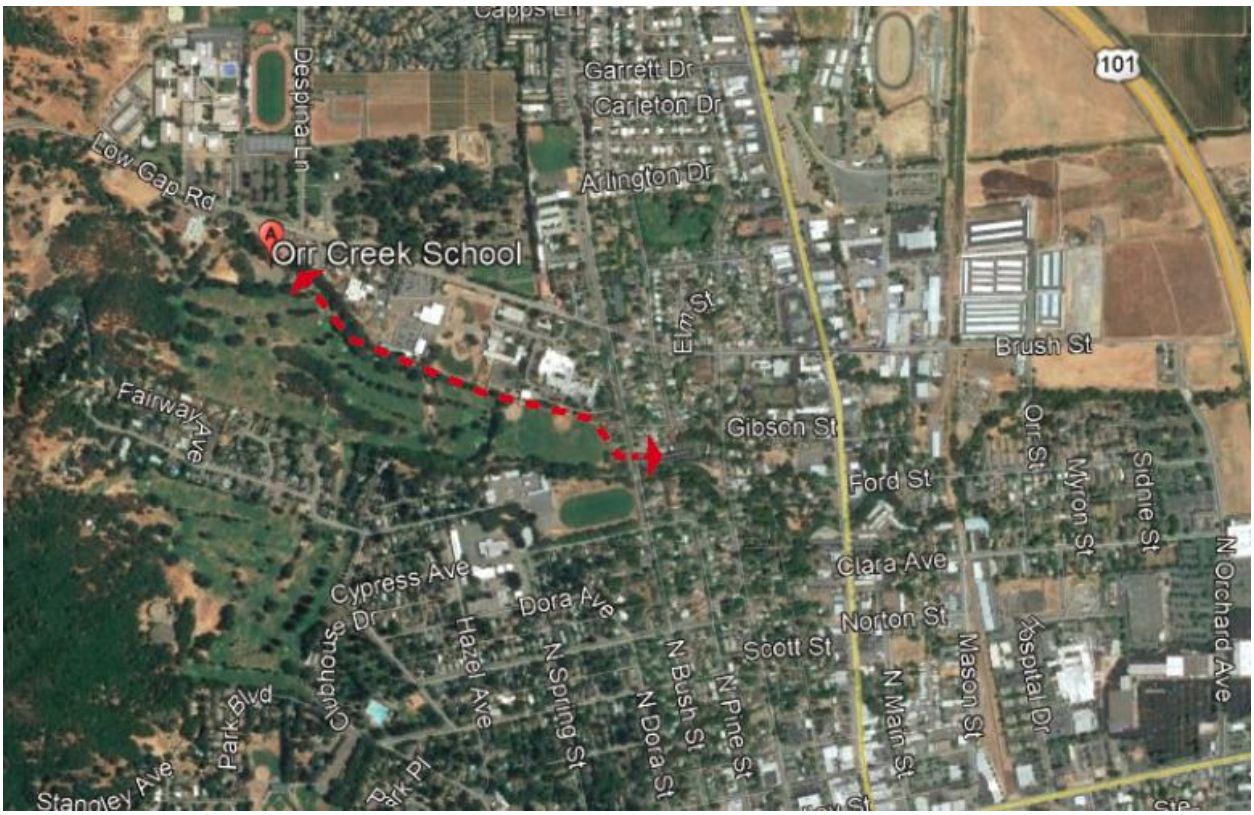
Segment No: S11	**Length: 0.5 miles**
Description: Moderate population in surrounding area. High use for connection to County and City of Ukiah Phase I projects. From Clara Avenue to Brush Street.	
Terrain: Flat	
Jurisdiction: City of Ukiah, County of Mendocino	
Communities: Ukiah	
Stream Crossings: 1	
Species of Concern: None known	
Design Type: Paved Pathway Urban	
Key challenges and opportunities: • Bridge required • Neighborhood connectivity • Connects to Phase I project with existing funding	

Figure 99: Segment S11 from Mendocino County Rail with Trail Plan (2012)

6.8 CITY OF UKIAH LONG-TERM PROJECTS

U-18 Orr Creek Trail and Greenway West Segment

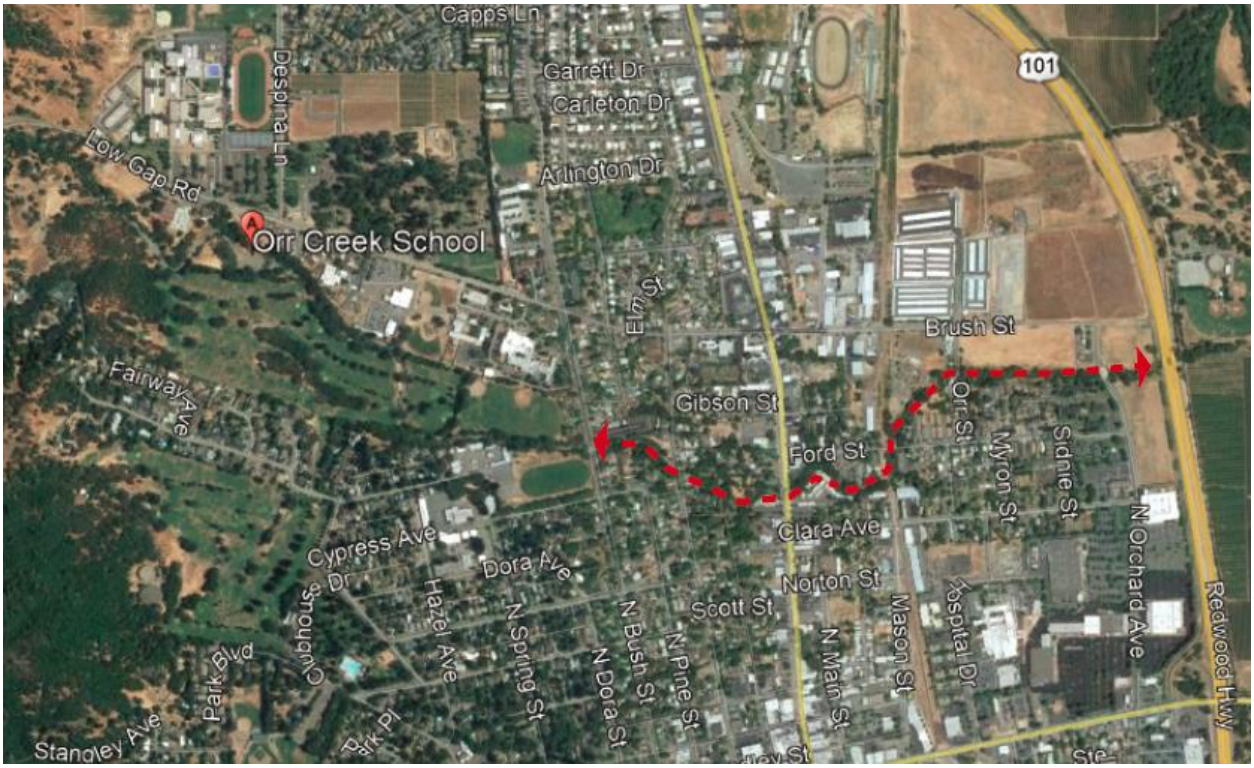
This project was identified in the *Ukiah Bike and Pedestrian Master Plan (2015)* as a two-mile trail traversing from the west side to the east of Ukiah. This project focuses on the west part of that project, a roughly one-mile Class I trail along Orr Creek from Orr Creek School to Bush Street. Like most creek trail projects, it faces constraints due to riparian vegetation, creek bank proximity and stability, physical space limits and access permission.



Map 42: Orr Creek Trail – West (Source: Google Earth)

U-19 Orr Creek Trail and Greenway East Segment

This project was identified in the *Ukiah Bike and Pedestrian Master Plan (2015)* as a two-mile trail traversing from the west side to the east of Ukiah. This project focuses on the east part of that project, a roughly one-mile section of Orr Creek from Bush Street to the sports complex near Highway 101. It faces constraints similar to the west segment.



Map 43: Orr Creek Trail – East (Source: Google Earth)

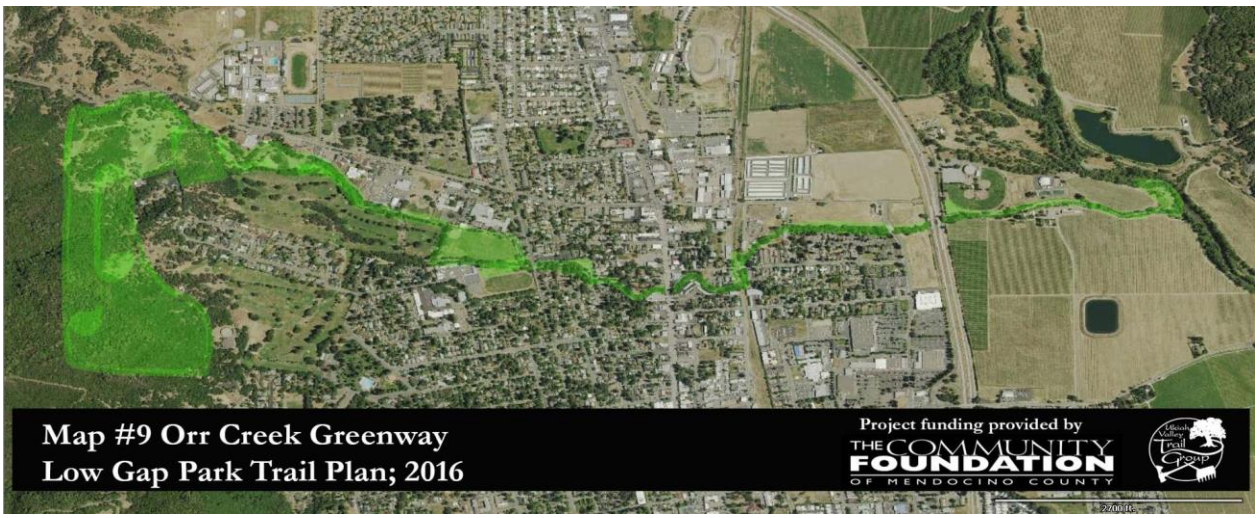


Figure 100: Orr Creek Greenway (Source: Ukiah Valley Trail Group, 2016)

6.9 CITY OF UKIAH VICINITY NORTH – PRIORITY PROJECTS

U-20 Millview Road and Kuki Road Pedestrian Enhancements

- **Millview Road Sidewalk Gap Closure**

  This two-block segment is located north of Ukiah city limits. Millview Road runs parallel to North State Street on its west side and is connected to North State Street by Kuki Lane. While the businesses on Millview Road are industrial, a significant number of homes lie to the northwest of this segment, making it an important connection for residents travelling to and east of North State Street. At present, Millview Road has wide dirt shoulders, with several midblock points where the chain-link fence gives way to large unpaved industrial lots on either side of the street.

- **Millview Road Crossing Enhancements**

  Access would be improved with the addition of a sidewalk, presumably on the east side of the street for easy connection to Kuki Lane. To connect this sidewalk to the existing sidewalks in the northwest Ukiah neighborhood and the sidewalks on North Main Street to the southeast, a crosswalk will be needed at the north intersection of this block.

Figure 101: Intersection of Millview and Feedlot Road, Crosswalk Recommended (Source: Google Street View)

Figure 102: Missing sidewalks on Millview Road (Source: Google Street View)

- **Kuki Road Sidewalk Gap Closure**

  Kuki Lane runs east-west for one block between North State Street and Millview Road. It is an important connection for residents living in the neighborhood to the west of North State Street as they travel to commercial uses on the east side. Existing sidewalks on North Main Street has a crossing to access Kuki Lane. However, the sidewalk ends at Kuki Lane, and a wide shoulder extends the length of Kuki Lane on both sides of this industrial street.

  Sidewalks should be added to the north side of Kuki Lane to help the communities of northwest Ukiah gain pedestrian access to the Highway 101 shopping areas.

Millview Road and Kuki Lane Sidewalk Gap Closure Cost Estimate (see Appendix C for detailed estimate)	**$ 215,656**

Figure 103: Intersection of Kuki Lane & Millview Road (Source: Google Street View)

Figure 104: Kuki Lane, looking west from Highway 101 (Source: Google Street View)

Map 44: Kuki Road and Millview Road Pedestrian Enhancements

6.10 CITY OF UKIAH VICINITY SOUTH – PRIORITY PROJECTS

U-21 Jefferson Lane Pedestrian Gap Closure

As described in the *Mendocino County Safe Routes to Schools Plan* (2014) in the Grace Hudson School element, Jefferson Lane has a sidewalk gap on the south side of the street, just west of South State Street. In addition to closing this gap, the proposed plan calls for adding a crosswalk across the school access road adjacent to the school, as well as sidewalk improvements between the southern entrance to the school parking lot and South State Street.

Jefferson Lane Pedestrian Gap Closure Cost Estimate (see Appendix C for detailed estimate)	**$ 92,115**

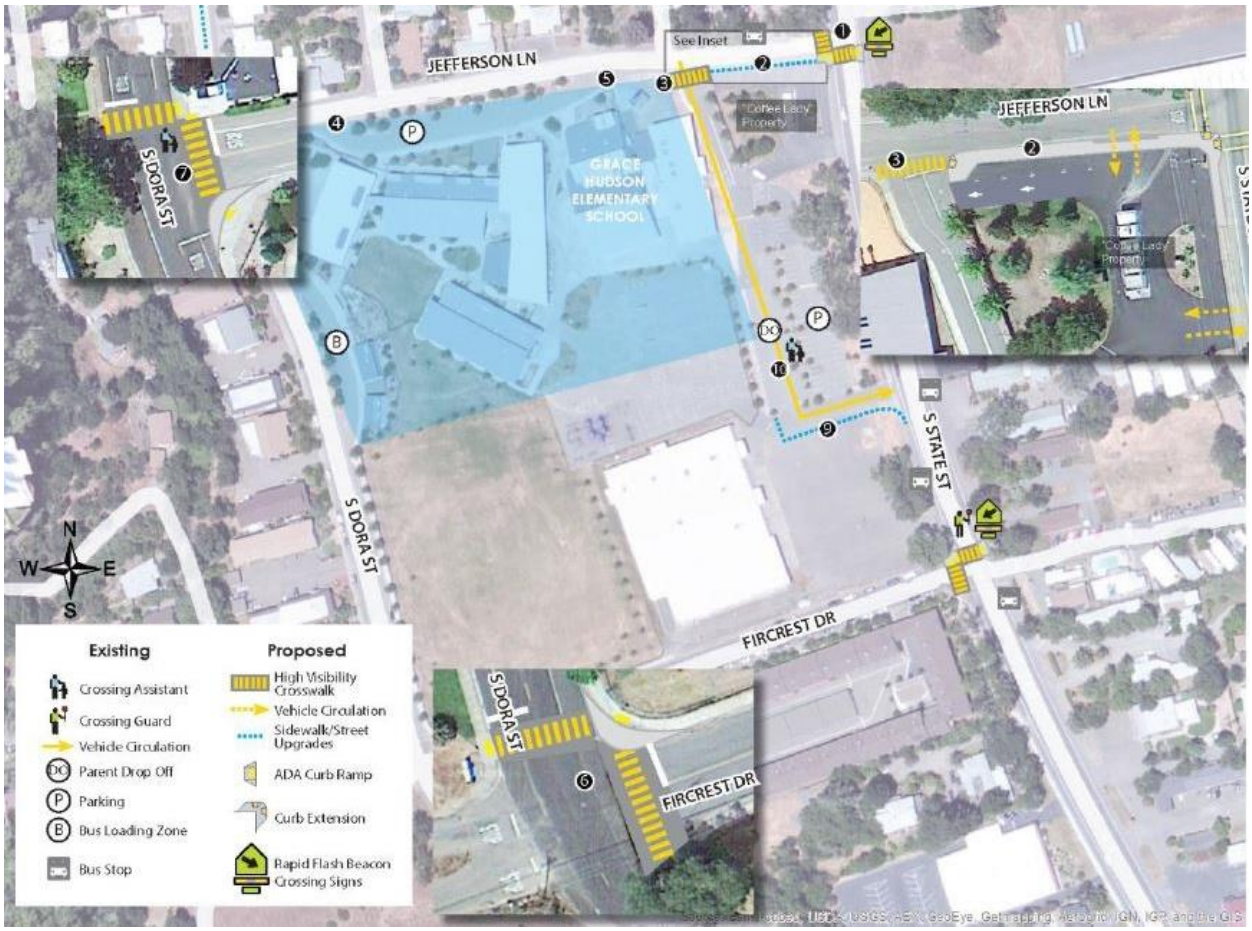
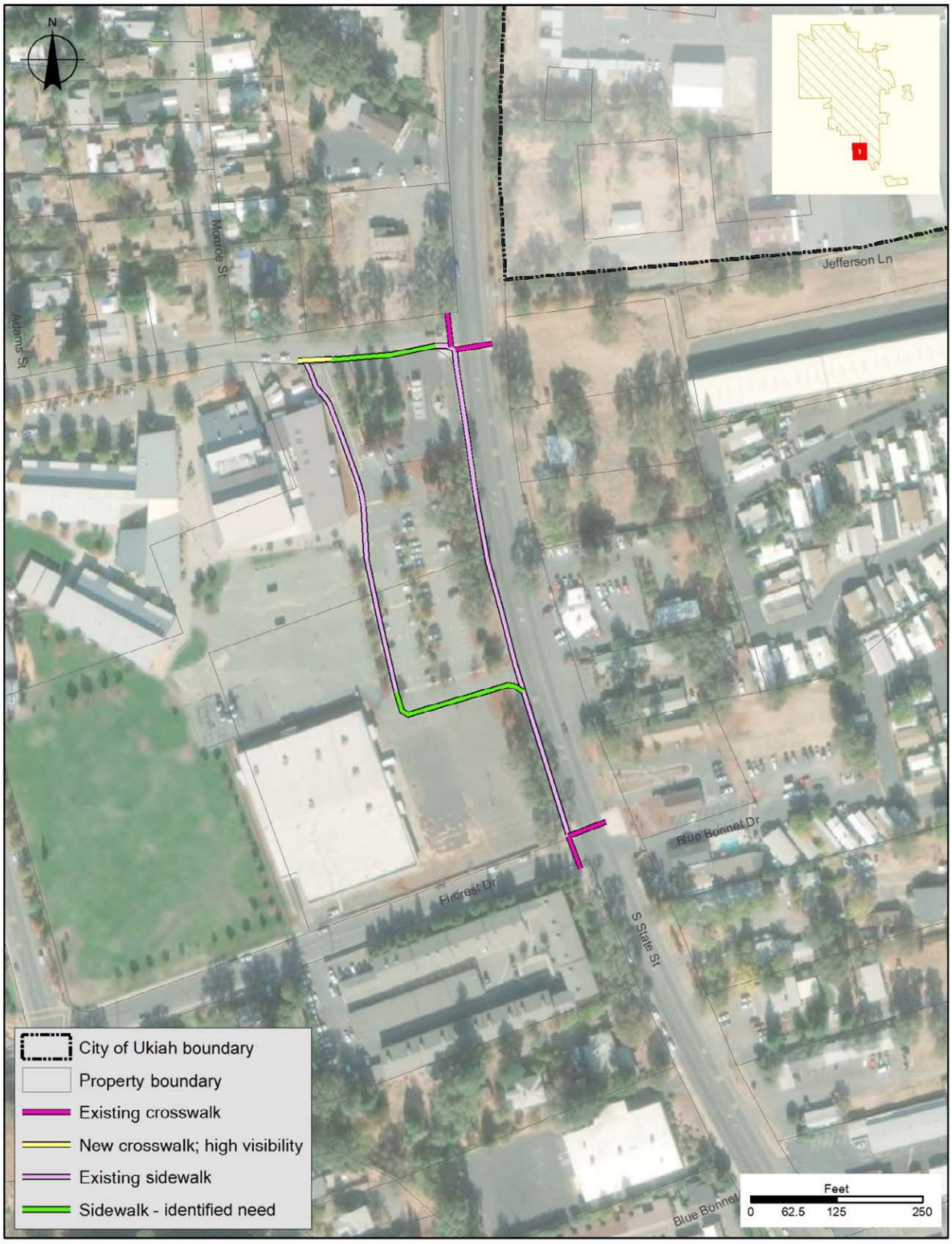


Figure 105: Grace Hudson Elementary School Pedestrian Improvement Recommendations, Mendocino County Safe Routes to School Plan (2014)



Map 45: Jefferson Lane Pedestrian Improvements

U-22 Talmage Road Interchange Sidewalk Improvements

The intersection of Talmage Road near Highway 101 received a high number of comments in the Public Input Report regarding its need to be redesigned to improve safety. This related to the recent death of a bicyclist on Talmadge Road.

Currently, there is a crosswalk with an accessible ramp on the north side for pedestrians to cross over the northbound on ramp of Highway 101. But there are no formal pedestrian facilities along the north shoulder of Talmage Road to connect to the existing sidewalk on the north side of the highway overcrossing extending to Ukiah. To improve safety, a high visibility crosswalk would replace the existing crosswalk at the northeast side of the overpass with user-activated pedestrian signals could be added at the crossing, and a sidewalk would be extended to close the gap.

Further east of the interchange, crosswalks would be added at the intersection of Talmage Road and Babcock Lane/Hastings Road, on the north side across Babcock Lane and the west side across Talmage Road. Each of these crossings would have "crossing ahead" warning signs, and potentially user-activated signals, or a traffic signal.

Talmage Road Interchange Sidewalk Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**269,168**

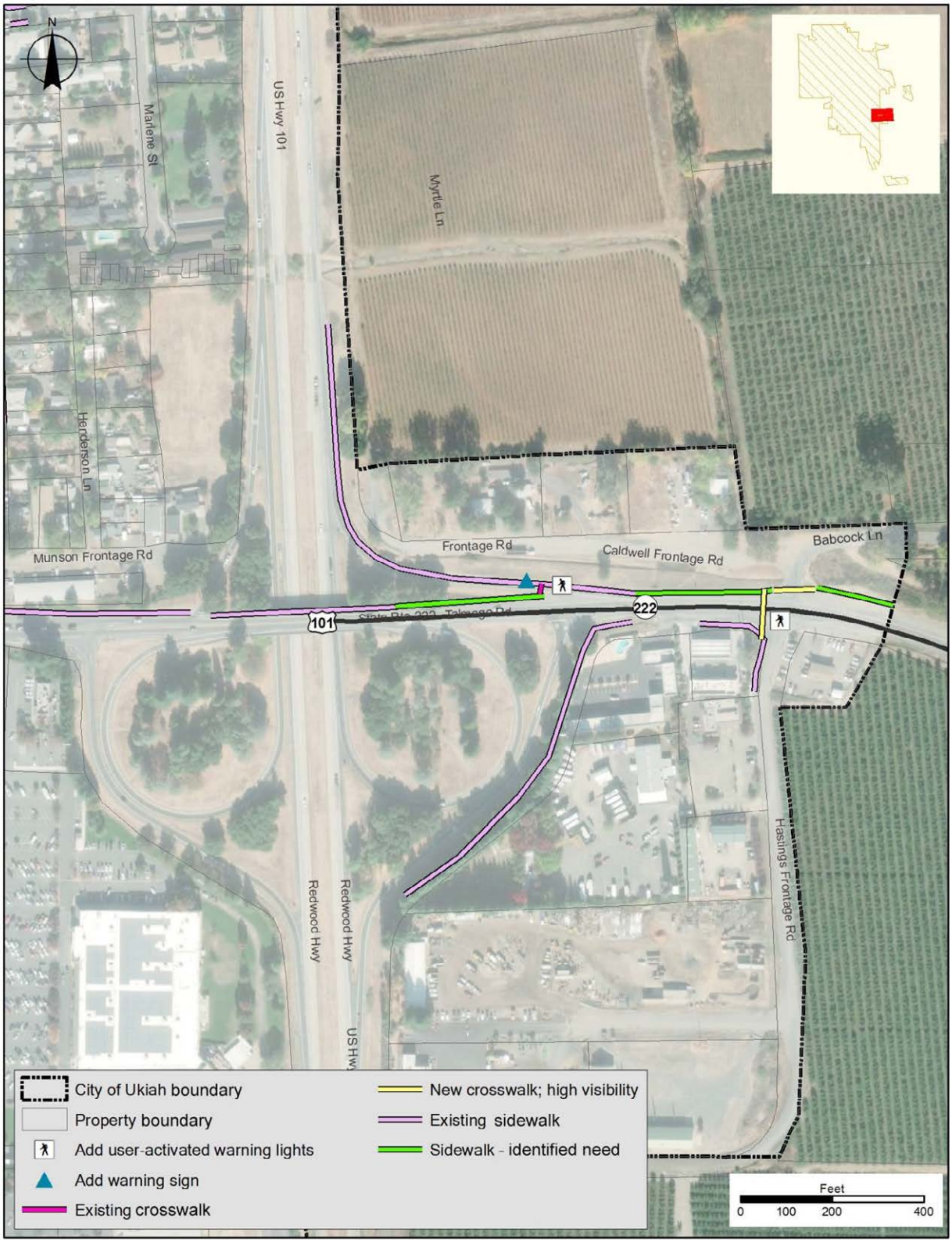
Figure 106: Talmage Road and US Highway 101 Interchange, Looking West (Source: Google Street View)

Figure 107: Intersection of Talmage Road and Babcock Lane, looking South (Source: Google Street View)

The intersection of Talmage Road and Babcock Lane/Hastings Road is heavily used by cars and trucks. The turn radius for vehicles turning from Hasting Road and Babcock Lane make the crossing distance very long. Curb bump-outs with mountable curbs could be added at this intersection to reduce the crossing distance. Trucks can drive on the mountable curbs when there are no pedestrians. While pedestrians are using this intersection, the curb bump-out defines a safer pedestrian space.

As a longer-term project, a Class I path between the City of Ukiah and the town of Talmage could be built on the north side of Talmage Road (see project U-23 for detail).

Figure 108: Mountable curb (Source: Google Images)



Map 46: Talmage Road Pedestrian Crossing Improvements

U-23 Talmage Road Class I Path and Shoulder Improvements

Talmage Road Sidewalk Improvements were added to the Ukiah project list due to a high volume of comments regarding safety in the Public Input Report, partly related to the recent death of a cyclist on Talmadge Road. This project would add a Class-I Multi-use Path on the north side of Talmage Road along the western portion of this segment, three quarters of a mile between Babcock Lane and West Sanford Ranch Road. Along this segment two pedestrian bridges would be required to cross the Russian River and one of its tributaries.

At the intersection of Talmage Road and West Sanford Ranch Road, two high visibility crosswalks would be required, one on the north side of the intersection and one on the east side. At the intersection with West Sanford Ranch Road, the shoulder along the north side of Talmage Road becomes too narrow for a Class I path. Beyond this point some shoulder and crossing improvements similar to those proposed for Old Hopland (see Project HOP-3) would improve pedestrian safety from West Sanford Ranch Road, approximately three quarters of a mile to the east to Old River Road and the City of 10,000 Buddhas facility. This would consist of a 6' colored/paved shoulder added to both sides of the street (see Figure 111 and Map 48).

From the Public Input Report and conversations with County and City staff, a reoccurring issue on Talmage Road is that pedestrians and bicyclists wear dark or non-reflective clothing when using the road shoulders in dim light or at night. In addition to the physical improvements to this corridor, and given the long time horizon before they could be implemented, an educational campaign may be appropriate to improve pedestrian and bicyclist habits and driver awareness along Talmage Road.

Talmage Road Class I Path and Shoulder Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 2,494,819**

Figure 109: Talmage Road near Talmage Market, looking east (Source: Google Street View)

Figure 110: Intersection of Talmage Road and old River Road, looking west (Source: Google Street View)

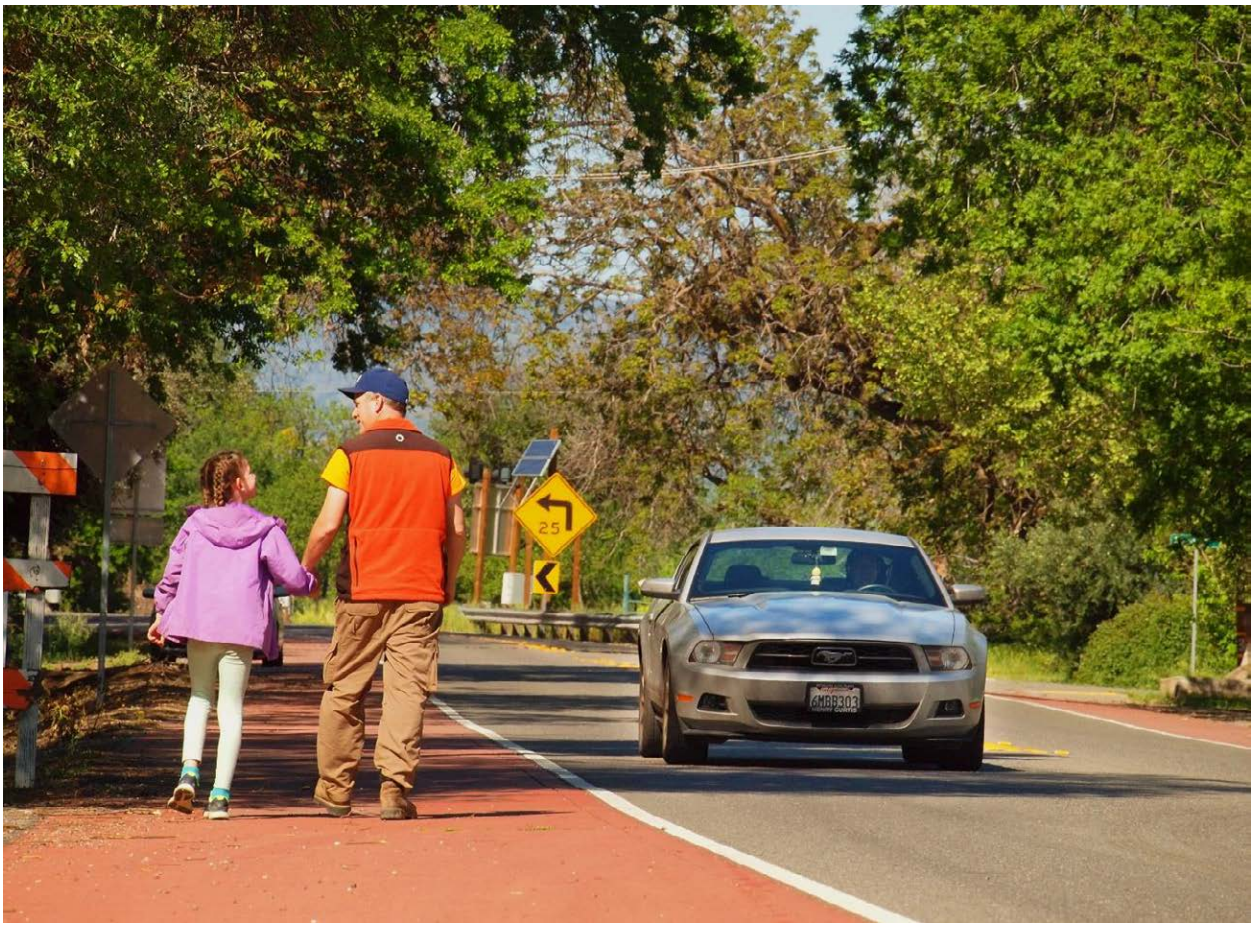
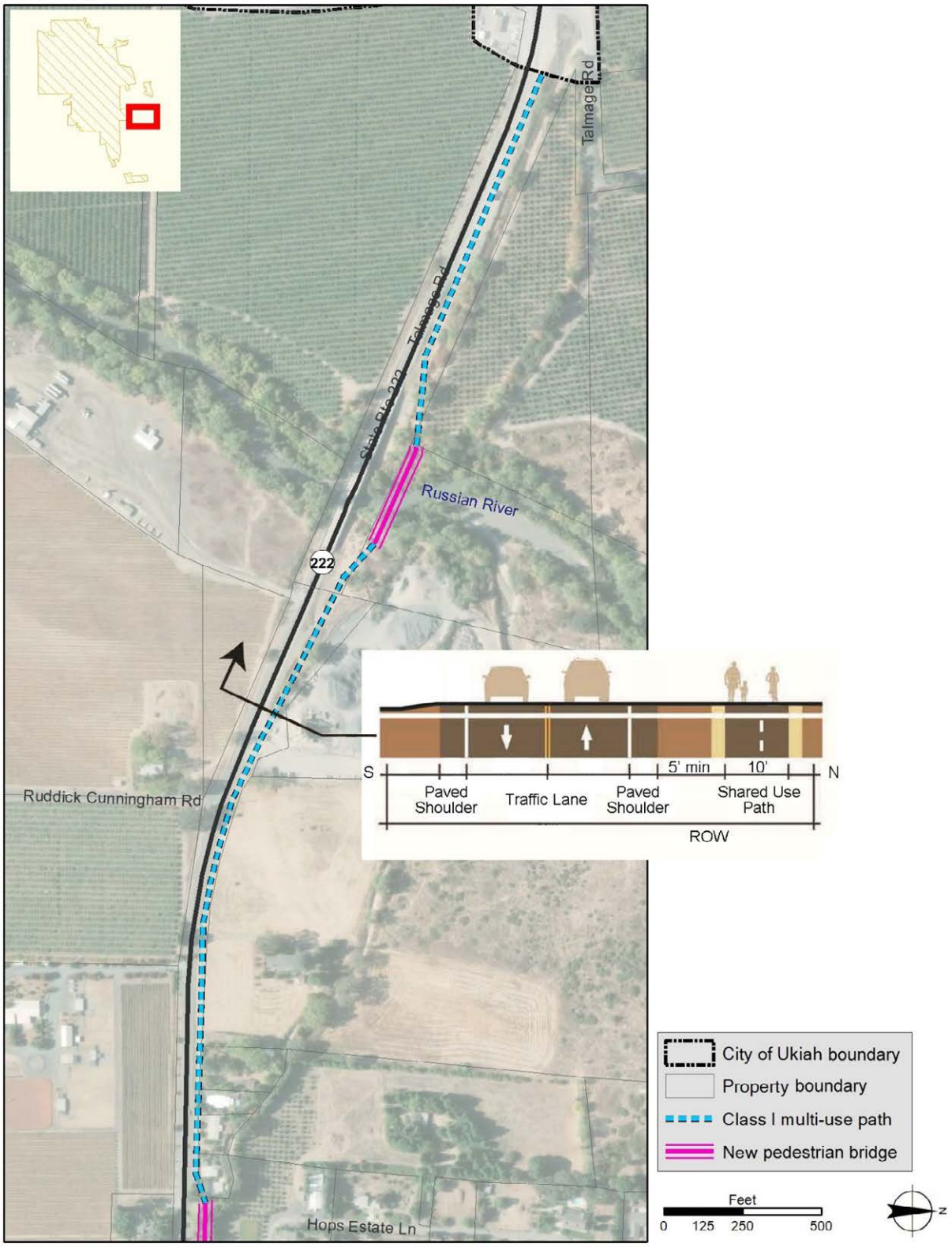
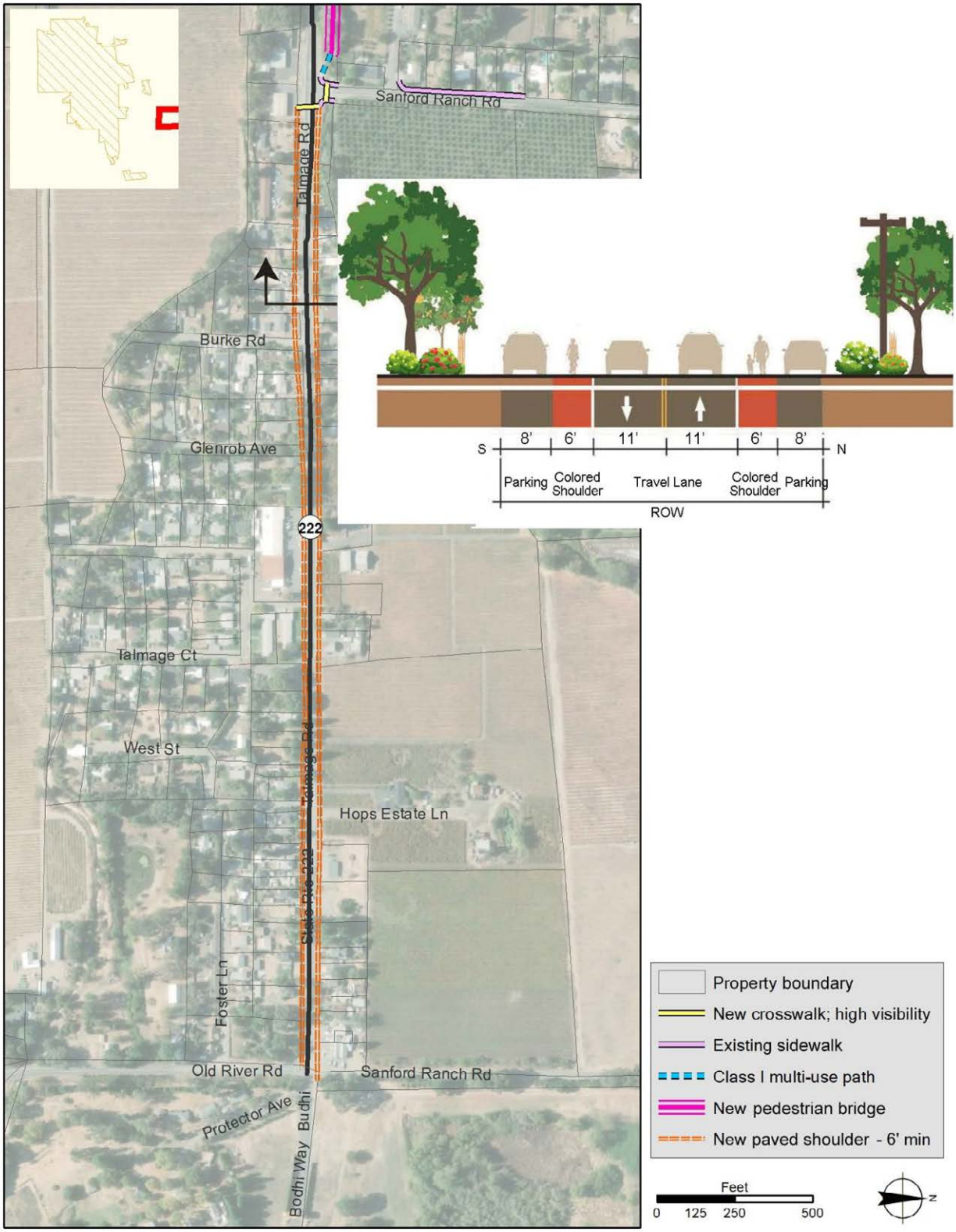


Figure 111: Colored shoulder in Capay, California (photo Sofia Zander)



Map 47: Talmage Road Pedestrian Improvements - Class I Path Improvements



Map 48 Talmage Road Pedestrian Improvements - Colored Shoulder

6.11 CITY OF WILLITS PRIORITY PROJECTS

W-1 East Van Lane and Schmidbauer Lane Pedestrian Alley and Enhanced Crosswalk

The improvements identified in this project were in the *Downtown Willits Street and Alleys Connectivity Study* (2017). The study was initiated because of a recent transfer of right of way from Caltrans to the City of Willits. The City sought to identify pedestrian enhancement projects in the downtown area. The need for improvements to Van Lane was also identified through public comments in the current study requesting to make it more walkable and add enhanced crossing facilities across South Main Street/Redwood Highway.

- **Van Lane and Schmidbauer Lane Pedestrian Alleys**

  Van Lane is a narrow alley that runs east-west for several blocks between East Humboldt Street and East Mendocino Street. Schmidbauer Lane runs from Van Lane to East Commercial Street. Between South Main Street/Redwood Highway and Humboldt Street, Van Lane serves as the main access route for a parking lot on the east side of the Street. The 2017 Connectivity Study proposed to repurpose five parking spaces of this lot to accommodate an expanded public plaza and pave the alleys with decorative concrete pavers. These alleys would become one-way streets.

- **South Main Street/Redwood Highway Crossing**

  At the intersection with South Main Street/Redwood Highway and Van Lane currently has faded crosswalks across it and two zebra crosswalks that connect the lane across South Main Street/Redwood Highway. To improve this crossing, a new raised, high visibility crosswalk would be added, presumably on the northern crossing of South Main Street/Redwood Highway.

East Van Lane and Schmidbauer Lane Pedestrian Alley and Enhanced Crosswalk Cost Estimate (see Appendix C for detailed estimate)	**$**	**833,525**

Figure 112: Looking East from Intersection of Van Lane and South Main Street (Source: Google Street View)

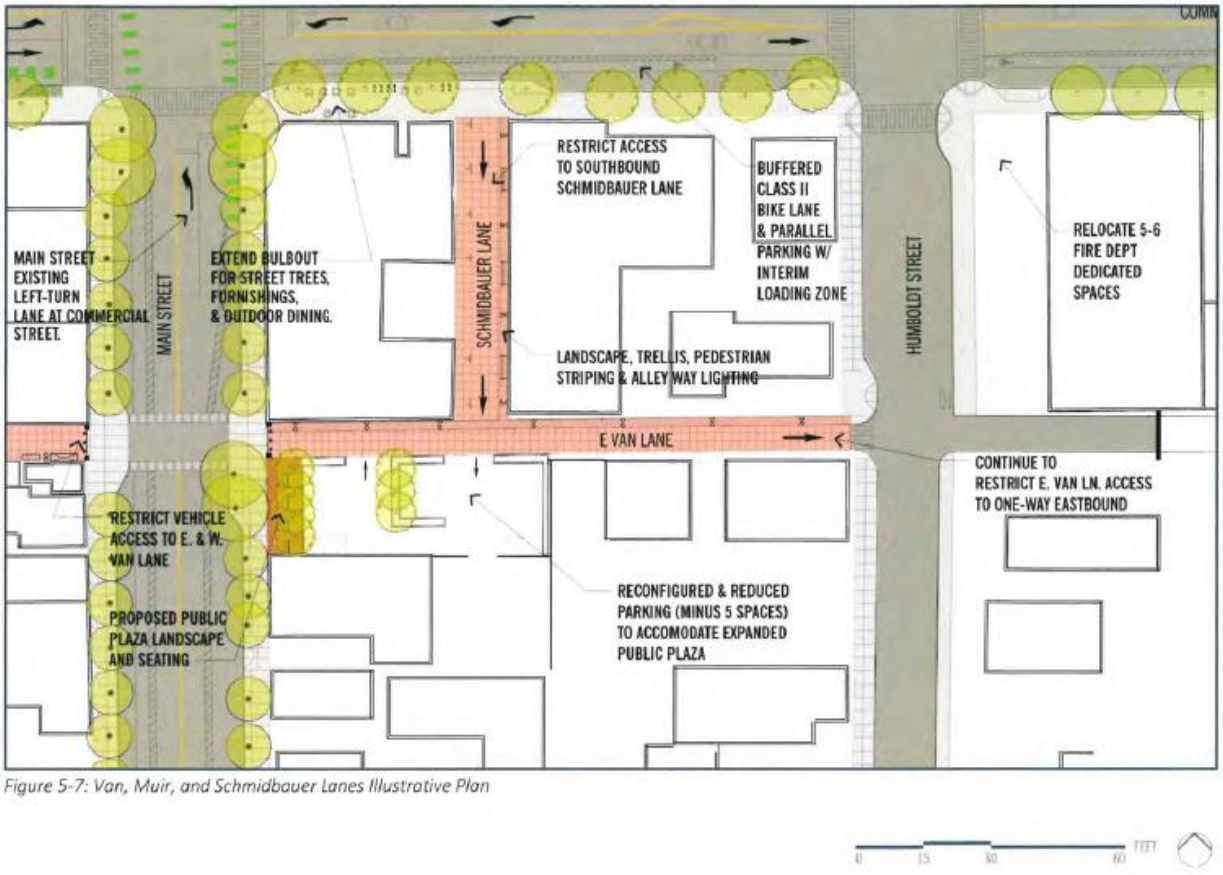


Figure 113: Van Lane Illustrative Plan (Source: Downtown Willits Streets and Alleys Connectivity Study,2017)

W-2 Brookside Elementary School Pedestrian Improvements

This group of projects was derived primarily from the Brookside Elementary School element of the *Willits Safe Routes to Schools Plan* (2009). Brookside Elementary School public elementary school in northwest Willits with approximately 350 students.

- **Brookside Elementary School Sidewalk and Crossing Improvements**

  Brookside Drive runs north-south along the western side of Brookside Elementary School and is the primary access point for several blocks of housing to access the school and downtown Willits. This project would install sidewalks along both sides of the street from Redwood Avenue to Lincoln Way, and on the east side of the street north of Lincoln Way. A crosswalk would be installed on the eastern side of the intersection with curb ramps on both sides of the street, as well as a crosswalk on the northern side of the intersection with West Mendocino Avenue.

- **West Mendocino Avenue Sidewalk Improvement**

  West Mendocino Avenue, from Catherine Lane to Easy Street, is a key east-west connector for students travelling to Brookside Elementary School from the southeast. To improve accessibility, sidewalks would be added to the south side of West Mendocino Avenue at several sections where there is currently dirt or grass. This project would add six curb ramps along the south side of this corridor as illustrated in Map 49.

Figure 114: Intersection of Brookside Drive and Lincoln Way, looking north near Brookside Elementary School (Source: Google Street View)

Figure 115: Section of West Mendocino Avenue without sidewalk (Source: Google Street View)

- **Easy Street, Spruce Street and Redwood Avenue Sidewalk Improvements**

  Easy Street, Spruce Street and Redwood Avenue are all part of the greater Brookside Elementary School network and provide residents of the neighborhood with access to the school and downtown Willits. To improve pedestrian facilities on these streets, the *Willits Safe Routes to Schools Plan* (2009) calls for a series of sidewalk gaps to be filled on the east side of Easy Street, both sides of Redwood Avenue and the west side of North Street. Curb ramps would also be added to existing crosswalks on the west side of the intersection of Redwood Avenue and Spruce Avenue.

- **North Street Sidewalk Improvements**

  This segment of North Street, from Laurel Street to Commercial Street, has satisfactory sidewalks with the exception of the west side of the street between Pine Street and Redwood Avenue. Curb ramps are missing at seven corners at the intersections with Pine Street, Wood Street and Redwood Avenue and would be added by this project.

- **Mill Creek Drive Sidewalk Improvements**

  Mill Creek Drive, from Hillside Drive to Commercial Street, connects a small community north of Brookside Elementary School with West Commercial Street via wooded creek crossing. Along this route the sidewalks become very narrow or have not been completed. To improve access to this community, sidewalks would be installed on both sides of the street, with a retaining wall on the northwest side of the street where a steep wooded slope runs adjacent to the street due to the overcrossing of Mill Creek.

Figure 116: The Intersection of North Street and Pine Street is missing sidewalks (Source: Google Street View)

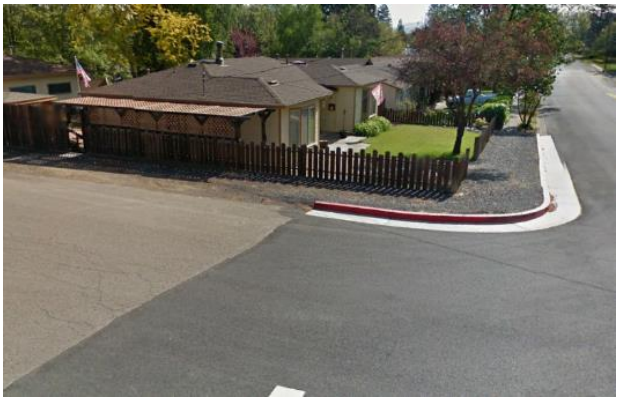


Figure 117: Intersection of Easy Street and Redwood Avenue is missing sidewalk and curb ramps (Source: Google Street View)

- **Mill Street Sidewalk Improvements**

  Mill Street lies on the southeast side of the Brookside Elementary School pedestrian network and serves as a local road for residents of western Willits to access downtown Willits. To improve pedestrian access, sidewalks would be added to both sides of Mill Street between Pine Street and Harms Lane. To further improve access, curb ramps would be installed on the eastern side of the intersection with Pine Street.

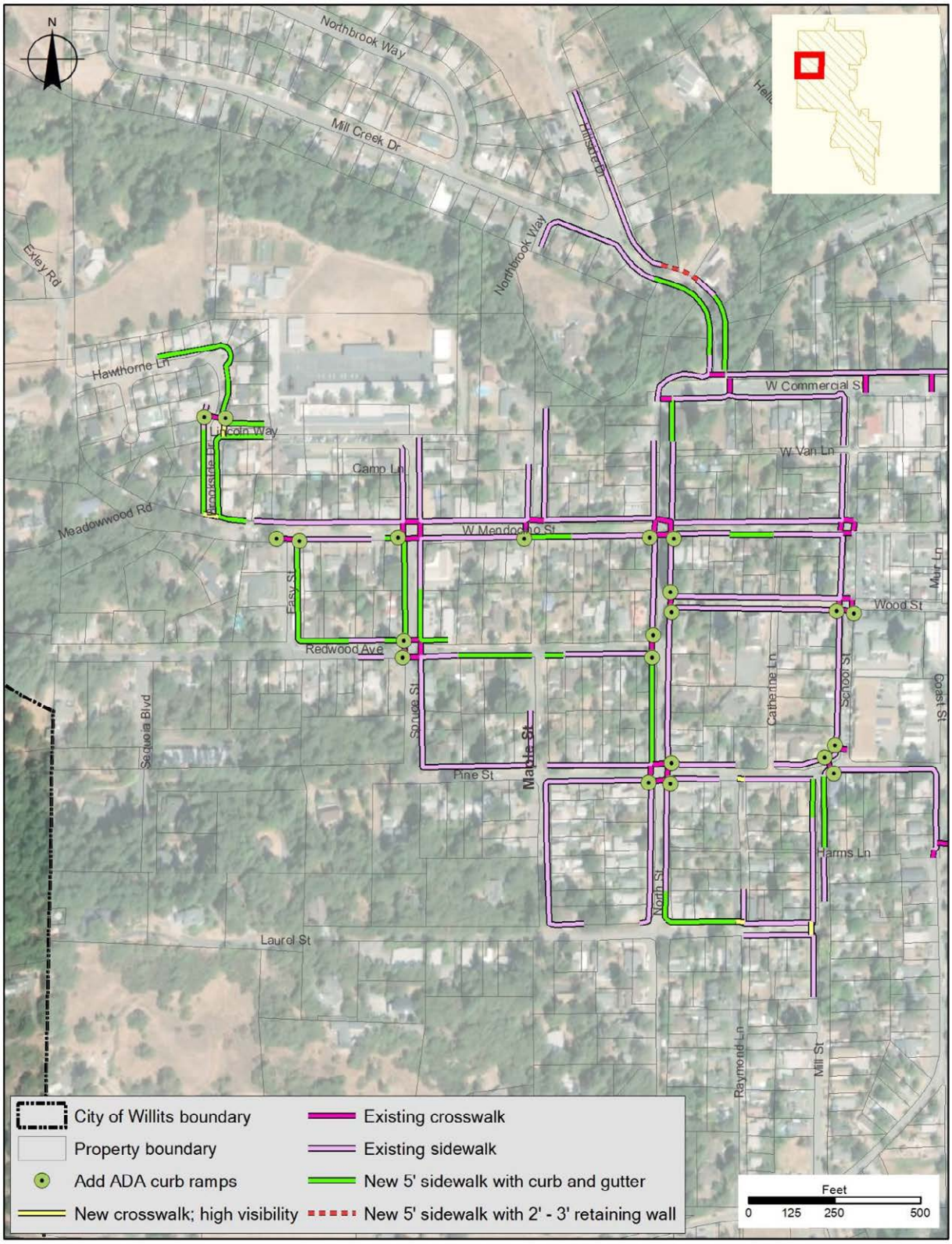
- **Laurel Street Crossing and Sidewalk Improvements**

  Laurel Street is the southern street in this network and is relatively rural compared to the streets directly to the north. Between North Street and Raymond Lane, it has sections with sidewalk gaps that would be completed as part of the project. Crosswalks would also be installed at the eastern side of the intersection with Mill Street and on the north side of the intersection with Raymond Lane.

Brookside Elementary School Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 1,238,262**

Figure 118: Mill Street, looking north towards Pine Street (Source: Google Street View)

Figure 119: Intersection of Laurel Street and Raymond Lane, looking west (Source: Google Street View)



Map 49: Brookside Elementary School Pedestrian Improvements

W-3 North Willits Rail Trail and Casteel Lane Connection

- **Rail Trail from Commercial Street to Casteel Lane**

  In the *Mendocino County Rail with Trail Plan* (2014), Segment C8 outlines the intent to create a Class I multi-use path along the North Western Railway line from East Valley Street to Casteel Lane in Willits. This project will complement the recently funded project to build the rail trail 1.6 miles between East Commercial Street and East Hill Road (W-17). With the extension of the Rail Trail across East Commercial Street, a crosswalk with curb bump outs and signage will be required at the intersection of East Commercial Street and the Rail Trail. The Rail Trail also crosses a creek north of East Commercial street and will require a 40' pedestrian bridge at this location.

- **Class I Trail on Casteel Lane**

  Casteel Lane is a narrow road that connects Highway 101 to the North Western Railway line to the east and lies on the northern border of Willits High School. Converting this low volume road into a Class I Trail it would allow access to the rail trail from the high school, the neighborhoods of northwest Willits, and the community of Brooktrails.

North Willits Rail Trail and Casteel Lane Connection Cost Estimate (see Appendix C for detailed estimate)	**$ 846,693**

Segment No: C8	**Length: 0.6 miles**
Description: Moderate population in surrounding area. Direct access to the High School and Mendocino Community College. From East San Francisco Avenue to Casteel Lane.	
Terrain: Flat	
Jurisdiction: City of Willits	
Communities: Willits	
Stream Crossings: 2	
Species of Concern: None known	
Design Type: Paved Pathway Urban	
Key challenges and opportunities: • Potential Conflicts with future rail operations at the north end • Two rail crossings – currently only approved for rail maintenance	

Figure 120: Description of C8 Rail with Trail Project in Willits (Source: Mendocino County Rail with Trail Plan, 2014)

Map 50: North Willits Rail Trail with Class I path on Casteel Lane

W-4 Coast Street Pedestrian Improvements

- **Sidewalk Improvements**

  Coast Street is a connector street between South Main Street/Redwood Highway and Highway 20. As described in the *Mendocino County Regional Transportation Plan* (2017), Coast Street lacks sidewalks on the south side of the street for a majority of this corridor from West San Francisco Street to Highway 20. Currently there are deteriorated shoulders with small segments of sidewalk on the north side of the street. To improve pedestrian access along Coast Street, sidewalks would be added along the south side of the street and to close a small gap on the north side of the street east of Mill Street, as detailed in Map 51. This portion will require a retaining wall.

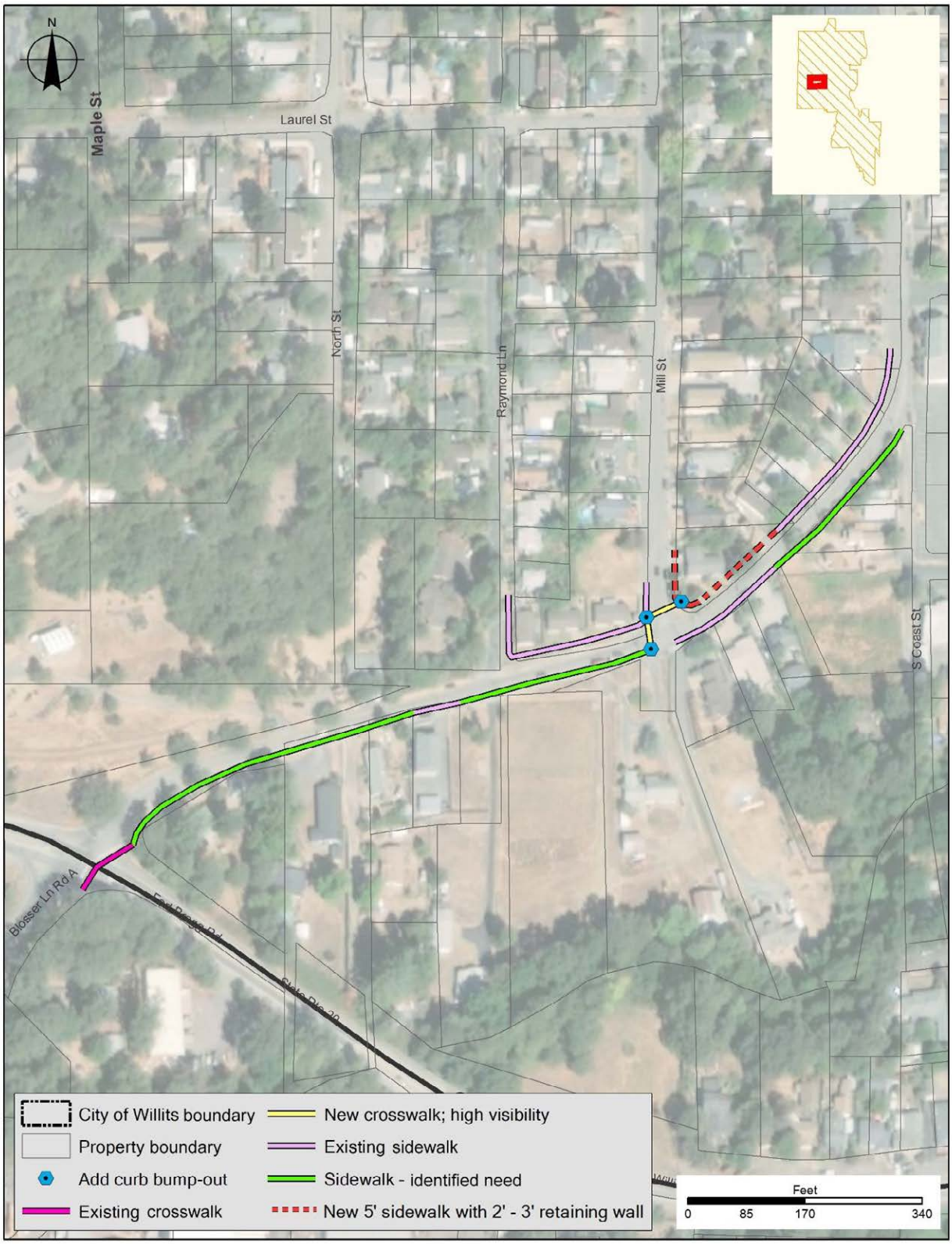
- **Crossing Improvements**

  The intersection of Coast Street and Mill Street features curbs with no curb ramps on the north side of the intersection and a gravel shoulder on the southwest side of the intersection. To complement the sidewalk improvements, crosswalks with ADA compliant curb ramps would be installed at the northeast, northwest and southwest side of the intersection with Mill Street.

Coast Street Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 367,435**

Figure 121: The intersection of Coast Street and Mill Street is lacking ADA accessible curb ramps at three corners (Source: Google Street View)

Figure 122: Coast Street, between W San Francisco Avenue and Mill Street, looking south (Source: Google Street View)



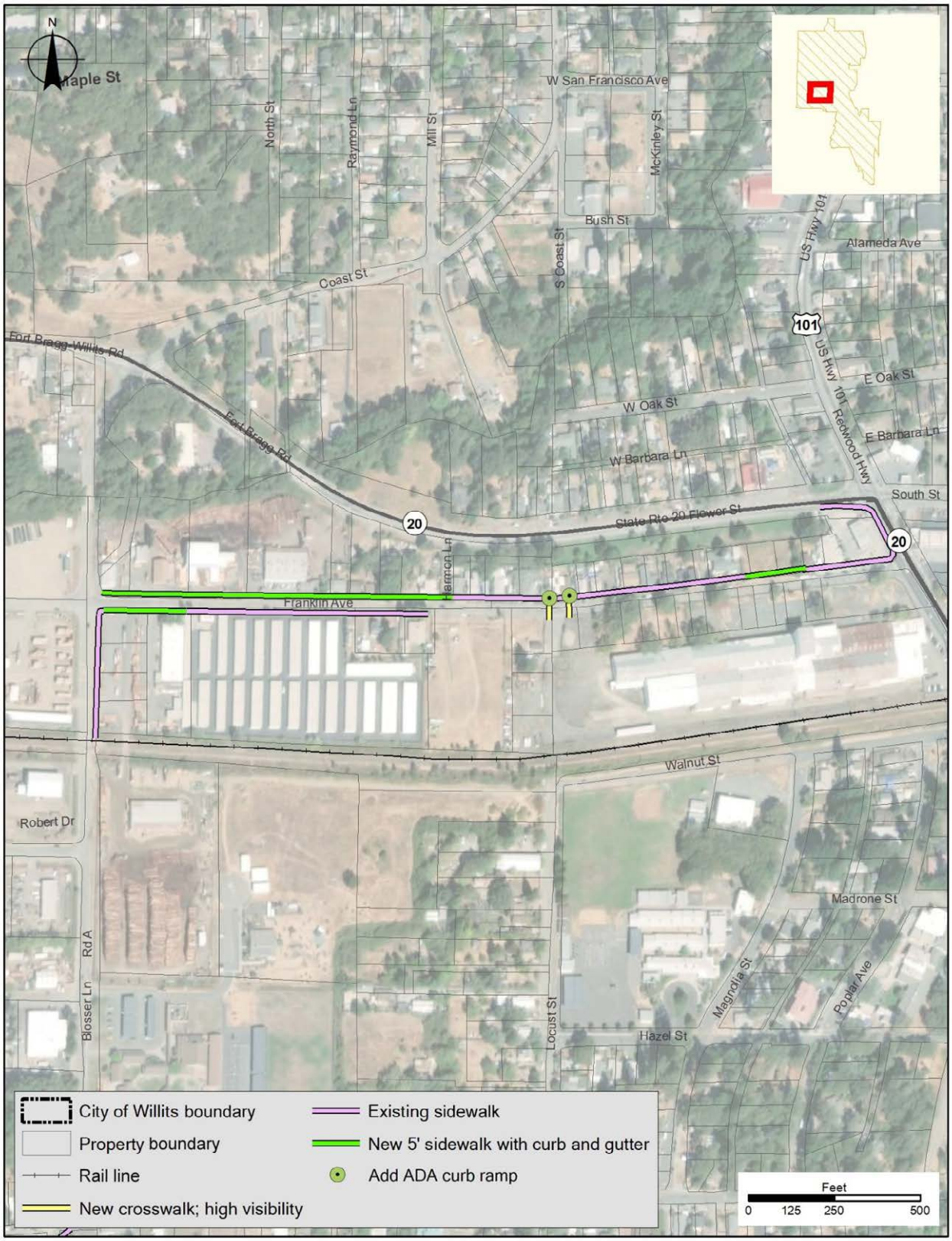
Map 51: Coast Street Sidewalk and Crossing Improvements

W-5 Franklin Avenue Pedestrian Improvements

Franklin Avenue, from Blosser Lane to South Main Street/Highway 20, is an industrial street with wide gravel shoulders. Its close proximity to Blosser Lane Elementary School means that it receives traffic from students travelling to school. As described in the *Willits Safe Routes to Schools Plan* (2009), sidewalks would be added to the sidewalk gaps on the north side of the street, with a small segment on the southeast side, and two crosswalks would be added mid-block to provide safe crossing for students and employees of the surrounding lumber mills.

Franklin Avenue Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**313,374**

Figure 123: Franklin Street, looking east from Blosser lane (Source: Google Street View)



Map 52 Pedestrian Improvements on Franklin Avenue

W-6 Blosser Lane Pedestrian Improvements – City Streets

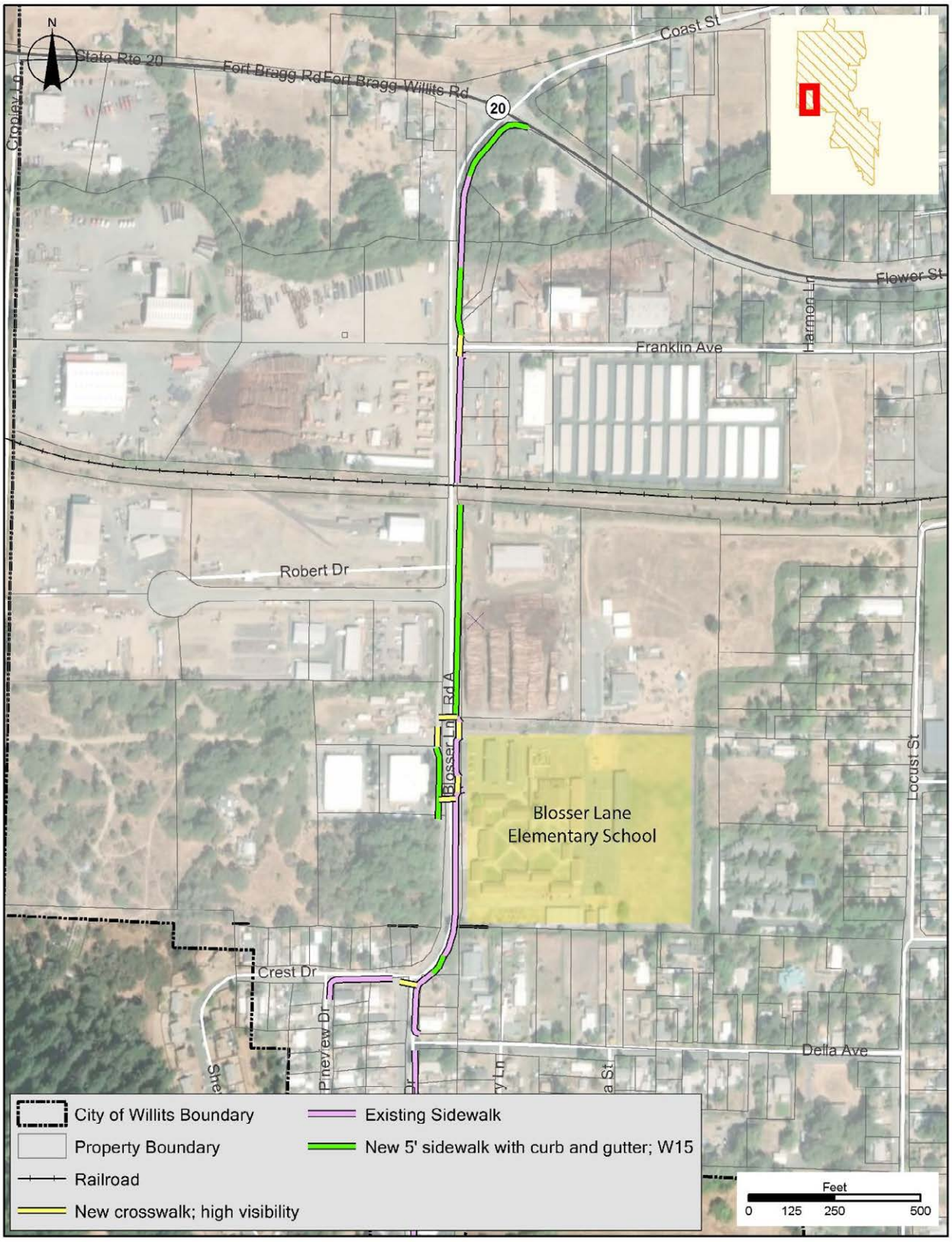
As described in the *Mendocino County Regional Transportation Plan* (2017) and *Willits Safe Routes to Schools Plan* (2009), Blosser Lane is a priority location for new pedestrian improvements because of its lack of pedestrian facilities as well as its proximity to Blosser Lane Elementary School. The City of Willits has developed detailed designs to infill sidewalks and curb ramps on the entire east side of Blosser Lane from Crest Drive to Highway 20 and a segment of sidewalk opposite the school. This project incorporates these plans into a larger vision to improve crossing facilities throughout this corridor and across Highway 20. Elements of this project have been subdivided by their location in either state or city right of way.

A key improvement in this project is the addition of five crosswalks connecting Blosser Lane Elementary School to a loading zone on the west side of Blosser Lane. Demand for this improvement was reinforced through comments in the Public Input Report about the dangerous nature of crossing Blosser Lane at this location. Two additional crosswalks have been added, one to the north and south of Blosser Lane Elementary School.

Blosser Lane Pedestrian Improvements Cost Estimate for City Elements (provided by City of Willits)	**$ 1,300,000**

Blosser Lane Pedestrian Improvements Cost Estimate for City Elements (provided by 2017 Mendocino Regional Transportation Plan)	**$ 1,243,800**

Figure 124: Blosser Lane Elementary School, looking south towards school entrance and potential crossing location (Source: Google Street View)



Map 53: Blosser Lane Improvements

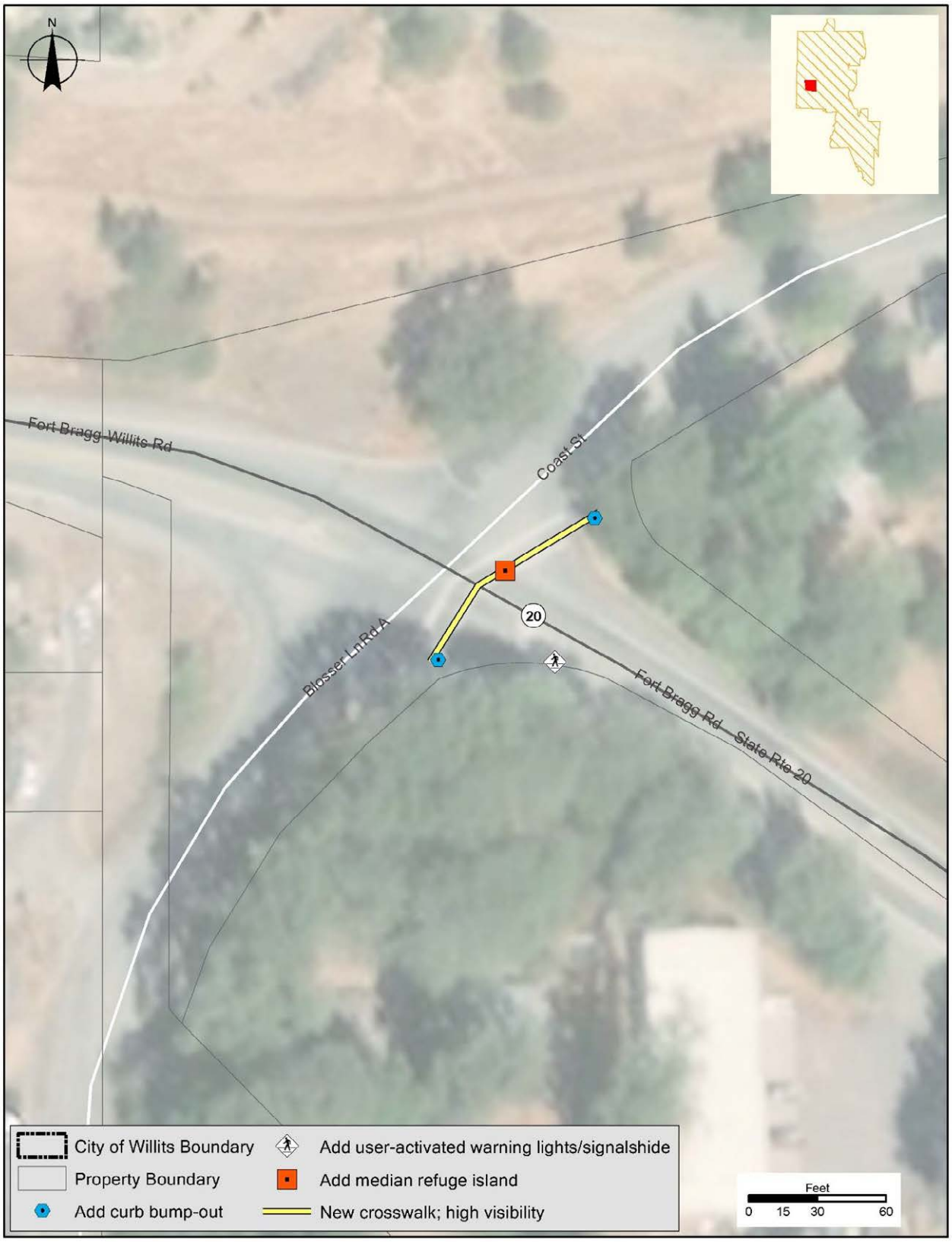
W-7 Blosser Lane Pedestrian Improvements – State Highway

The intersection of Highway 20 and Blosser Lane was identified as a challenging intersection for pedestrians in the Public Input Report and identified by city representatives as a priority location for improvements. This intersection is a key route for students travelling from northern Willits to Blosser Lane Elementary School. Currently, the intersection has poor sight distance regarding pedestrian crossing for westbound traffic. The speed limit also transitions from 35MPH to 45MPH for westbound traffic at this intersection, potentially encouraging drivers to accelerate through the intersection.

Adding a crosswalk with a user-activated warning light across Highway 20 would improve awareness of people walking across this intersection. A median refuge island with curb bump outs on either side of the intersection would also decrease the crossing distance for pedestrians and encourage cars to slow down. The speed limit on the west side of the intersection could also be reuced to 35MPH.

Blosser Lane Pedestrian Improvements Cost Estimate for State Highway Elements (see Appendix C for detailed estimate)	**$ 43,512**

Figure 125: Intersection of Highway 20 and Blosser Lane, looking west



Map 54: Blosser Lane Improvements

W-8 Walnut Street and South Main Street/Highway 20 Intersection Crossing Enhancement

Walnut Street is a key connection from Baechtel Grove Middle School and southern Willits neighborhoods to downtown Willits and the shopping areas on the east side of South Main Street/Highway 20. Comments in the Public Input Report stated that pedestrians regularly jaywalk at this intersection. Improvements to this location were originally suggested in the *Willits Safe Routes to Schools Plan* (2009) and included the addition of a high visibility crosswalk and user-activated warning lights. The current project also proposes to add a median in the middle of South Main Street/Highway 20 and a curb ramp on the northwest side of the intersection to further improve the accessibility and safety of this crossing.

Walnut Street and South Main Street/Highway 20 Intersection Crossing Enhancement Cost Estimate (see Appendix C for detailed estimate)	**$**	**29,695**

Figure 126: The intersection of Walnut Street and South Main Street does not have crossing facilities (Source: Google Street View)

Map 55: Walnut Street and South Main Street Intersection Crossing Enhancement

W-9 Pedestrian Improvements near Baechtel Grove Middle School

The following network of pedestrian improvement projects have been compiled from the *Willits Safe Routes to School Plan* (2009) and the *Mendocino County Regional Transportation Plan* (2017).

- **Walnut Street Sidewalk Improvements**

  Walnut Street runs east-west, along the north side of Baechtel Grove Middle School. From Locust Street to Magnolia Street, the south side of Walnut Street is a grassy shoulder. To provide school students access to/from the surrounding neighborhood and avoid the need for walking in the street, sidewalks would be installed along the south side of Walnut Street throughout this corridor.

- **Locust Street Improvements**

  Locust Street comprises the western border of the Baechtel Grove Middle School. Like Walnut Street, Locust Street has a grassy shoulder on the east side of the street that would be replaced with a sidewalk with curb and gutter. There is also a need for two crosswalks where Locust Street intersects Walnut Street at the northwest corner of the Baechtel Grove Middle School.

- **Holly Street Sidewalk Improvements**

  Holly Street is a local road that connects residents of this southern Willits neighborhood to South Main Street/Highway 20. However, there are significant sidewalk gaps on both the north and south sides of this road. These gaps would be filled as described in Map 56. A new crosswalk would also be added on the south side of the intersection with Locust Street.

Figure 127: looking east, Holly Street has sidewalk gaps (Source: Google Street View)

Figure 128: Site for Walnut Street crosswalk additions, looking west (Source: Google Street View)

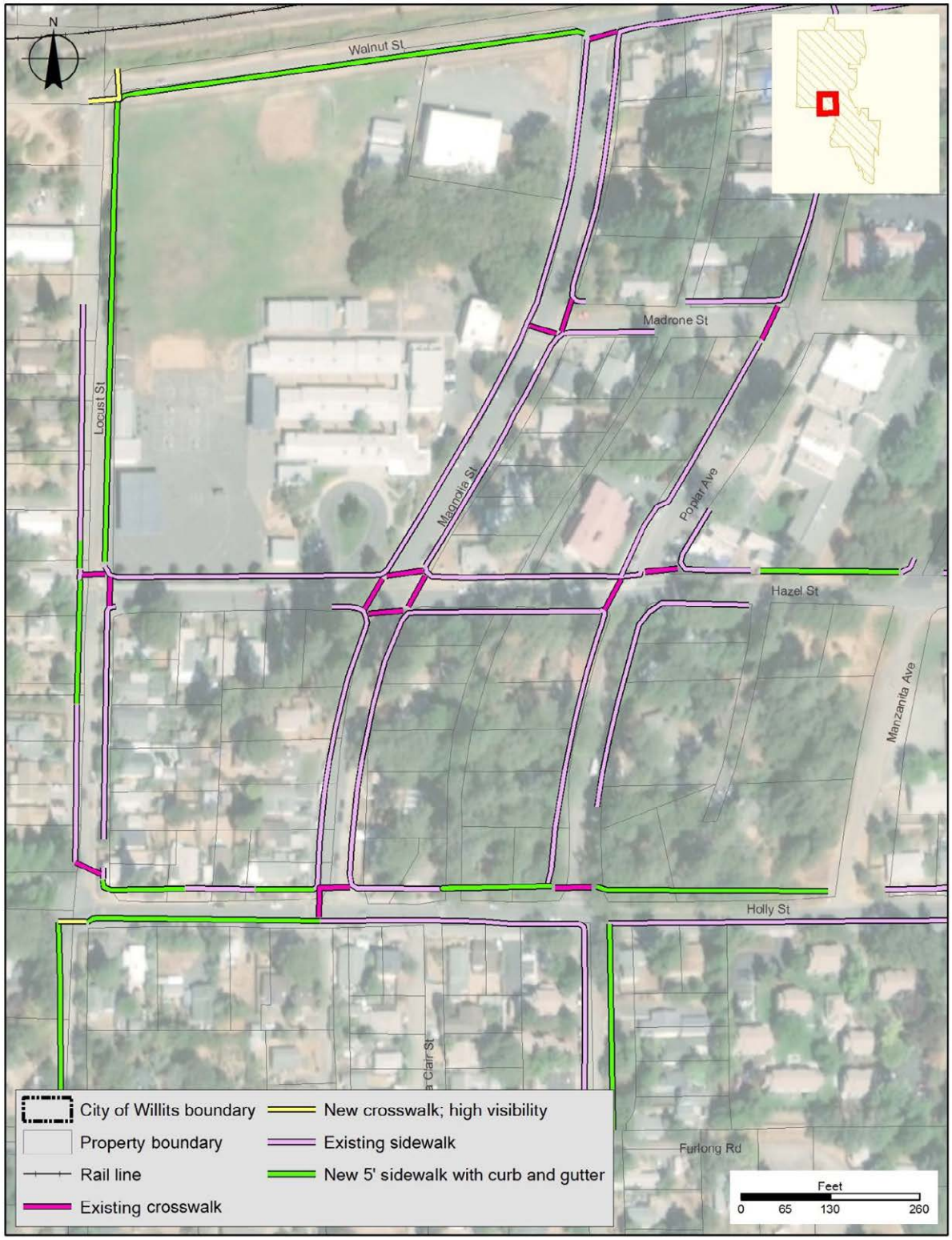
- **Poplar Street Sidewalk Improvements**

  Poplar Street is a small neighborhood road with poor sidewalk facilities. There is a sidewalk gap on the east side of the street just south of Holly Street that would be infilled with sidewalk and gutter.

- **Street Sidewalk Improvements**

  Hazel Street connects South Main Street/Highway 20 to Baechtel Grove Middle School but has poor walking facilities between Poplar Street and South Main Street/Highway 20. The small gravel path on the north side of the street would be replaced with new sidewalk with curb and gutter.

Pedestrian Improvements near Baechtel Grove Middle School Cost Estimate (see Appendix C for detailed estimate)	**$**	**1,069,620**



Map 56: Pedestrian Improvements near Baechtel Grove Middle School

W-10 Baechtel Road and Shell Lane Sidewalk Improvements

- **Baechtel Road Sidewalk Improvements**

  Currently there is no pedestrian connection between South Main Street/Highway 20 and the neighborhood east of South Main Street/Highway 20 along Baechtel Road. There is also a need for improved pedestrian access between South Main Street/Highway 20 and the future rail trail corridor in the southern Willits area. To achieve this, sidewalk would be installed on the south side of Baechtel Road from South Main Street/Highway 20 to Shell Lane.

- **Crossing Improvements at Baechtel Road and South Main Street/Highway 20**

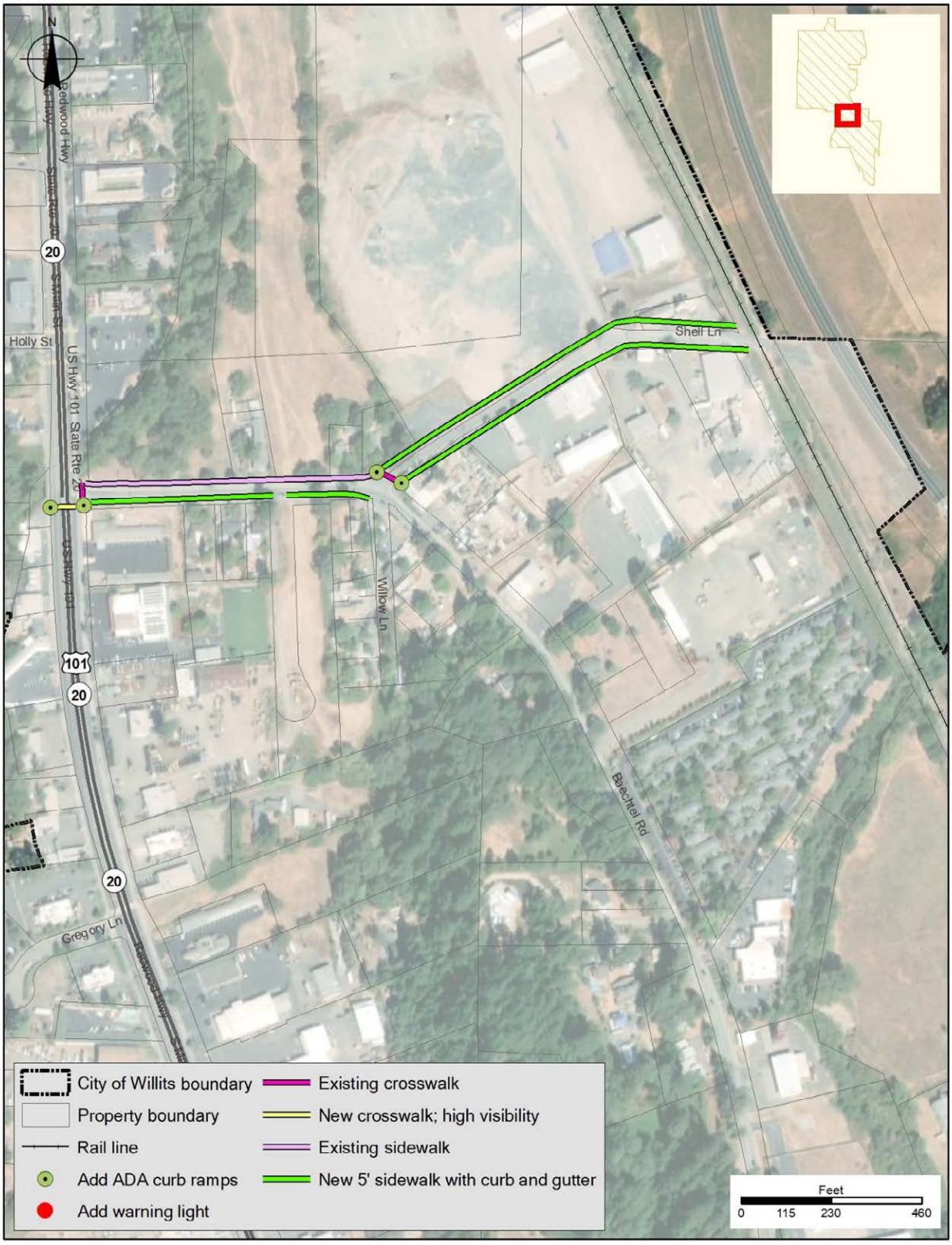
  A high visibility crosswalk with a user-activated warning light and curb ramps would further improve connectivity between the neighborhoods on either side of South Main Street/Highway 20. The crosswalk and a user-activated warning light would be added on the south side of the intersection of Baechtel Road and South Main Street/Highway 20. This project will require involvement and approval from Caltrans, as it is a mid-block crossing of a state highway.

- **Shell Lane Connection to Rail Trail**

  To extend the pedestrian facilities from Baechtel Road to the proposed Rail Trail, Shell Lane would have sidewalks added to both sides of the street. Curb ramps would also be added across Shell Lane at the intersection with Baechtel Road.

Baechtel Road and Shell Lane Sidewalk Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 625,191**

Figure 130: Shell Lane has an identified need for sidewalks and curb ramps at the intersection with Baechtel Road (Source: Google Street View)



Map 57 Baechtel Road and Shell Lane Sidewalk Improvements

W-11 East Hill Road Sidewalk Improvements

As described in the *Mendocino County Regional Transportation Plan* (2017), East Hill Road pedestrian improvements will connect Baechtel Road walking facilities to the city limits of Willits, the Adventist Health Hospital and the proposed Rail Trail. To do this, East Hill Road would have high visibility crosswalks installed on the east side of the intersection with Baechtel Road and the west side of its intersection with the North Western Railway line. Sidewalks with a retaining wall will be necessary to infill the sidewalk gap on the south side of this corridor, while new sidewalk with curb and gutter will be necessary for the western portion of the north side of East Hill Road.

East Hill Road Sidewalk Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**416,160**

Figure 131: East Hill Road, looking east from Baechtel Road (Source: Google Street View)

Map 58 East Hill Road Sidewalk Improvement

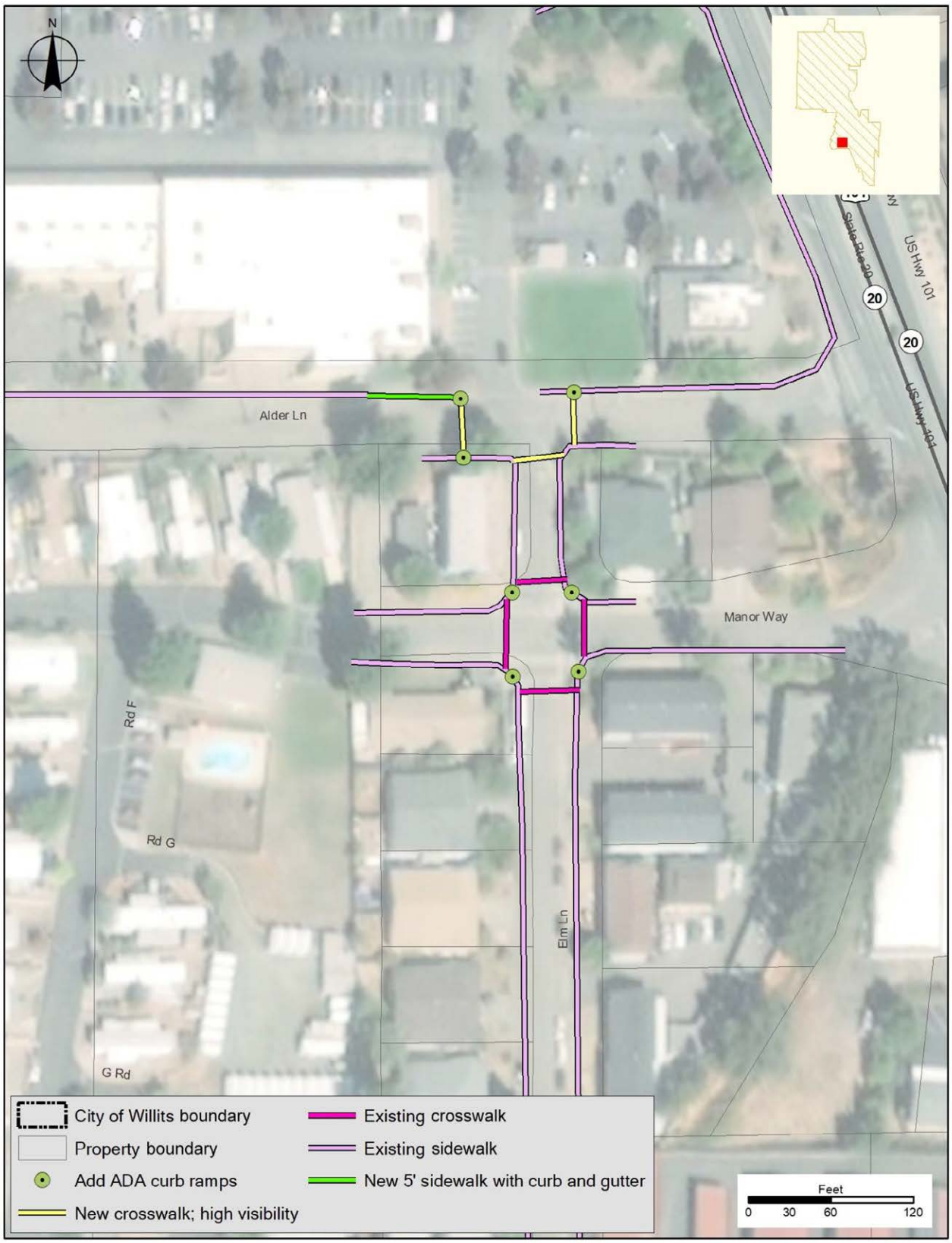
W-12 Elm Lane Pedestrian Improvements

Crosswalks exist at Elm Lane and Manor Way, however curb ramps are missing at these locations constraining travel between southern Willits and the Evergreen Shopping Center. To create a continuous pedestrian path, the *Mendocino County Regional Transportation Plan* (2017) proposes four curb ramps at the intersection of Manor Way and Elm Lane.

At the intersection of Elm Lane and Alder Lane, three crosswalks and curb ramps are also needed to complete the connection between the southern neighborhoods and the shopping opportunities on the north side of the intersection. Crosswalks would be installed at the west, south and eastern crossings with curb ramps installed at the east and west crossing and a small strip of sidewalk added on the north west side of the intersection.

Elm Lane Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**54,946**

Figure 132: Intersection of Elm Lane and Manor Way, looking west (Source: Google Street View)



Map 59 Elm Street and Alder Lane Sidewalk Gap Closure

W-13 Manor Way and South Main Street/Highway 20 Intersection Improvements

- **Manor Way Crossing – State Highway**

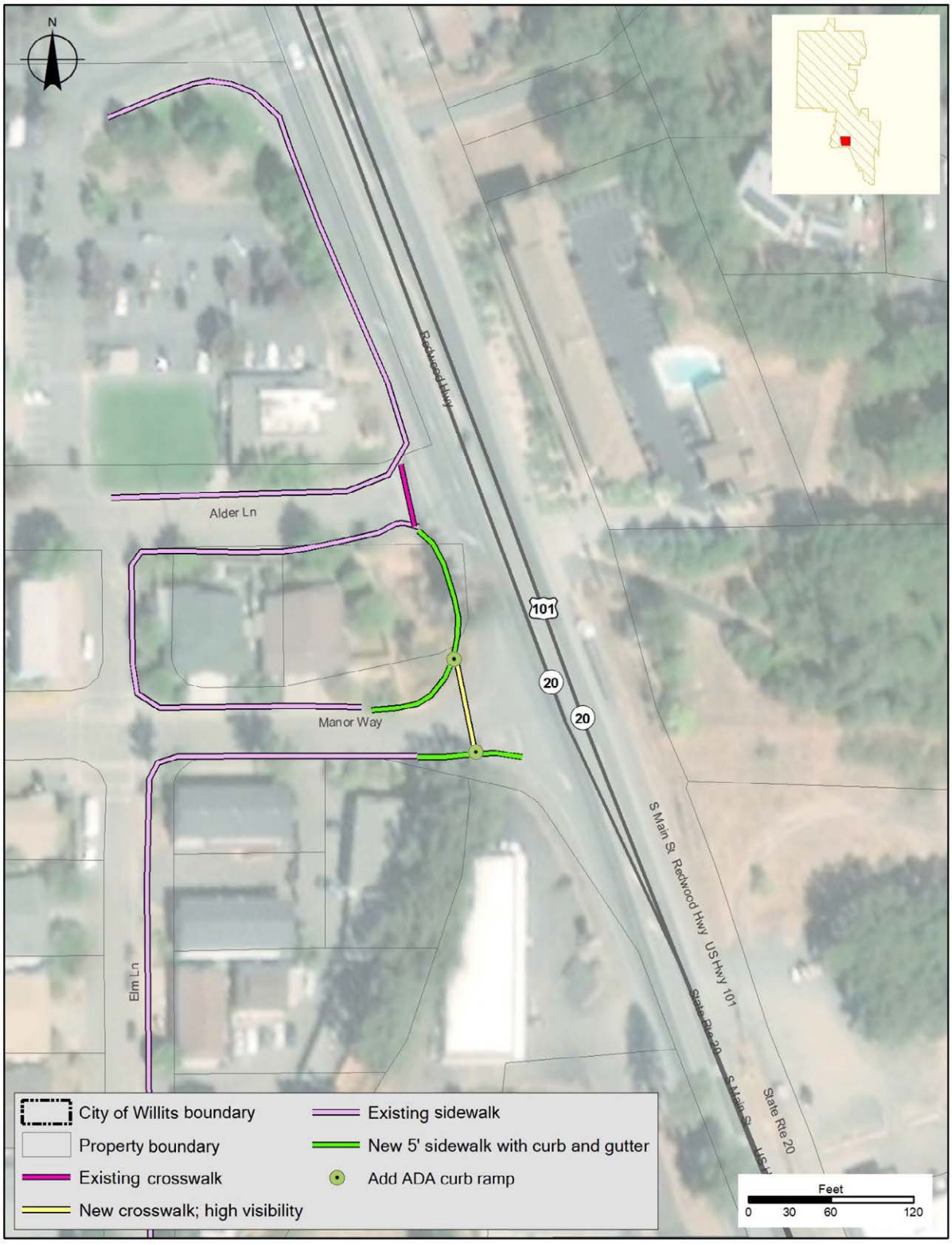
  Manor Way is a relatively short public street that connects residents of the Wagon Wheel Mobile Home Park to South Main Street/Highway 20. There is a stop sign at the intersection with South Main Street/Highway 20, but no other crossing facilities. A crosswalk across Manor Way at this junction would provide people walking north-south with a clear location to cross the street and highlight the crossing for drivers. This crosswalk would be in state right of way and require state coordination to complete.

- **Manor Way Sidewalks – Part State Highway**

  Currently the corners at the intersection of Manor Way and South Main Street/Highway 20 have dirt shoulders. Sidewalks with curb and gutter and curb ramps would be installed at the corners of the intersection South Main Street/Highway 20 to facilitate pedestrian travel and crossings. A portion of this improvement is in state right of way.

Manor Way and Main Street/Highway 20 Intersection Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**67,206**

Figure 133: Intersection of Manor Way and South Main Street, looking east (Source: Google Street View)



Map 60: Manor Way and South Main Street Intersection Pedestrian Improvements

W-14 South Main Street/Highway 20 to Sandy Lane Sidewalk Improvements

- **Sidewalk Gap Closure – Part State Highway**

  The east side of the South Main Street/Highway 20, from Manor Way to Baechtel Road, lacks sidewalks for pedestrians from southeast Willits to access downtown. To complete this connection, the *Willits Safe Routes to School Plan* (2009) proposes that sidewalks are installed on the east side of east of South Main Street/Highway 20 from Manor Way to Baechtel Road. This portion of the project would fall under state right of way and require coordination with Caltrans to complete. The sidewalk would continue on the west side of Baechtel Road from the intersection of South Main Street/Highway 20 to the intersection with Sandy Lane.

- **Crossing Improvements**

  To complete the pedestrian connection, a crosswalk across Baechtel Road on the south side of the intersection with Sandy Lane would be installed. Another crosswalk would be installed on the west side of the intersection, across Sandy Lane, allowing for continued walking accessibility to East Hill Road. Curb ramps would be installed at both sides of these crossings.

South Main Street/Highway 20 to Sandy Lane Sidewalk Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**269,574**

Figure 134: Intersection of Baechtel Road and Sandy Lane, looking north. (Source: Google Street View)

Map 61: South Main Street to Sandy Lane Sidewalk Improvements

W-15 Enhanced Lighting on East Commercial Street

Commercial Street is a key east-west connector for the neighborhoods of northern Willits. On the east side of the rail line there is a charter elementary school and a sports field complex. From multiple comments in the Public Input Report and comments City of Willits staff, lighting was identified as needed on East Commercial Street from South Main Street/Redwood Highway to the city limits where East Commercial Street meets Highway 101. This project would include pedestrian-level lighting fixtures on the south side of East Commercial Street to add light to the existing sidewalk.

Enhanced Lighting on East Commercial Street Cost Estimate (see Appendix C for detailed estimate)	**$**	**372,600**

Figure 135: East Commercial Street crosswalk near sports field complex, looking east (Source: Google Street View)

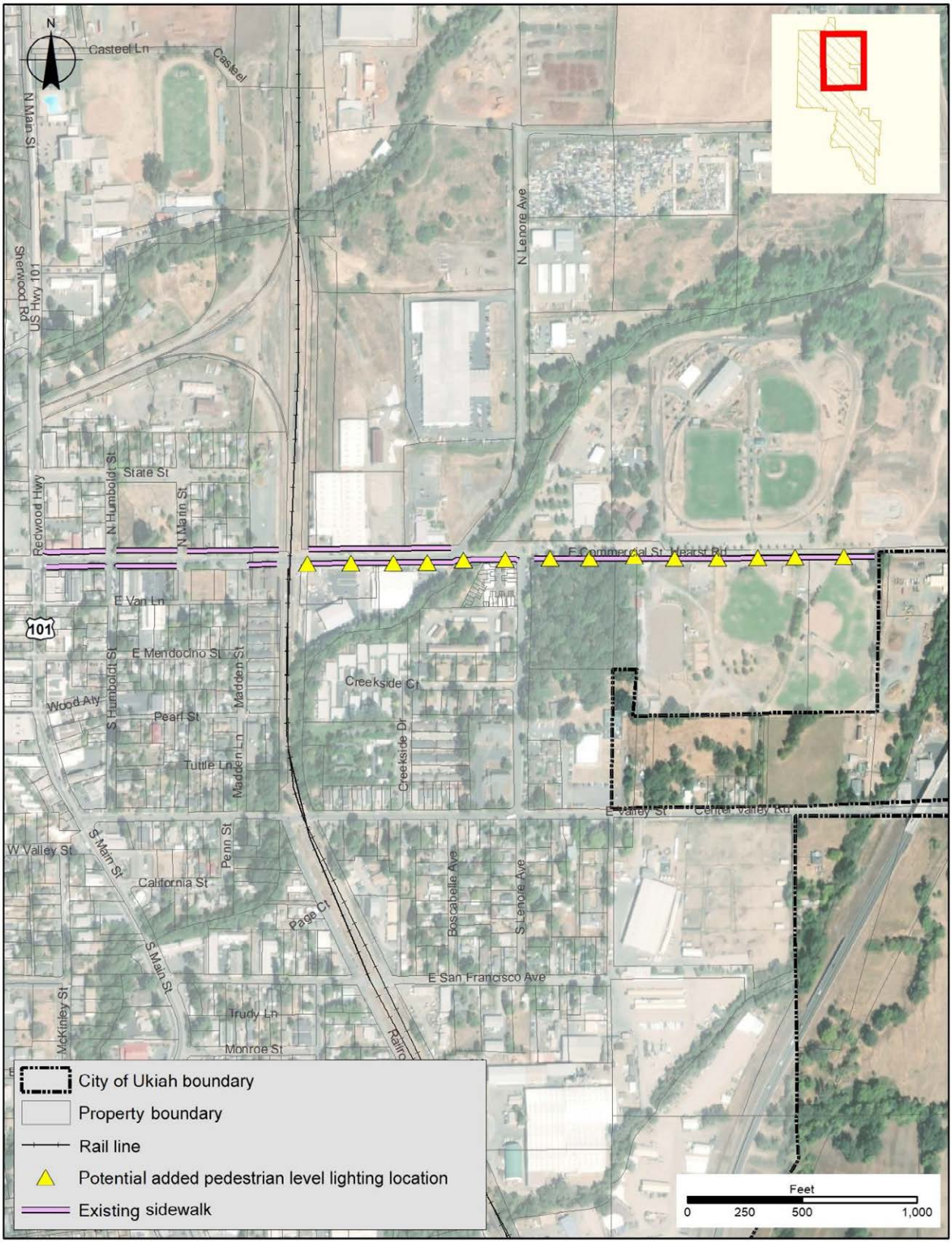


Figure 136: Enhanced Lighting on East Commercial Street

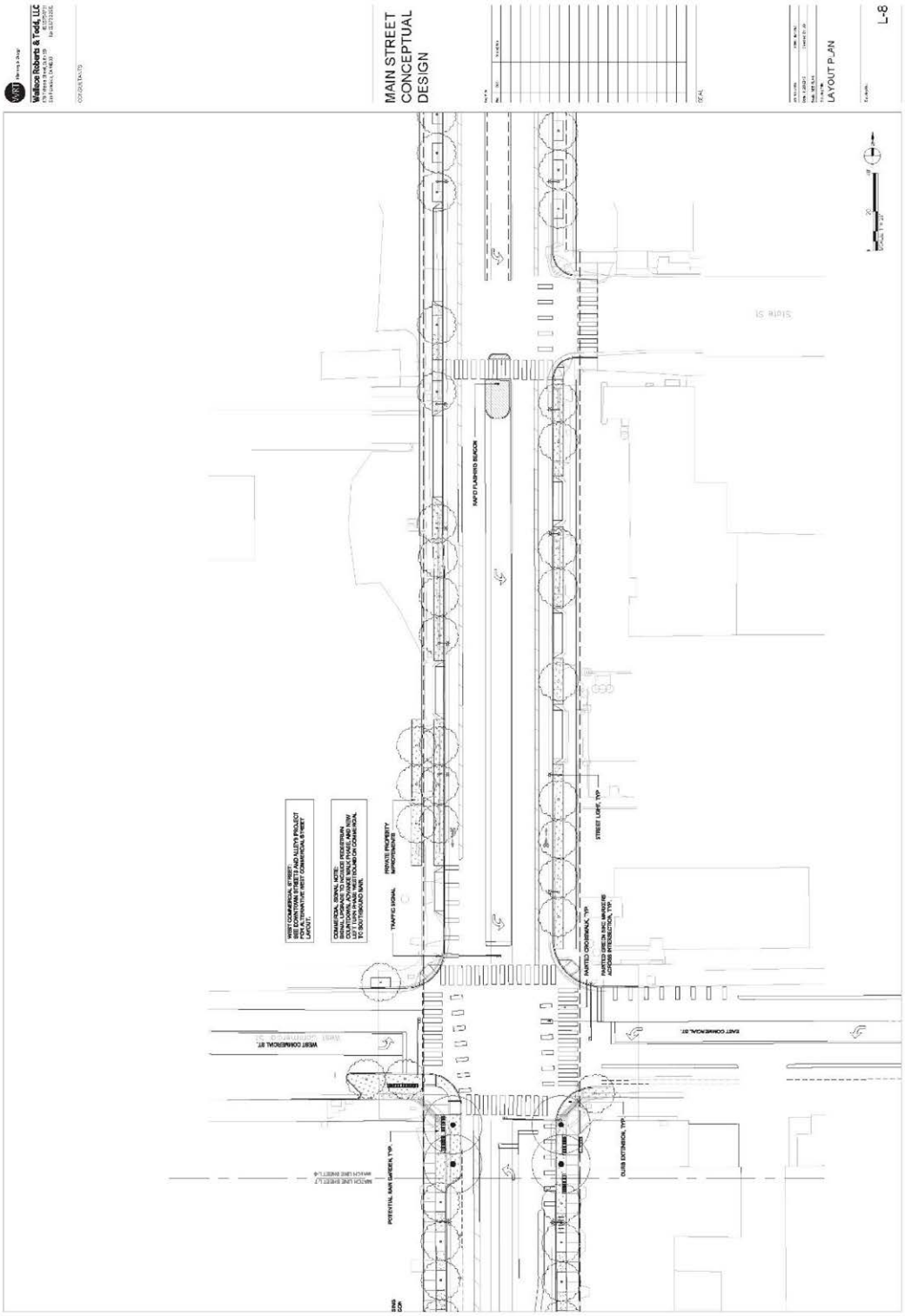


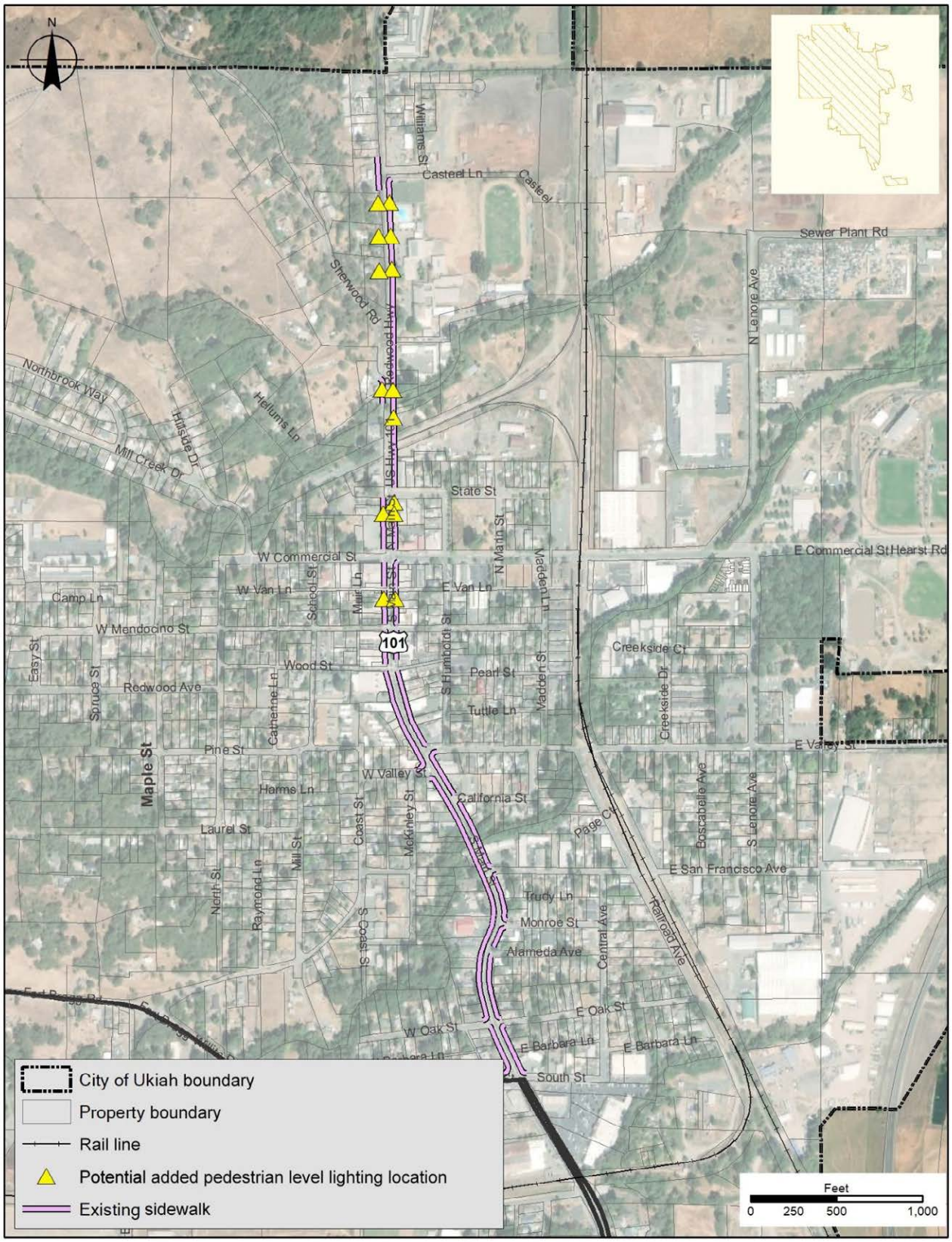
Figure 137: Conceptual Designs for Main Street corridor enhancement include locations of additional lighting fixtures (Source: Willits Main Street Corridor Enhancement Plan, 2016)

W-16 Enhanced Lighting on South Main Street/Redwood Highway

This project would install additional pedestrian-level lighting fixtures along South Main Street/Redwood Highway between Mendocino Street and Casteel Lane. The project originated from public comments in this study and from City of Willits staff. Along this corridor there have been half a dozen collisions in the last decade, with one occurring in 2017 at the intersection of South Main Street and Commercial Street. The addition of pedestrian-level lighting would help improve the visibility for drivers and pedestrians along this busy corridor. This project is in state highway right of way and will require coordination with and approval from Caltrans.

Enhanced Lighting on Main Street South Main Street/Redwood Highway Cost Estimate (see Appendix C for detailed estimate)	**$**	**194,400**

Figure 138: The intersection Redwood Highway with State Street has no lighting fixtures, look south (Source: Google Street View)



Map 62: Enhanced Lighting on South Main Street

6.12 CITY OF WILLITS FUNDED OR PROGRAMMED PROJECTS

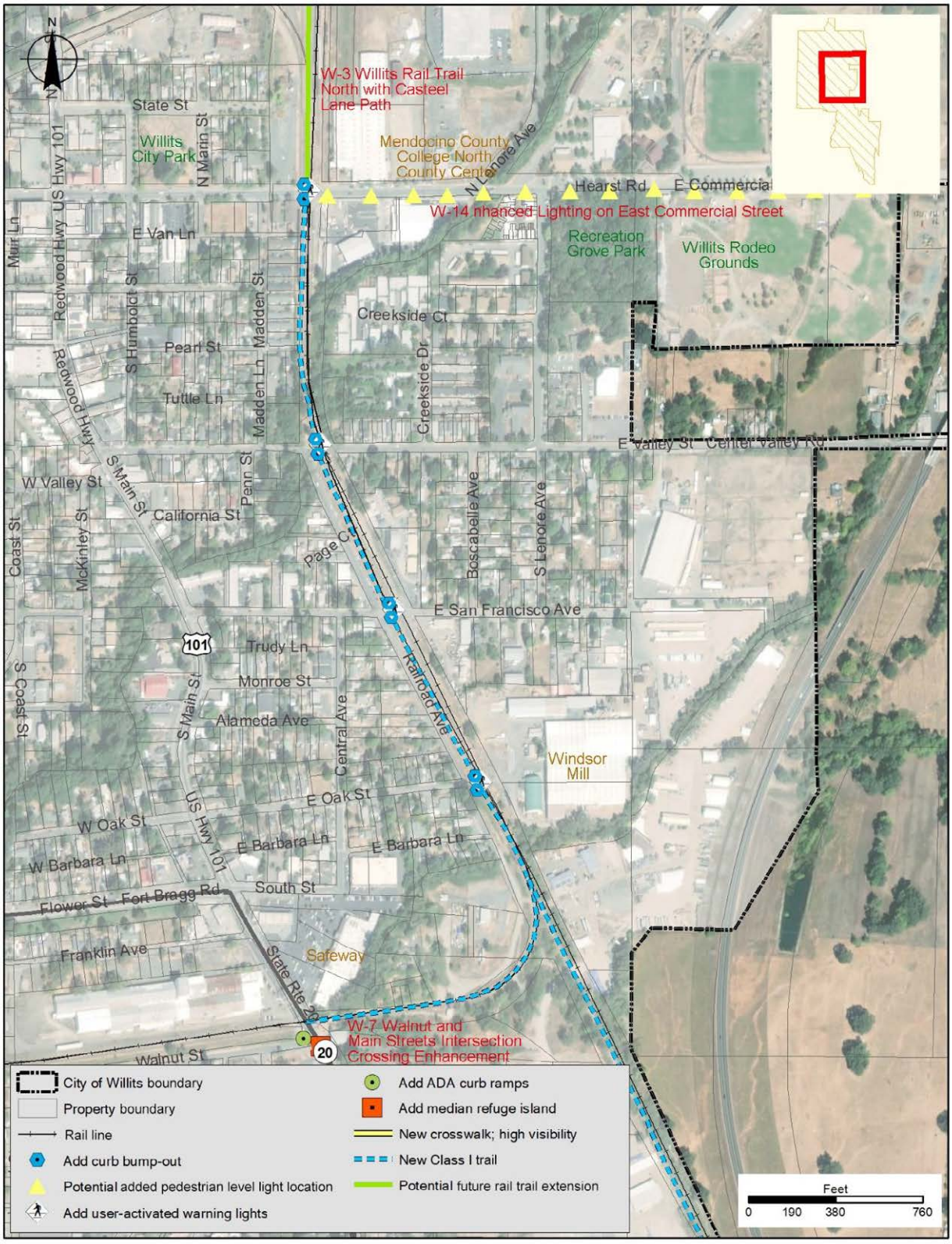
W-17 Willits Rail Trail, Phase I

This project was originally identified in the *Mendocino County Rail-with-Trail Corridor Plan* (2012). The goal of this plan is to connect the urban areas of Mendocino County with Class I paths along the railroad right of way. The current project route is partially shared by the Skunk Train line, which runs parallel to the NCRA rail line from Commercial to Railroad Avenue before veering west along Walnut Avenue.

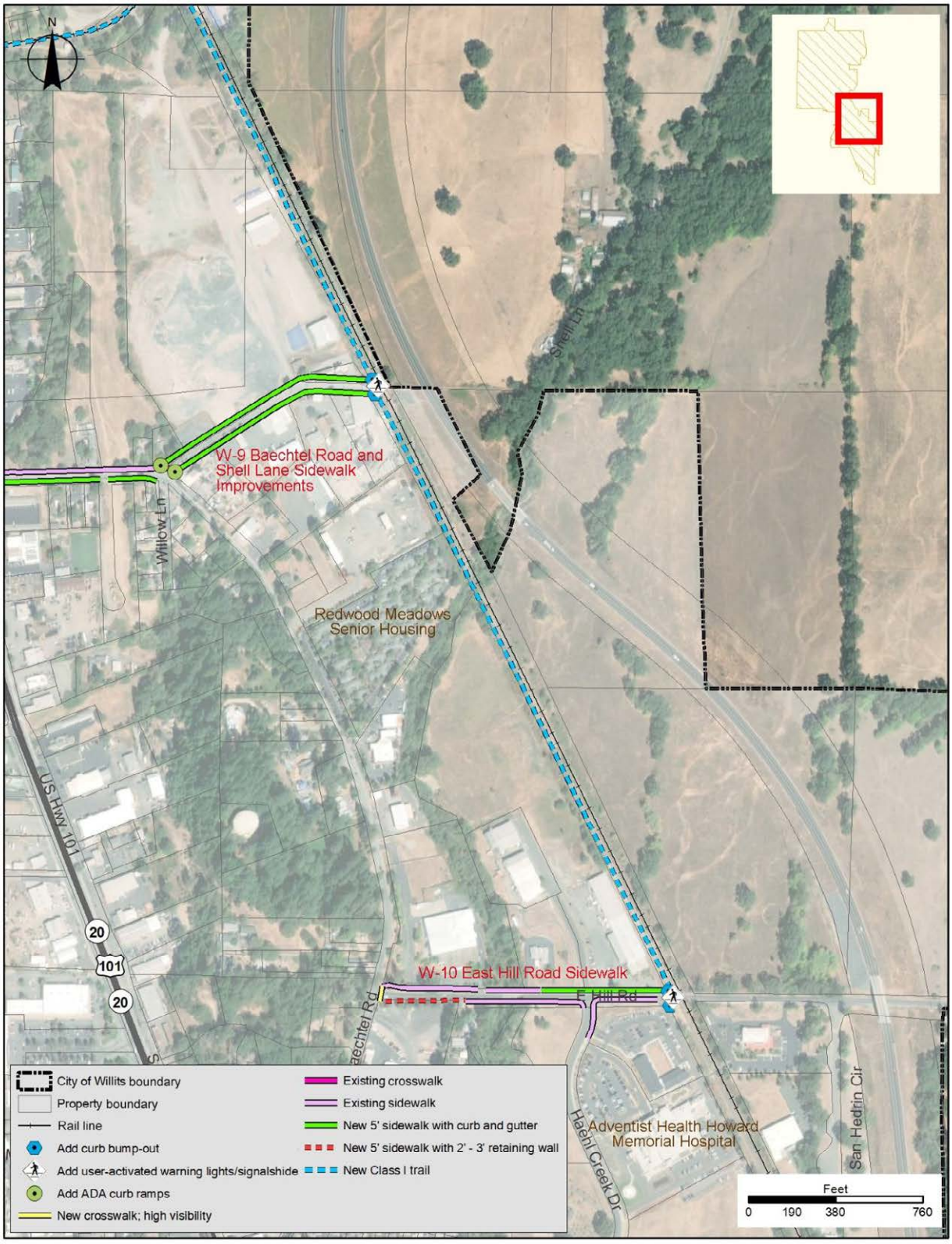
The City was recently awarded funding through an ATP grant of over $6 million to design and construct a 1.6-mile segment of rail trail between East Commercial Street and East Hill Road, with construction anticipated in 2022-23. In addition to the creation of a multi-use path along the railroad right of way, warning signs and curb ramps will need to be installed along the rail trail corridor at six intersections identified in Map 63 and Map 64. This project will connect most of Willits along the eastern side of the City.

There are five other Willits pedestrian projects that would intersect and help activate this rail trail:

- W-3 North Willits Rail Trail and Casteel Lane Connection
- W-8 Walnut and South Main Street/Highway 20 Intersection Crossing Improvements
- W-10 Baechtel Road and Shell Lane Sidewalk Improvements
- W-11 East Hill Road Sidewalk Improvements
- W-15 Enhance Lighting on East Commercial Street



Map 63 Willits Rail Trail Project, Phase I, North Part



Map 64 Willits Rail Trail Project, Phase I, South Part

6.13 CITY OF WILLITS LONG-TERM PROJECTS

W-18 Entrance to Trail from Brooktrails Township to Willits

The entrance to the potential Brooktrails connection path currently lies within the City of Willits and is considered a Willits project for this reason. As with the trail itself (Project W-21), the entrance to the potential trail connecting the Township of Brooktrails and City of Willits faces right of way issues regarding public access point from Mill Creek Road, making it a long-term project.

Figure 139: Potential entrance to Brooktrails trail (Source: Google Street View)

W-19 North Willits Trail

This proposed trail is currently an informal path that connects Mill Creek Drive and Redwood Highway. This trail was identified in the *Willits Main Street Corridor Enhancement Plan* (2016) as necessary to close the gap between the residential community of northwest Willits and destinations on Redwood Highway, such as Willits High School. The project faces significant constraints due to the steep creek-side topography, environmental resources, and possible right of way issues with private property ownership.

Figure 140: Current entrance to North Willits Trail on Mill Creek Drive

Figure 141: North Willits Trail (Source: Google Earth)

W-20 Brown's Corner Intersection Improvements

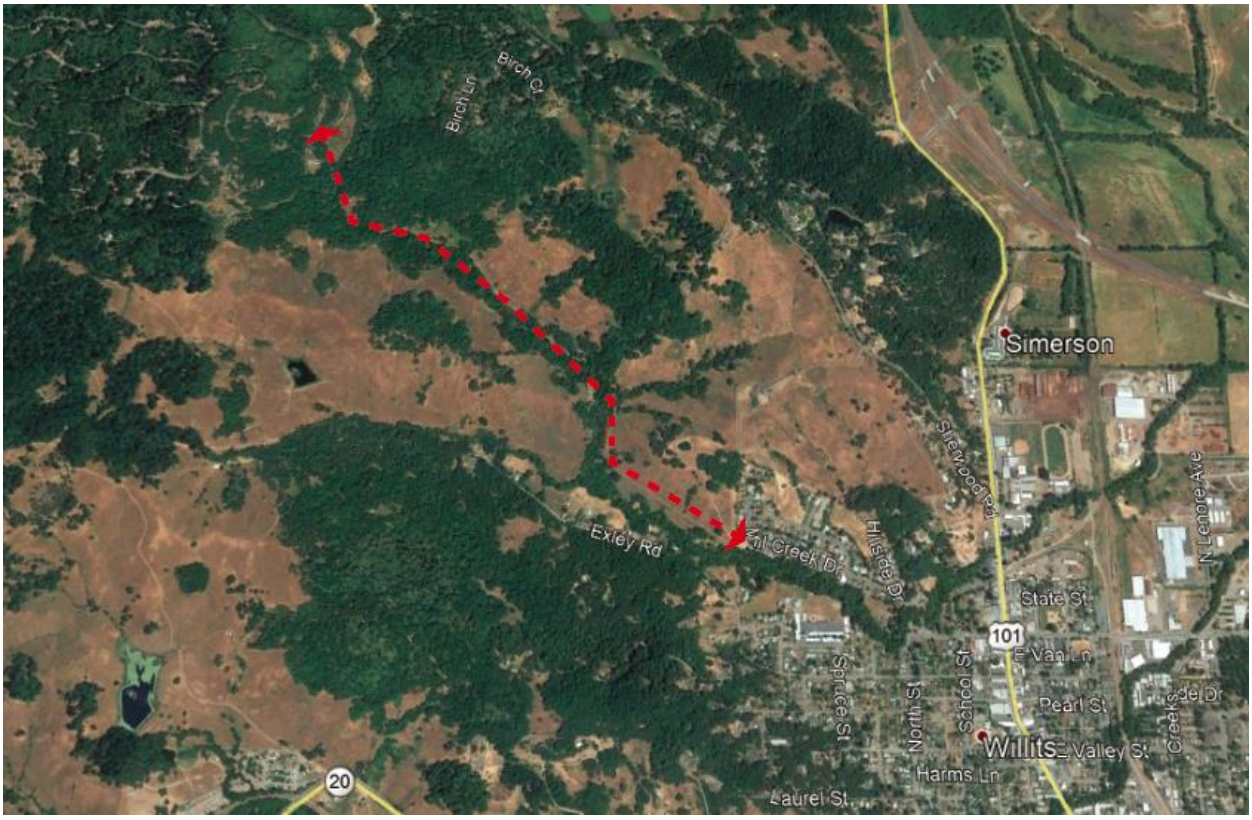
From the *Willits Bike and Pedestrian Plan* (2009) and public input in current study, the intersection of South Main Street/Highway 20 and Baechtel Road, known as Brown's Corner, has need for an improved crossing for pedestrians. This crosswalk would complement priority projects W-13 on Manor Way and W-14 on Baechtel Road to create a cohesive network with safe pedestrian facilities throughout the southern Willits neighborhoods. The project is long-term because it requires coordination with and approval from Caltrans as it is in the state right of way, and because it is an unusually shaped intersection.

Map 65: Brown's Corner Crossing Improvements (Source: Google Earth)

6.14 UNINCORPORATED WILLITS VICINITY NORTH – LONG-TERM PROJECTS

W-21 Trail from Brooktrails Township to Willits

From conversation with City of Willits staff and from feedback in the Public Input Report, a pathway between Willits and Brooktrails was identified as a project to pursue in the future. The development of a potential entrance to this trail is detailed in project W-18. A trail for pedestrians and/or bicycles could depart Willits from the cul-de-sac on the north side of Mill Creek Road and continue northwest towards Brooktrails. A major constraint for completing this project is obtaining access rights from private property owners for the alignment of this potential trail. Other potential constraints are the rugged topography and environmental resources of potential trail corridor. The alignment shown in Map 66 is only a concept that follows an existing private ranch road.



Map 66: Potential alignment of Brooktrails-Willits trail (Source: Google Street View)

6.15 UNINCORPORATED WILLITS VICINITY SOUTH – PRIORITY PROJECTS

W-22 Della Avenue Sidewalk Improvements

The Blosser Lane Elementary School element of the Willits *Safe Routes to Schools Plan* (2009) indicates that the north side of Della Avenue between Mendocino Drive and Locust Street has a sidewalk gap. Support for this project was also identified in the Public Input Report. At present, the north side of this segment consists of a grassy shoulder up to 5' wide. To provide students with safe pedestrian facilities from Locust Street to Meadowbrook Drive, sidewalks would be installed along the entire north side of this street. A crosswalk across Della Avenue would be installed on the east side of the intersection with Meadowbrook Drive.

Della Avenue Sidewalk Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**285,541**

Figure 142: Looking east on Della Avenue (Source: Google Street View)

Map 67 Della Avenue Sidewalk Improvements

6.16 UNINCORPORATED WILLITS VICINITY EAST – PRIORITY PROJECTS

W-23 Sherwood Rancheria Connection

The Public Input Report included frequent support from scattered locations for an improved pathway to access the town of Willits from the communities to the east in the Sherwood Valley Rancheria area. This long-term project would complement the sidewalk extension on East Hill Road identified in Project W-11 by extending a pedestrian path or sidewalk along East Hill Road to Eastside Road. Narrow shoulders on East Hill Road east of the railroad will require additional study to determine the alignment of any potential pathway.

Map 68: East Hill Road Pedestrian Improvements

Figure 143: East Hill Road, near Highway 101 looking east (Source: Google Street View)

7. Project Details – North Coast/Inland Unincorporated Areas

7.1 ALBION FUNDED OR PROGRAMMED PROJECTS

AL-1 Albion River Bridge Replacement

Environmental review is currently underway for the replacement of the Albion River Bridge. Various bridge designs are still being considered, and construction has been programmed to begin in 2023. There was one comment in the Public Input Report describing the need for enhanced pedestrian and bicycle facilities across the river. The project will include 6' shoulders and a 6' pedestrian walkway on the west side. More background on this project can be found in the Existing Conditions Report on Page 101, or on the Caltrans website. (*http://www.dot.ca.gov/dist1/d1projects/albion/*).

Figure 144: Potential Albion River Bridge design (Source: Caltrans website)

Map 69: Albion River Bridge (Source: Google Earth)

AL-2 Salmon Creek Bridge Replacement

The Salmon Creek Bridge lies south of Albion and is also in the process of Caltrans design and environmental review, with construction slated for 2023. This project received one comment in the Public Input Report as a site for needed pedestrian improvement. The project will include 8' shoulders and a 6' pedestrian walkway on the west side.

Figure 145: Potential Salmon Creek Bridge design (Source: Caltrans website)

Map 70: Salmon Creek Bridge Replacement Project (Source: Google Earth)

7.2 BOONVILLE PRIORITY PROJECTS

BV-1 Downtown Boonville Crossing Improvements

Boonville is the largest urban area in Anderson Valley. Highway 128 (State Route 128) serves as Boonville's main street and has tourist attractions along it, including many restaurants. From Highway 253 to Mountain View Road, Highway 128 features wide shoulders that serve as both parking spaces for cars and walking space for pedestrians. However, there are relatively few crossing facilities throughout this corridor.

From the *State Route 128 Corridor Valley Trail Feasibility Study* (2014) to improve access to the Junior and Senior High School, two additional high visibility crosswalks would be installed on the north and west sides of the intersections of Highway 128 and Mountain View Road. The crossing of Highway 128 would feature a median refuge island and user activated warning lights. An additional high visibility crosswalk would also be installed across Highway 128 on the north side of the intersection with Lambert Lane. At this intersection user-activated pedestrian lights would be added to improve visibility and accessibility of the crossing.

Downtown Boonville Crossing Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**44,761**

Figure 146: Highway 128 and Lambert Lane intersection (Source: Google Street view)

Figure 147: Highway 128 and Mountain View Road Intersection, near Anderson Valley Jr./Sr. High School (Source: Google Street view)

Map 71: Downtown Boonville Crossing Improvements

7.3 BOONVILLE LONG-TERM PROJECTS

BV-2 Highway 128 Pedestrian Improvements

- **Class I Multi-Use Path**

  This project was identified in the *Mendocino County Regional Transportation Plan* (2017). It proposes installation of a Class I trail on the south side of Highway 128, from County Road 150 to Mountain View Road, in the highway right-of-way.

- **West Boonville Crossing Improvements**

  High-visibility crosswalks would be installed on the southwest side of the intersections of Highway 128 and Schoenahl Road, and Highway 128 and County Road 150. Anderson Valley Elementary School lies on the southwest side of the intersection with County Road 150, causing this intersection to be very busy during certain times of the day. The need for an additional crosswalk across Anderson Valley Way intersection was identified in the *Mendocino County Safe Routes to School Plan* (2014). Detailed maps of these recommendations can be found in Figure 9. A map of pedestrian improvements specific to Anderson Valley Elementary School from the *Mendocino County Safe Routes to School Plan* (2014) can be found in the Existing Conditions Report.

Figure 148: Highway 128, looking north from Mountain View Road (Source: Google Street View)

Figure 149: Class I Multi-Use Path along Highway 128 (Source: Google Earth)

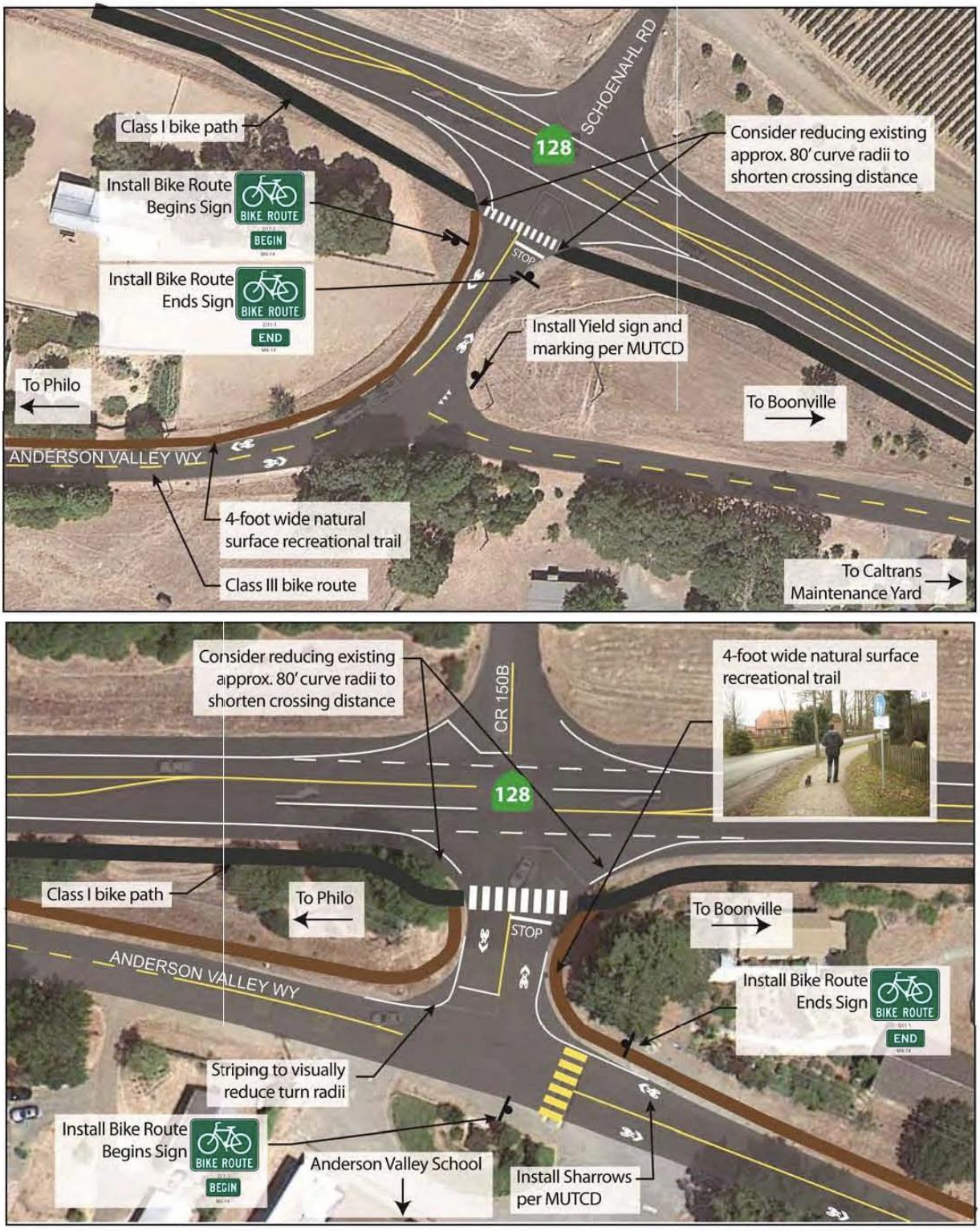


Figure 150: Crossing improvements to the Hwy 128/Schoenahl intersection (top) and Hwy 128/150 Road (bottom) (Source: Highway 128 Valley Trail Feasibility, 2014)

BV-3 Downtown Boonville Sidewalk Improvements

Various sidewalk improvements in Downtown Boonville were identified by the *State Route 128 Corridor Valley Trail Feasibility Study* (2014). While most of Boonville features wide shoulders, this plan outlines segments of this corridor that could improve accessibility with infill sidewalk. A detailed map of these sidewalk improvements can be viewed in the Existing Conditions Report.

Map 72: Downtown Boonville Sidewalk Improvements (Source: Google Earth)

Figure 151: Highway 128 in downtown Boonville, looking north

Figure 152: Highway 128 in downtown Boonville, looking south

7.4 BOONVILLE RECREATIONAL AND PERIPHERAL PROJECTS

BV-4 Anderson Valley Way Class III Bike Route/Recreational Trail

Identified in the both the *Mendocino County Regional Transportation Plan* (2017) and the *State Route 128 Corridor Valley Trail Feasibility Study* (2014), this project would create a Class III bike route with signage and a pedestrian path along Anderson Valley Way from north Boonville to Anderson Valley Elementary School.

Figure 153: Anderson Way, looking north (Source: Google Street View)

Map 73: Class III Bike Lane along Anderson Way, for more detailed map see Existing Conditions Report (Source: Google Earth)

7.5 CALPELLA PRIORITY PROJECTS

In 2011 a comprehensive study of the town's pedestrian needs was completed in the *Calpella Community Design Project* (see Figure 11). In this plan, a series of projects were determined necessary or desired with cost estimates attached to each. In 2015, Calpella Elementary School was identified in the *Mendocino County Safe Routes to School Plan* (see Figure 12) as a priority location to improve sidewalks, crosswalks and pedestrian paths in the surrounding area. Various components of the projects identified in the community design project were completed when the Safe Routes to School plan was implemented. In the current report, the remaining uncompleted components of the 2011 study have been grouped together to make one project. Cost estimates for remaining Calpella projects were developed by subtracting the funding Calpella received in 2018 to complete the Safe Routes to Schools improvements ($838,000) from the total estimated cost of the Calpella Community Design Project improvements ($5,838,378 with inflation).

Map 74: Completed Calpella pedestrian projects (Source: Google Earth)

Figure 154: Proposed Calpella Pedestrian Improvements (Source: Calpella Community Design Project, 2011)

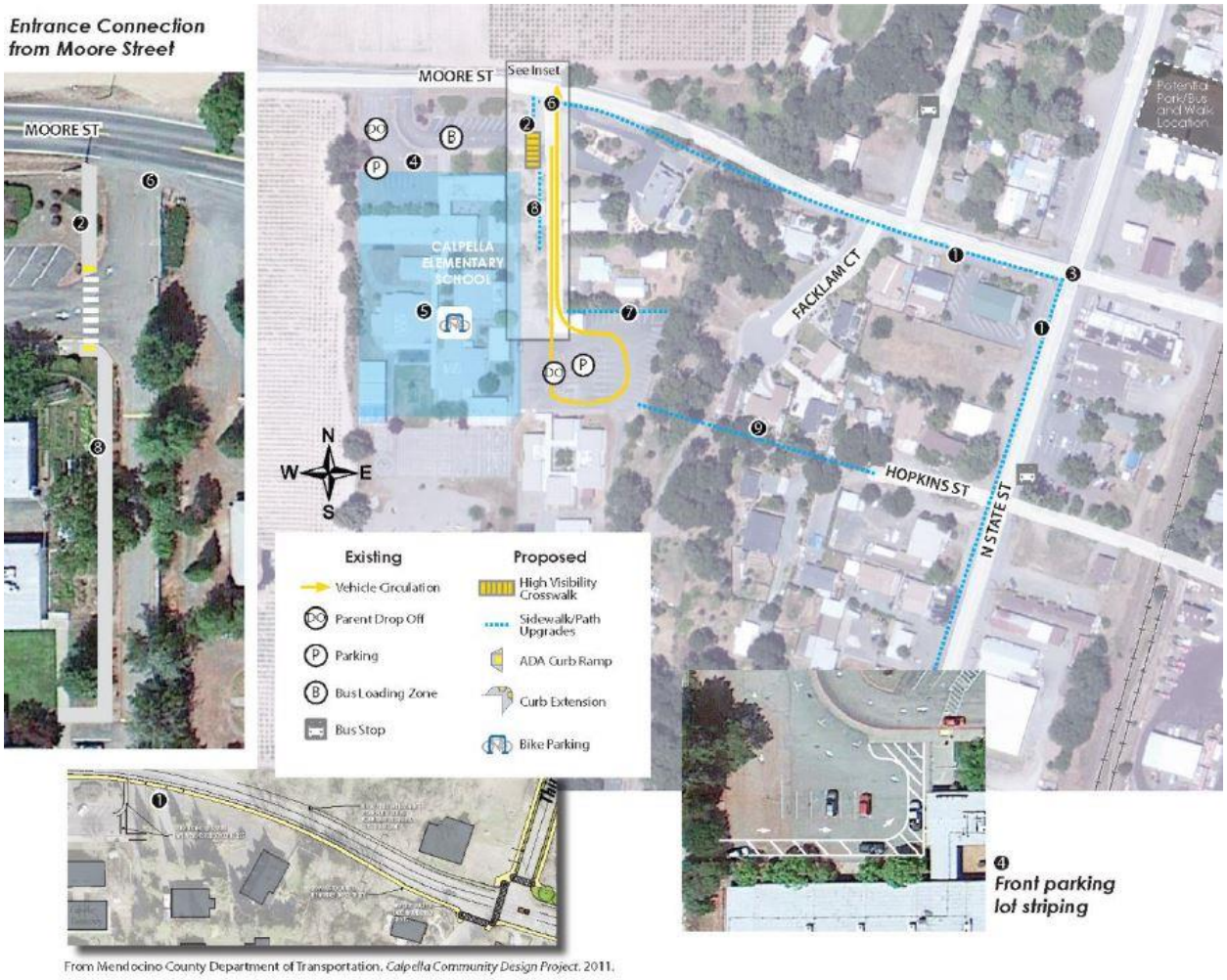


Figure 155: Calpella Elementary School Pedestrian Improvements (Source: Mendocino County Safe Routes to School Plan,

CAL-1 Downtown Calpella Pedestrian Improvements

- **State Street and Moore Street Intersection Crossing Improvements**

  This project was developed in the *Calpella Community Design Project* (2011). Sidewalk improvement and curb ramp installation were completed on the southeastern corner of the intersection. The remaining three corners of the intersection need treatment with curb bump outs and curb ramps. In addition, high visibility crosswalks would be installed on all four sides of the intersection.

Figure 156: Moore Street and State Street crossing improvements (Source: Calpella Community Design Project)

- **3rd Street Sidewalk Improvements**

  Both sides of 3rd Street from Moore Street to State Street have need for sidewalk improvements, as the street features narrow shoulders without sidewalks and is a key route for students travelling to school. Crossing improvements on the south side of this project have already been installed, though one additional mid-block crosswalk is needed halfway between Moore Street and North State Street. A detailed map of the necessary improvements can be viewed in Figure 11.

Figure 157: 3rd Street, looking north (Source: Google Street View)

Figure 158: Looking North on State Street and Hopkins Street intersection in Calpella (Source: Google Street View)

Map 75: 3rd Street Sidewalk Improvements (Source: Google Earth)

- **State Street Sidewalk and Crossing Improvements**

  Sidewalks have recently been improved along the west side of State Street from Hopkins Street to Moore Street, though additional sidewalks would be installed on the east side of State street to complete the pedestrian network.

  A crosswalk was recently installed on the east side of the intersection of State Street and Hopkins Street. The upgrade of the southern and western crosswalks to high visibility crosswalks would complete the Community Design Project's vision.

- **Moore Street Sidewalk Improvements**

  There is also an identified need for sidewalks on both sides of Moore Street, from Facklam Court to Moore Street Bridge. This corridor includes the intersection with State Street, which is addressed above. A small section of this corridor, the south side of Moore Street between Facklam Court and State Street, has already been constructed through the Safe Routes to School improvements.

Downtown Calpella Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 5,000,379**

Figure 159: Intersection of Moore Street, looking east towards State Street (Source: Google Street View)

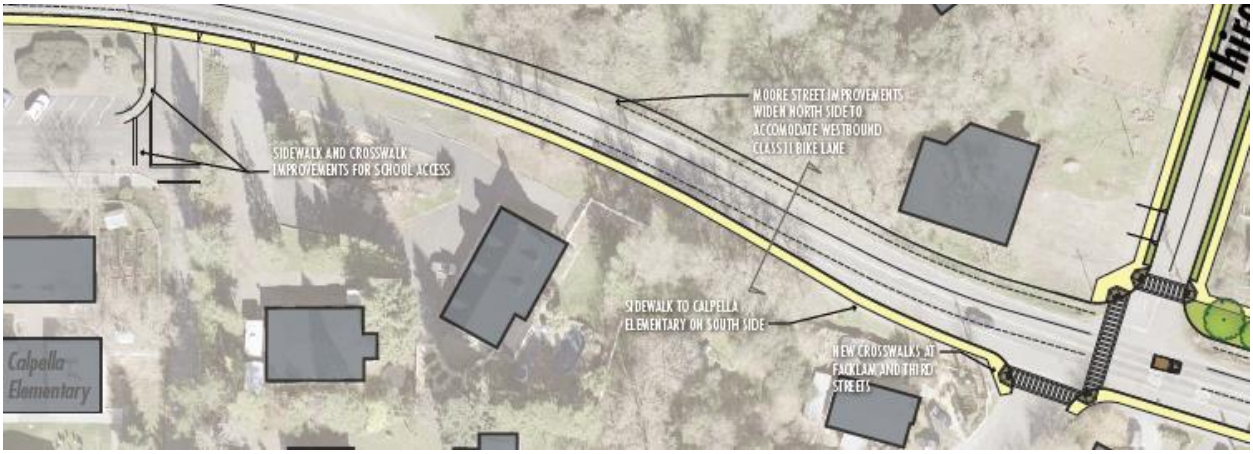
Map 76: State Street Sidewalk Improvements (Source: Google Earth)

Map 77: Moore Street pedestrian Improvements (Source: Google Earth)

7.6 CALPELLA FUNDED OR PROGRAMMED PROJECTS

CAL-2 Calpella Elementary School Access Improvements

Mendocino County received funding to complete portions of the *Mendocino Safe Routes to School Plan* (2014) in 2018. These improvements included the addition of crosswalks at the intersection of Facklam Street and Moore Street and sidewalks added on the south side of Moore Street, and the west side of State Street. The school access improvements from Facklam Court, Hopkins Street and State street to Calpella Elementary School identified Figure 154: Proposed Calpella Pedestrian Improvements (Source: Calpella Community Design Project, 2011)and Figure 155 were not completed through this project. These connections are safe routes to school on school or private land and could be addressed in future Calpella pedestrian projects.



Map 78: Crossing improvements near Calpella Elementary School (Source: Calpella Community Design Project 2011)

7.7 CALPELLA LONG-TERM PROJECTS

CAL-3 Mendocino County Rail Trail Plan Segment C-2

This segment of the county-wide Rail Trail network would be parallel to State Street on the east side of Calpella. This project comes from the *Mendocino County Rails with Trails Plan* (2014). Ultimately, this section will link to completed sections in Willits to the south and Ukiah to the north. Due to the low density of the surrounding area and the relatively few destinations this trail would connect it is considered a long-term project.

CAL-4 Moore Street Bridge Improvement

From public input in the current study, the Moore Street Bridge was identified as having poor walking facilities and limited biking facilities. A potential improvement to the bride would add wider sidewalks and additional lighting for pedestrians crossing at night. This bridge recently underwent a seismic retrofitting to improve structural support, and has a relatively low volume of foot traffic, making it a long-term project.

Figure 161: existing rail Line, looking north from Moore Street (Source: Google Street View)

Figure 160: Moore Street Bridge with narrow shoulders and limited lighting (Source: Google Street View)

Map 79: Cal- 3 NWR Rail with Trail C-2 Section (Source: Google Street View)

Map 80: Cal- 4 Moore Street Bridge (Source: Google Earth)

7.8 CASPAR LONG-TERM PROJECTS

CAS-1 Highway 1 Crossing Improvements

Comments in the Public Input Report identified need for improved access to the Caspar Community Center from the east side of Highway 1. The main connection currently is via an unmarked crossing of Highway 1 at the intersection with Fern Creek Road. In 2012, there was a pedestrian fatality at this intersection

To address these concerns, this project proposes to add a crossing of Highway 1 at Fern Creek Road with a high visibility crosswalk and user activated crossing lights. A stop light or roundabout may be necessary, though would require additional analysis of this intersection. Whichever treatment is pursued, this project is located along a rural, high-speed segment of Highway 1, and has few destinations on the either side of the highway. The project site is in the Caltrans right-of-way and will require coordination, planning, approval and programming for implementation. Because of these factors, this is classified as a long-term project.

Figure 162: Intersection of Highway 1 and Fern Creek Road, looking west (Source: Google Street View)

7.9 COVELO PRIORITY PROJECTS

Bicycle and pedestrian improvements for Covelo and greater Round Valley have been the subject of three prior planning studies and one recent construction plan and environmental document effort that is still in progress. As detailed in the Existing Conditions Report, these include:

- *Making Safe & Healthy Community Connections in Round Valley Walk/Bike Path and Community Revitalization Strategy* (2010) – including different levels of priority improvements
- *Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study* (2014) – contained more detailed plans and estimates for the higher priority improvement areas
- *Mendocino County Safe Routes to School Plan* (2014) – was reflected in the above study
- *Highway 162 Class I Path* (in progress) – environmental documents and construction plans for the highest priority portion of the improvements.
- *Mendocino County Regional Transportation Plan* (2017) – which prioritized some of these improvements

Priority projects in Covelo were derived directly from the projects identified and illustrated in the *Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study* (2014). An overview map of the locations of the specific projects is provided in Map 13. Construction documents are being prepared for Project CO-1, a Class I trail that is the highest priority.

Figure 163: Highway 162 north of Covelo looking north

Figure 164: Foothill Blvd. at school looking east

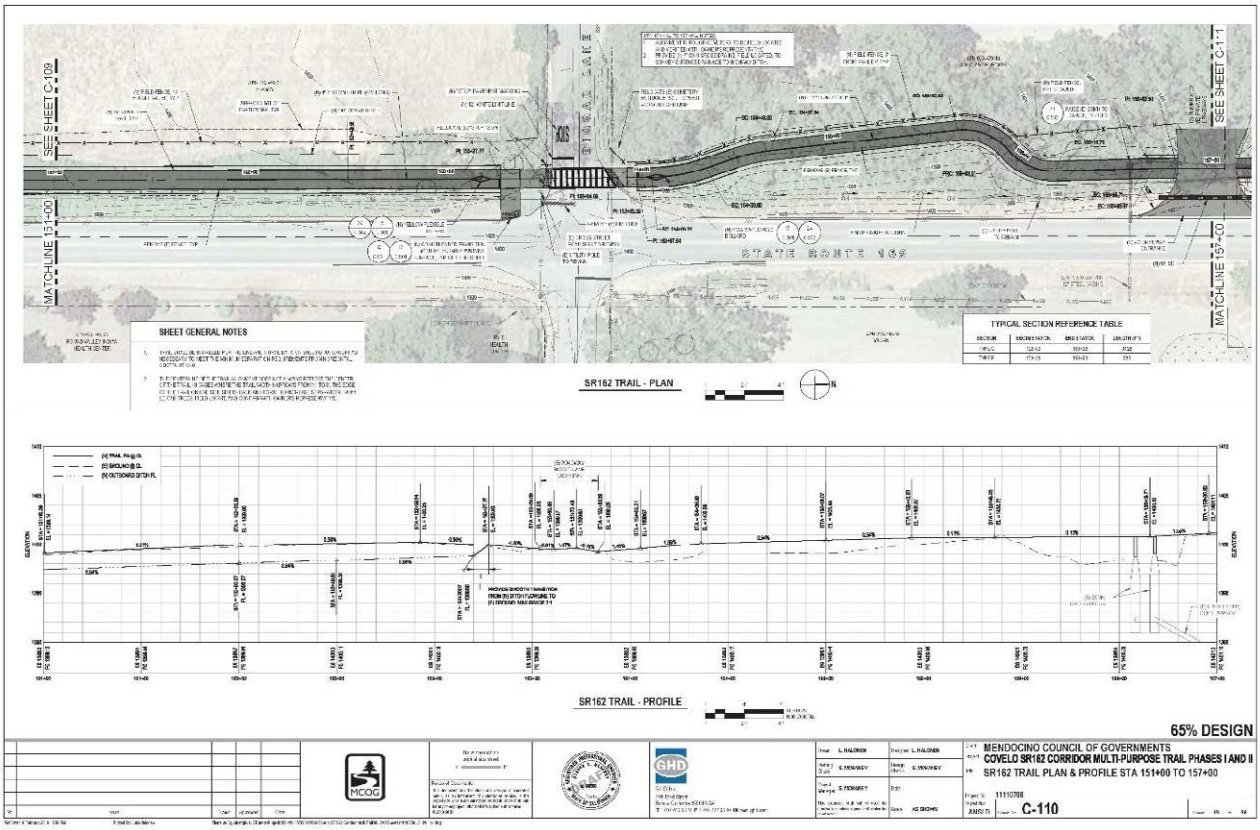
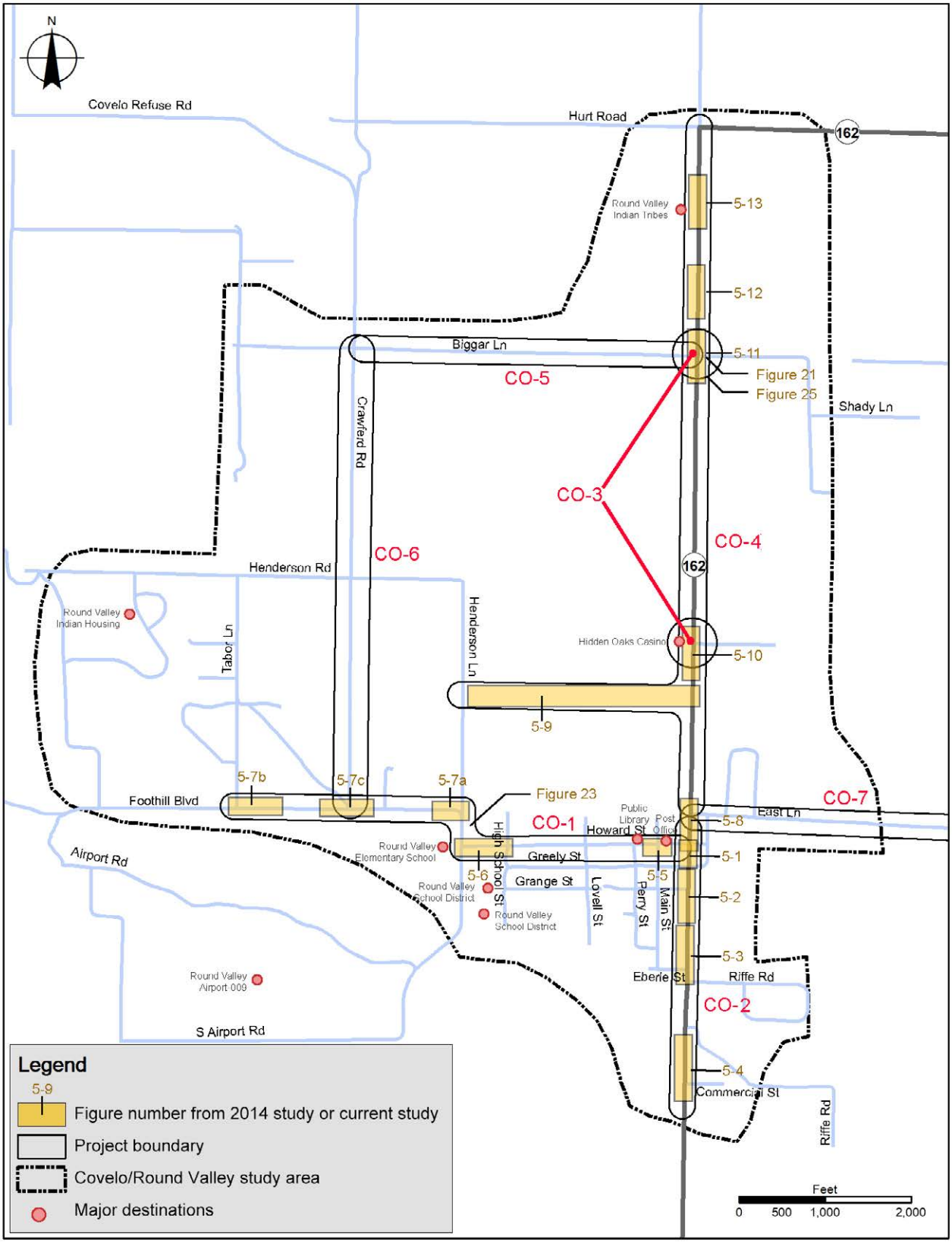


Figure 166: 65% Plans for Biggar Lane and Highway 162 Intersection

Figure 165: Highway 162 north of Covelo looking north



Map 81: Covelo Project Locations

CO-1 Howard Street and Foothill Boulevard Pedestrian Improvements

This project was derived from *Mendocino County Safe Routes to School Plan* (2014) and the *Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study Report* (2014). This group of improvements includes a series of paths, sidewalk extensions and crossing improvements as well as a continuous bicycle lane along Howard Street and Foothill Boulevard. This corridor extends west from Highway 162 along Howard Street before jogging north on Airport Road, then continuing west on Foothill Boulevard. In the Public Input Report for the current study this project received three comments in support of the crossing improvements on Howard Street near the Post Office. While there have been no pedestrian collisions in the vicinity of this project in the last decade this is a priority project because of its proximity to Round Valley Schools and inclusion in the *Mendocino County Safe Routes to School Plan* (2014). For more detailed maps of the corridor, view the 2014 Feasibility Study, maps 5-5 – 5-7c. Below is a summary of the project components:

- **Howard Street at Main Street (Map 5-5 in 2014 Feasibility Study)**
  - Four high visibility crosswalks at intersection with Main Street
  - Curb ramps to all sides of intersections (four pairs)
  - Curb bump out to western two corners of intersection
- **Howard Street at High School Street (Map 5-6 in 2014 Feasibility Study)**
  - Four crosswalks on all sides of intersection
  - Two sets of curb ramps for north-south crossings of Howards Street
  - Two additional high visibility crosswalks, one across an entrance to a parking lot on south side of Howard Street and one on the north side across an existing driveway
- **Howard Street at Airport Road (Map 5-6 in 2014 Feasibility Study)**
  - High visibility crosswalks on all four sides of intersection
  - Curb ramps on all sides of intersection (four pairs)
  - Curb bump outs on all corners, except northeast
- **Foothill Boulevard at Airport Road (Map 5-7a in 2014 Feasibility Study)**
  - Four high visibility crosswalks, one across Foothill Boulevard, one at north entrance to school parking lot, one across Henderson Lane, one across multi-use path on east side of school
  - Two "crossing ahead" signs
- **Foothill Boulevard at Crawford (Map 5-7c in 2014 Feasibility Study)**
  - New crosswalk on east side of intersection
- **Foothill Boulevard at Tabor Lane (Map 5-7b in 2014 Feasibility Study)**
  - New crosswalk on east side of intersection

Howard Street and Foothill Boulevard Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**2,018,260**

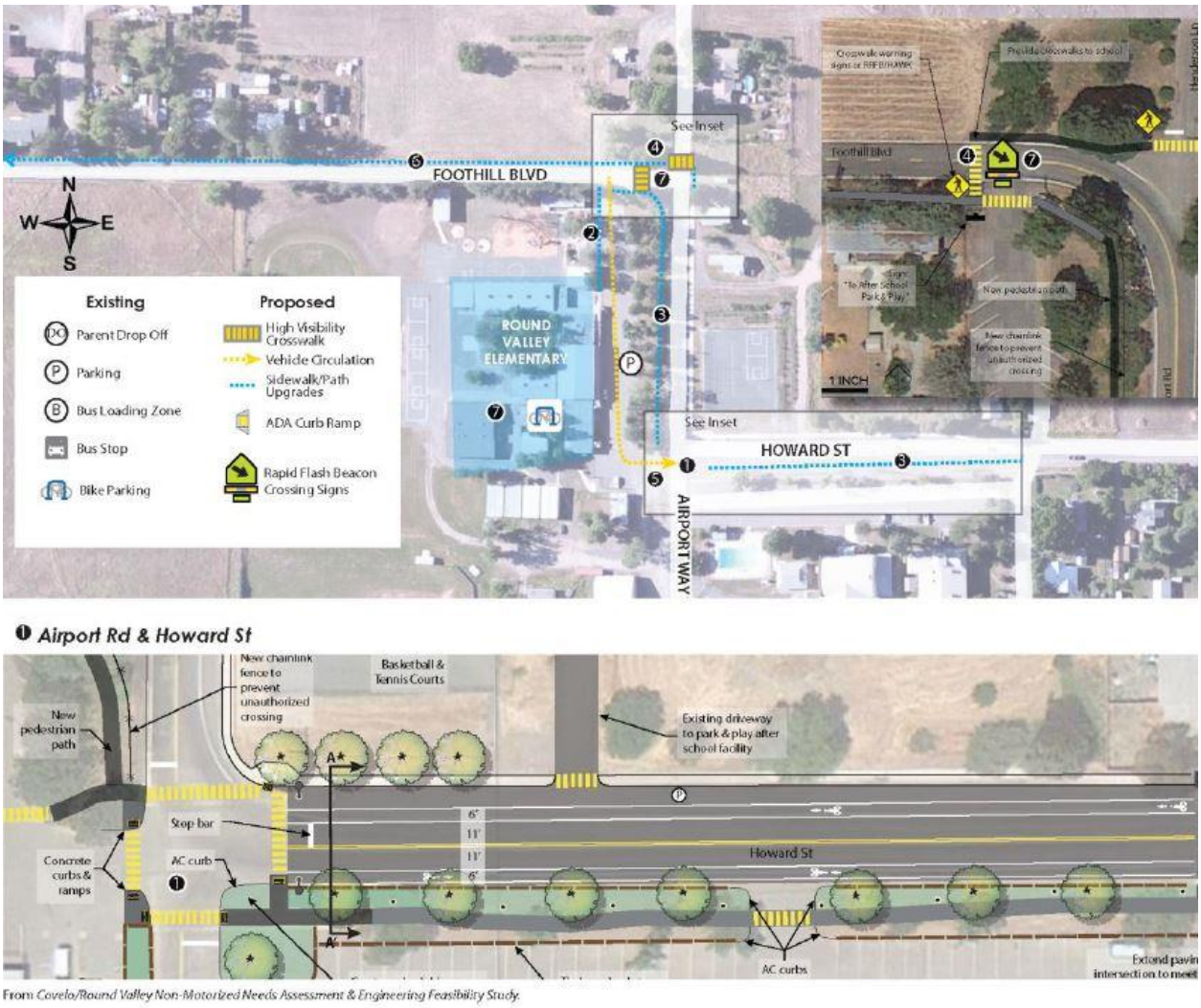


Figure 167: Round Valley Elementary School Recommendations (Source: Mendocino County Safe Routes to School Plan,

Figure 168: Howard Street between schools and central Covelo showing existing path

CO-2 Southern Highway 162 Pedestrian Improvements

On Highway 162, from Commercial Street to Howard Street, the C*ovelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study (2014)* identified four key segments to improve with sidewalk and crossing improvements. One comment from the Public Input Report supported the need to add pedestrian facilities here. Illustrations of the recommendations can be viewed in the 2014 Feasibility Study, maps 5-1 – 5-4. Below is a summary of the project components:

- **Highway 162 at Howard Street Intersection (Map 5-1 in 2014 Feasibility Study)**
  – Four crosswalks added to all sides of intersection
  – Curb ramps on all sides of intersection (4 pairs)
  – Four bumps outs to all sides of intersection
- **Highway 162 at Grange and Greeley Streets (Map 5-2 in 2014 Feasibility Study)**
  – Two high visibility crosswalks on east side of both intersections with Highway 162
  – New sidewalk with curb and gutter on east of this segment
- **Redwood Market to Eberle Street (Map 5-3 in 2014 Feasibility Study)**
  – Add new high visibility crosswalk at north side of Eberle Street
  – Add new sidewalk on east of this segment, with painted walkway on northern half
- **Southern Highway 162 South - Commercial Area (Map 5-4 in 2014 Feasibility Study)**
  – New colored shoulder on east side of this segment

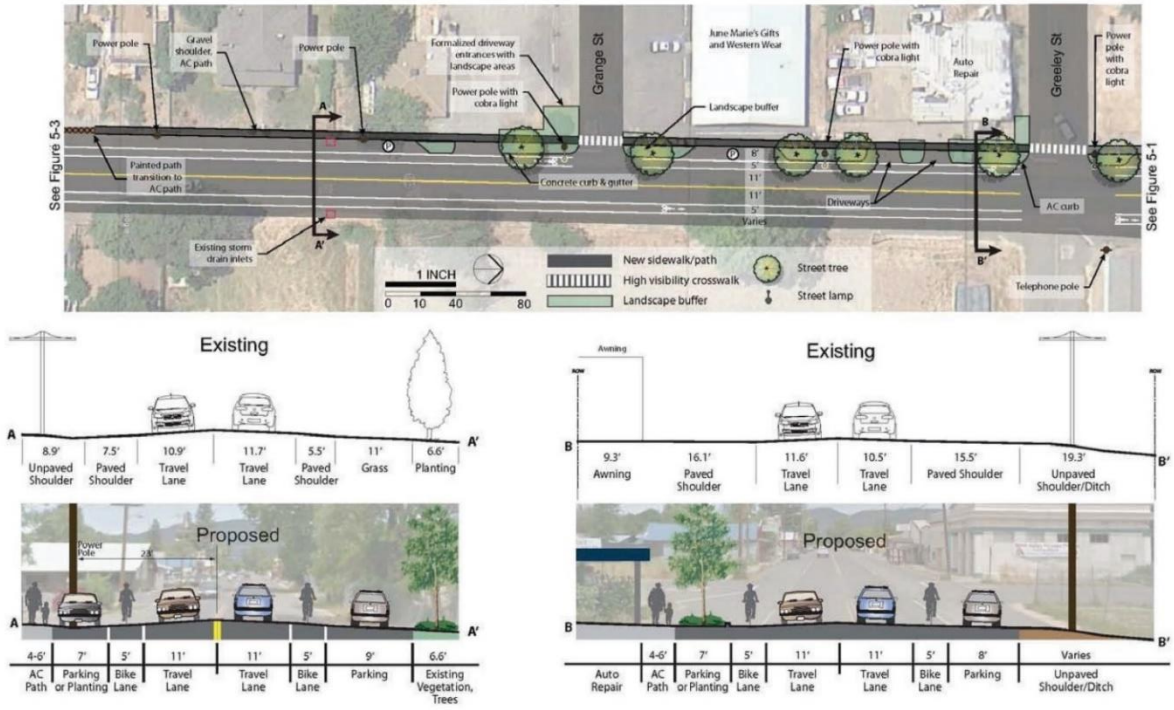


Figure 169: Highway 162 Pedestrian Improvement Recommendations from Grange Street to Greeley Street – Map 5-2 (Source: Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study, 2014)

Southern Highway162 Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 1,775,362**

CO-3 Highway 162 Crossing Improvements

This project addresses two key intersections along Highway 162 highlighted in the *Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study* (2014). The plan identified the need for crossing improvements at the intersection of Biggar Lane and Highway 162 and the Hidden Oaks Tribal Park and Campground to the Casino and Economic Center. Preliminary plans illustrating these crossings include:

- **Highway 162 – Trail at Tribal Economic Center (Map 5-10 in 2014 Feasibility Study)**
  - High visibility crosswalk across Highway 162 on south side of intersection with Tribal Grounds entrance with warning signs and user activated warning lights
  - Three high visibility crosswalks across driveway entrances on west side of street
- **Highway 162 – Trail at Biggar Lane (Map 5-11 in 2014 Feasibility Study)**
  - High visibility crosswalk across Highway 162 on south side of intersection with Biggar Lane with warning signs and user activated warning lights
  - High visibility crosswalks across east side of intersection with Biggar Lane

Figure 170: Intersection of Highway 162 and Biggar Lane (Source: Google Street View)

Figure 171: Intersection of Highway 162 and Hidden Oaks Casino Entrance (Source: Google Street View)

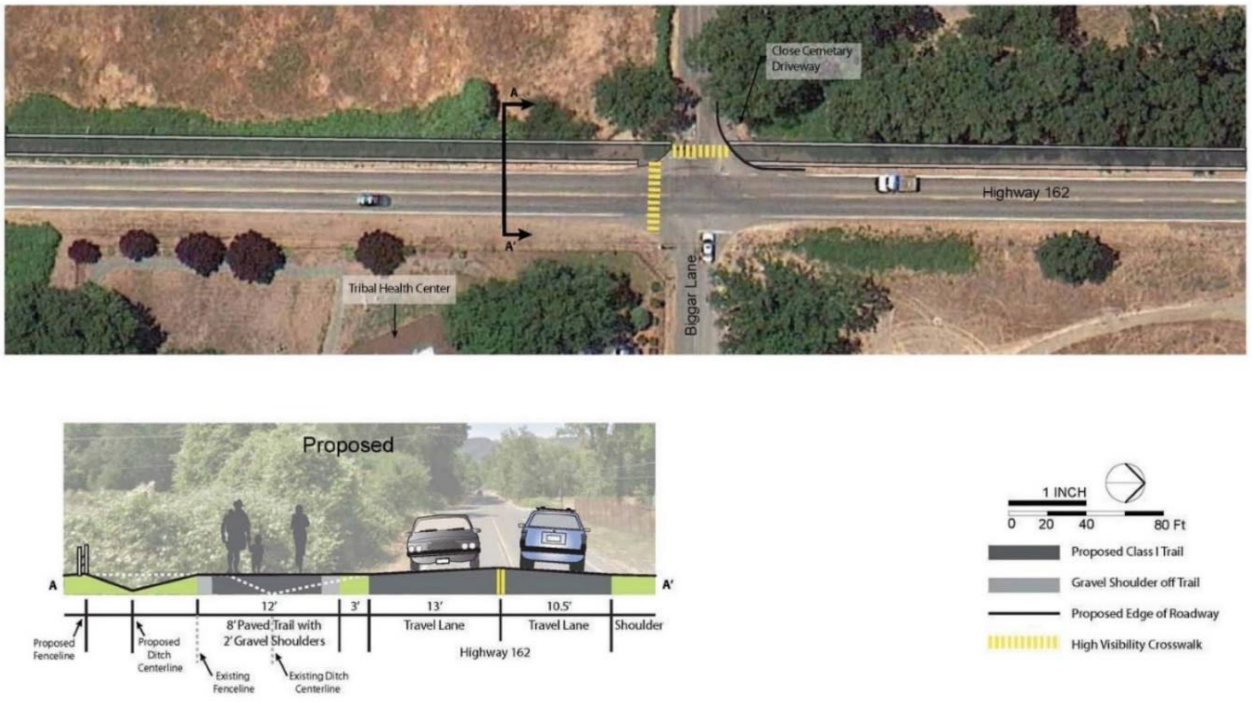


Figure 172: Biggar Lane and Highway 162 Crossing Improvements – Map 5-11 (Source: Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study, 2014)

Highway 162 Crossing Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**70,308**

7.10 COVELO FUNDED OR PROGRAMMED PROJECTS

CO-4 Highway 162 Corridor Multi-Use Path

This project is fully funded and will be constructed in the near future. It proposes a development of a 10-foot wide multi-use path to run parallel to Highway 162 (State Route 162) on the west side from Howard Street to Mina Road where Highway 162 makes a 90 degree turn, with an east-west extension across Tribal land to Henderson Lane. This project was identified in the *Mendocino County Regional Transportation Plan* (2017) and was supported with five comments in the Public Input Report for traffic calming measures and additional pedestrian facilities on this corridor. This project scored 75 out of 100, making it the highest scoring unincorporated project. The cause for its high ranking is attributed to a recent pedestrian collision that led to a fatality. Crossings at two key intersections (Highway 162 at Biggar Lane and the Hidden Oaks Tribal Park and Campground) along this route are addressed in project CO-4. For more detailed maps of this corridor, view the 2014 Feasibility Study, maps 5-1, 5-8, 5-9, 5-12, 5-13. Below is a summary of the project components.

- **162 – Howard Intersection to East Lane (Map 5-8 in 2014 Feasibility Study)**
  - Two crosswalks on south and east side of intersection
  - Curb bump out on west and southeast side
  - New Class I path on west side
  - New sidewalk on northeast corner
- **East-West Trail – Highway 162 to Henderson (Map 5-9 in 2014 Feasibility Study)**
  - Class I path from Highway 162 to Henderson lane
- **Highway 162 – Trail Bridge (Map 5-12 in 2014 Feasibility Study)**
  - Pedestrian bridge on east side of Highway 162 (12' X 160') crossing creek north of Biggar Lane.
- **Highway 162 – Trail at Tribal Offices (Map 5-13 in 2014 Feasibility Study)**
  - Class I path one east side of Highway 162

7.11 COVELO LONG-TERM PROJECTS

The following long-term projects were identified in the *Round Valley Walk/Bike Path and Community Revitalization Strategy (2010)* but were not determined to be high priority due to their peripheral location and low traffic volume. An overview of these projects can be viewed on Map 13, and project specific maps and cost estimates can be viewed in the 2010 Revitalization Strategy document on Page 17.

CO-5 Biggar Lane Pedestrian Improvements

This long-term project was identified as a location to add a pedestrian pathway or shoulder improvements from Highway 162 west to Crawford Road. In the 2010 Revitalization Strategy, this project was combined with CO-6 to extend a path in an "L" shape along west Biggar Lane and south on Crawford Road until Foothill Boulevard (including Project CO-6 below). This project was projected to cost approximately $894,000 in 2010.

CO-6 Crawford Road Pedestrian Improvements

This project was identified as a location to add a pedestrian pathway or shoulder improvements in order to connect Biggar Lane to Foothill Boulevard.

CO-7 East Lane Pedestrian Improvements

East Lane was identified as a location to add a pedestrian pathway or shoulder improvements from Highway 162 east to Sandy Lane. This project is part of a larger network illustrated on page 17 in the 2010 Revitalization Strategy. The project is estimated to cost $1,013,000 to achieve all pedestrian improvements. This project was supported by one comment in the Public Input Report.

7.12 HOPLAND PRIORITY PROJECTS

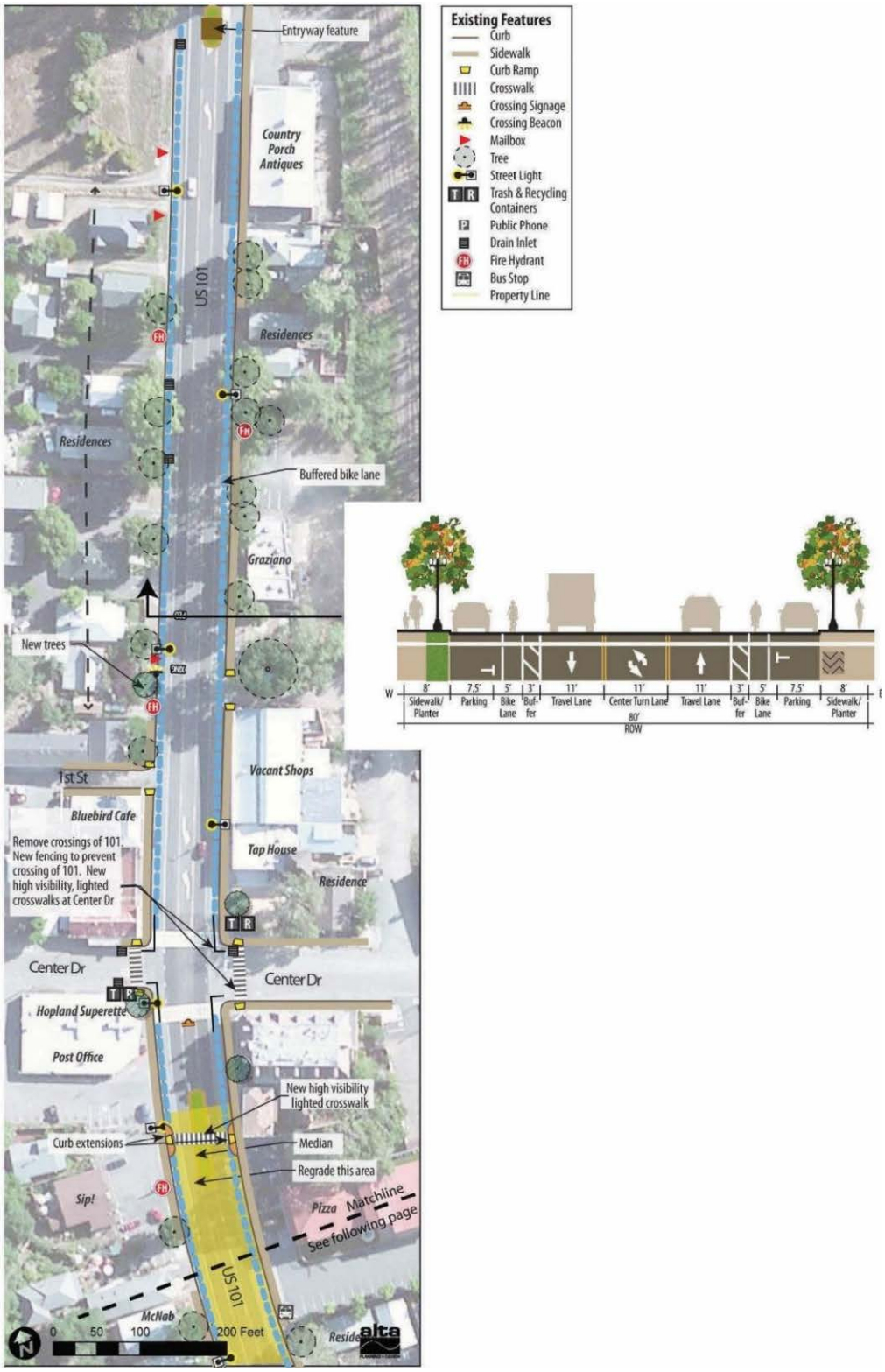
Hop-1 Highway 101 Complete Street Improvements

This project, identified in the *Hopland Main Street Corridor Engineered Feasibility Study* (2015), is intended to address access pedestrian issues in this small commercial area. Currently, there are gaps in the pedestrian network where sidewalk has deteriorated, has been overgrown or is no more than a wide shoulder or gutter. In addition to sidewalk infill, replacing faded crosswalks with high visibility crosswalks, curb ramps, street lighting, and in several cases adding a median at mid-block crossings would improve safety. Detailed maps were developed in the 2015 Feasibility Study and can be viewed below in Maps 14 and 15. Cost estimates were also developed and have been escalated for inflation in the current study.

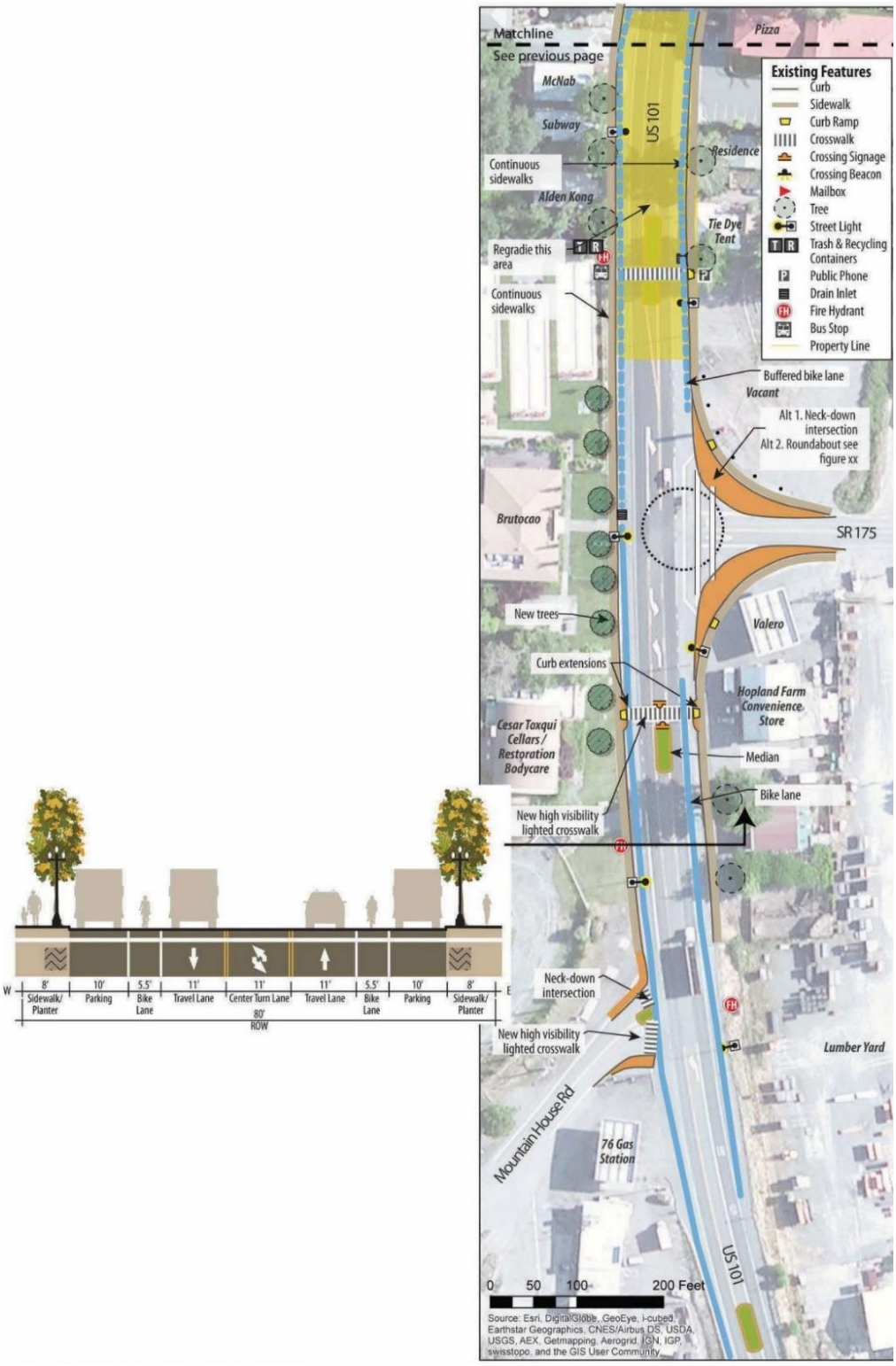
Portions of this project have been proposed by Caltrans for the 2020 SHOPP cycle. This proposal includes widening sidewalks for ADA compliance, filling in sidewalk gaps, constructing ADA compliant curb returns and driveways, incorporating traffic calming/complete streets features (curb bump outs, landscaping, and bicycle striping where feasible), and adjusting crosswalk locations where necessary to enhance safety/functionality. Some of the work being proposed is dependent upon a maintenance agreement with Mendocino County or the Hopland Municipal Advisory Council (MAC). The following Hopland priority projects will supplement these projects pending Caltrans approval.

Highway 101 Complete Street Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 1,694,050**

Figure 173: Highway 101 crossing looking north at Highway 101 and Center Street (Source: Google Street View)



Map 82: Northern Section of Hopland Main Street Pedestrian Improvements (Source: Hopland Main Street Corridor Engineered Feasibility Study, 2015)



Map 83: Southern Section of Hopland Main Street Pedestrian Improvements (Source: Hopland Main Street Corridor Engineered Feasibility Study, 2015)

Hop-2 Highway 101 and Highway 175 Crossing Improvements

The intersection of Highway 101 and Highway 175 (State Route 175) currently features a 185-foot crosswalk with two turns, across four lanes of traffic. The 2015 Feasibility Study proposed to add a roundabout at this intersection to slow traffic and decrease the distance pedestrians have to walk when crossing this intersection. This change will be accompanied by a high visibility crosswalk and pedestrian lighting. Illustrations of this plan can be seen in Figure 32.

Highway 101 and Highway 175 Crossing Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 3,846,747**

Figure 174: Highway 101 crossing, looking north near Intersection with Highway 175 (Source: Google Street View)

Figure 175: Intersection of Highway 101 and Highway 175, looking south (Source: Google Street View)

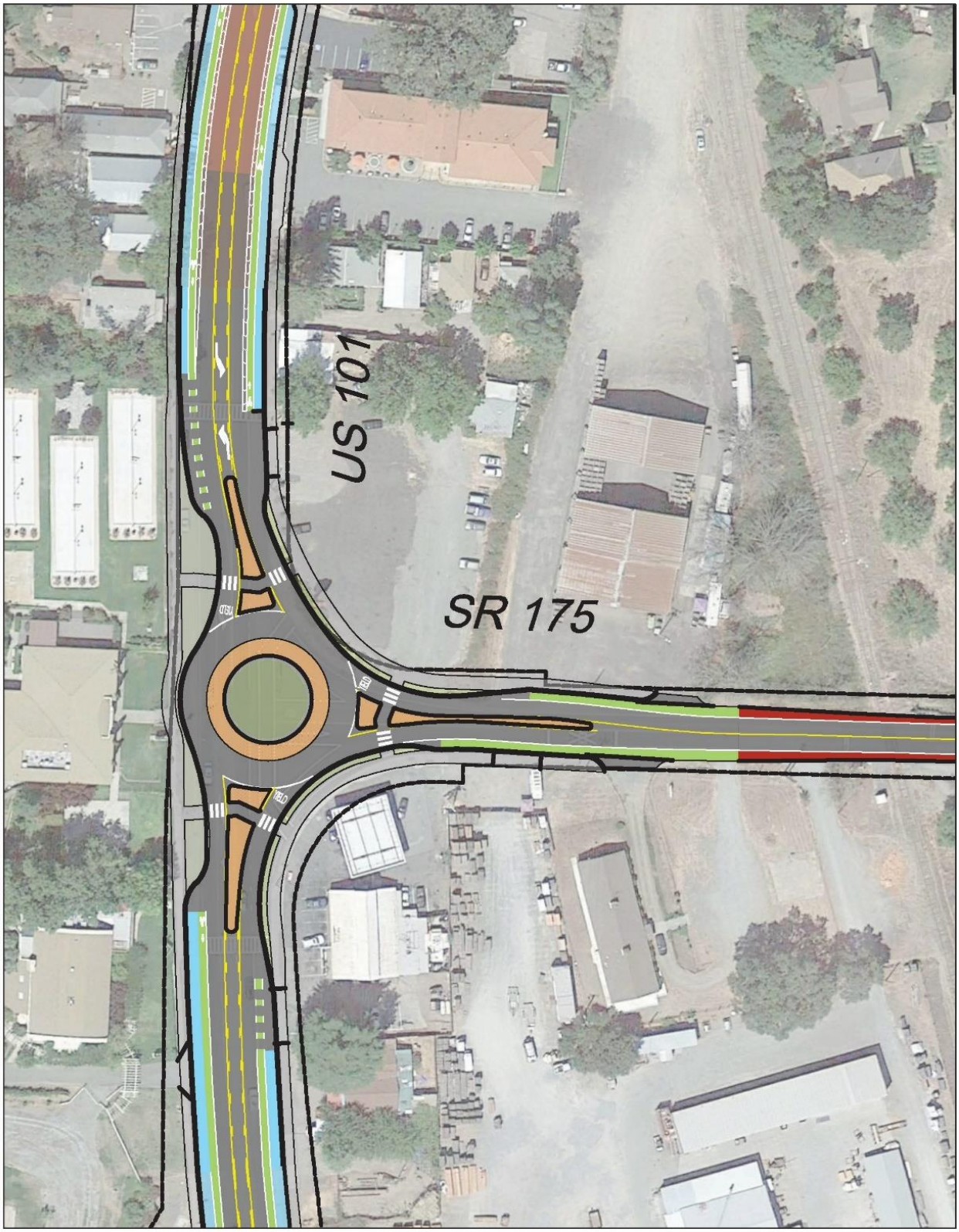


Figure 176: Illustration of proposed roundabout at intersection of Highway 101 and Highway 175 (Source: Hopland Main Street Corridor Engineered Feasibility Study, 2015)

7.13 HOPLAND LONG-TERM PROJECTS

HOP-3 Highway 175 Multi-Use Class I Path

- **Class I Path from Hopland to Old Hopland**

  This path, identified in the 2015 Feasibility Study, would connect Hopland with Old Hopland via a one-mile multi-use Class I path that will run from Highway 101 along the north side of Highway 175 to Old Hopland. This project will require two bridges to cross the Russian River and a tributary. This segment of road does not currently have pedestrian facilities or a walkable/bikeable shoulder and constrains pedestrian access between the two community areas. Four comments were made in the Public Input Report to improve this corridor's pedestrian facilities. However, the low population density and high cost make this a long-term project.

- **Old Hopland Pedestrian Improvements**

  As identified in the 2015 Feasibility Study, Old Hopland has a need for pedestrian access improvements. Along Highway 175, between Howell Street and 1st Street, crossing facilities are limited to one crosswalk near McDowell Street. This project would widen and add colored shoulders along these three blocks to help designate a pedestrian space and improve visibility of pedestrians. A high visibility crosswalk would be installed at the north end of the town across Highway 175 on the south side of the intersection with 1st Street. For an example of colored shoulder see Talmage Project U-23, Figure #.

Figure 177: Main Street in Old Hopland, looking north towards crossing to be replaced with high visibility crosswalk (Source: Google Street View)

Figure 178: Russian River Bridge on Highway 175, looking east (Source: Google Street View)

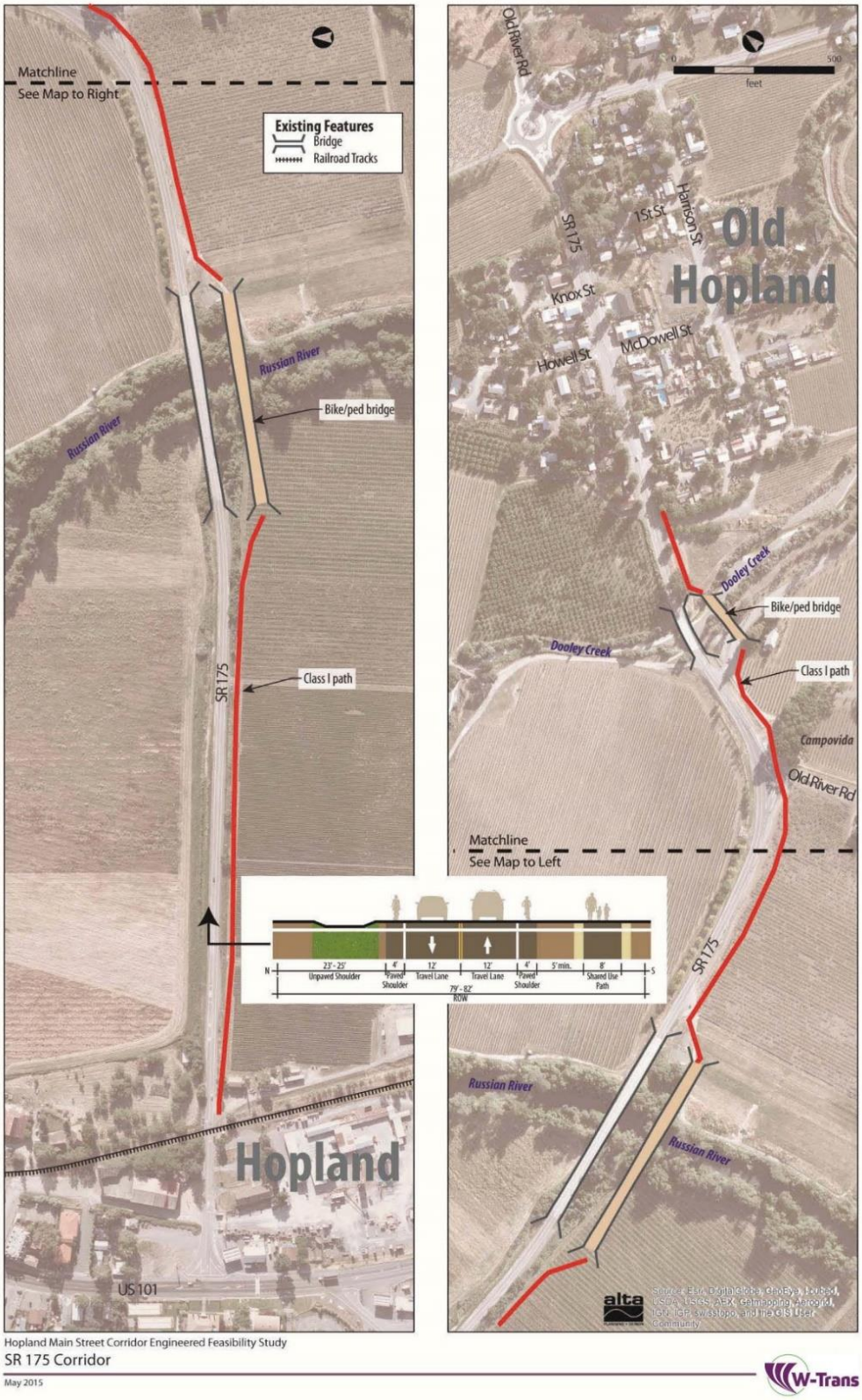


Figure 179: Proposed Improvements from Hopland to Old Hopland (Source: Hopland Main Street Corridor Engineered Feasibility Study, 2015)

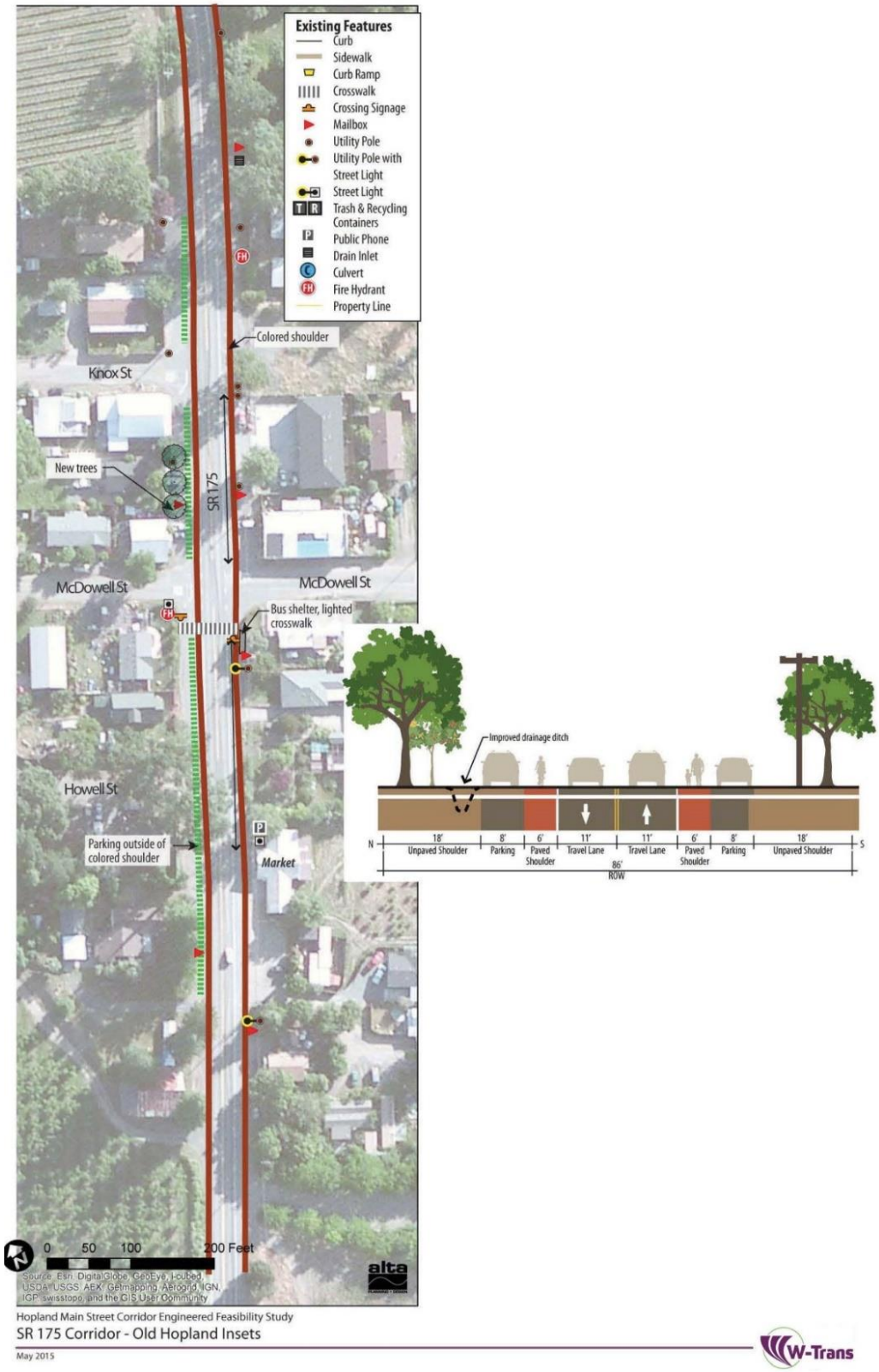


Figure 180: Proposed Improvements, Old Hopland/Hwy 175 (Source: Hopland Main Street Corridor Engineered Feasibility Study, 2015)

HOP-4 Hopland Rail Trail Segment S-3 and Segment S-4

- **Segment S-3**

  As outlined in the *Mendocino County Rails with Trails Plan* (2014), these segments will be part of a larger network of multi-use pathways within the railroad right of way. Segment S-3 extends from La Franchi Road 1.1 miles south of Hopland to Highway 175 in Hopland.

- **Segment S-4**

  Segment S-4 begins at the northern terminus of Segment S-3 and continues 1.8 miles north of Highway 175 in Hopland.

Map 84: Segment S-3 & Segment S-4 from Mendocino County Rail with Trail Plan (Source: Google Earth)

7.14 LAYTONVILLE PRIORITY PROJECTS

LTV-1 Laytonville High School Pedestrian Improvements

Branscomb Road is a key east-west linkage from the low-density neighborhood southwest of Laytonville, including Laytonville Rancheria, to Highway 101. Laytonville High School and several other key locations, such as the Laytonville Fire Station, lie along this road. Branscomb Road currently features wide shoulders with patches of sidewalk and one crosswalk along the half mile segment from Highway 101 to the High School.

- **Sidewalk Extension**

  As per the *Laytonville Traffic Calming and Revitalization Plan* (2008), sidewalk would be infilled from Highway 101 along Branscomb Road to Laytonville High School on the south side of the street as identified in Map 85.

- **Crossing Improvements**

  To connect the new high visibility crosswalk on the south side of Branscomb Road with the existing sidewalk on the north side of Highway 101 a crosswalk would be installed across Branscomb Road near the Tin Gym, 1200' west of Highway 101. This crossing can have a high volume of foot traffic during events at the high school. An additional high visibility crosswalk would be added on the east side of the intersection with Willis Avenue and Branscomb Road.

Laytonville High School Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**308,529**

Figure 181: looking east on Branscomb Road in front of Laytonville High School, a site for crossing improvements

Map 85: Laytonville High School Pedestrian Improvements

LTV-2 Highway 101 Pedestrian Improvements

- **Crossing Improvements at Branscomb Road and Highway 101**

  The intersection of Branscomb Road and Highway 101 is the central intersection in Laytonville and three pedestrian collisions have occurred at this location in the past decade. Public input demonstrated support for the improvement of this intersection. As of 2012, crosswalks were added to this intersection as described in the 2008 Revitalization Plan. The current project would add a median or two curb bump outs (curb bump outs were the assumed treatment for the cost estimate of this project); two on the western corners of the intersection, as seen in Figure 183, to slow traffic and narrow the distance for pedestrians crossing Branscomb Road.

- **Crossing Improvement South of Branscomb Road**

  Three crosswalks have been installed through downtown Laytonville as described in the 2008 Revitalization Plan and seen in Figure 184. Public input demonstrated demand for additional crossing opportunities along Highway 101, south of Branscomb Road. This project would add one additional crosswalk 150' south of Branscomb Road with curb ramps and "crossing ahead" signage.

- **Highway 101 Sidewalk Improvements**

  In addition to crossing improvements, this project will infill sidewalk gaps that were identified for improvement in the 2008 Revitalization Plan but have not yet been improved. This includes approximately 400' of infill sidewalk added on the southwest side of Highway 101 between the Park N' Takit Liquor and Ramsey Road, and 220' added on the northeast side of Highway 101 in front of the Chevron gas station.

Highway 101 Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$**	**162,144**

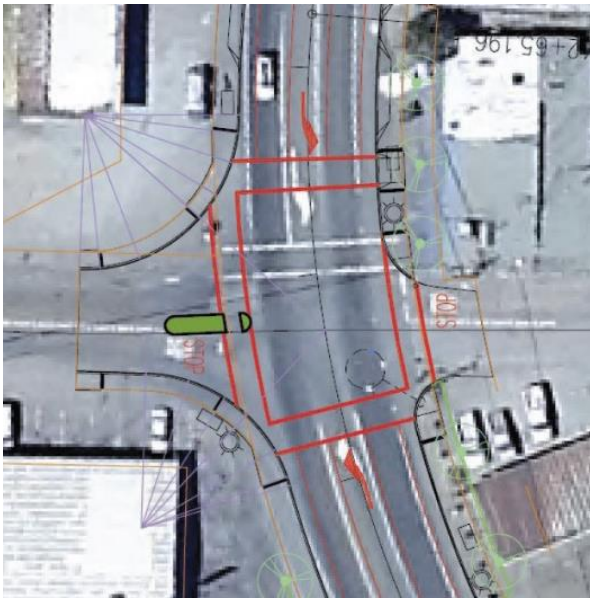


Figure 182: Potential median design for intersection of Highway 101 and Branscomb Road (Source: Laytonville Traffic Calming and Revitalization Plan, 2008)

Figure 183: Potential curb bump out design for intersection of Highway 101 and Branscomb Road (Source: Laytonville Traffic Calming and Revitalization Plan, 2008)

Figure 184: Highway 101 crossing improvements in Laytonville (Source: Laytonville Traffic Calming and Revitalization Plan, 2008)

LTV-3 Laytonville Elementary School Pedestrian Improvements

As outlined in the *Mendocino County Safe Routes to School Plan* (2014), Laytonville Elementary School is a site with high priority pedestrian improvement projects. The school lies one block southwest of Highway 101 and has a main entrance on Ramsey road. Wide shoulders and informal paths are currently used to access the school from the surrounding area.

- **Ramsey Road Pedestrian Improvements**

  To improve access to the school, sidewalks would be installed along the north side of Ramsey Road, from Highway 101 to Willis Avenue, following the contours of the loading zone in front of the school. There is a currently a faded crossing across Ramsey Road near the intersection with Tolen Avenue. This crosswalk would be replaced with a high visibility crosswalk, accompanied by a crossing guard during high traffic hours. At the intersection of Ramsey Road and Willis, ADA compliant curb ramps would be installed on the northeast corner of the intersection to improve accessibility to the new sidewalk facilities on Ramsey Road.

- **Willis Avenue Sidewalk Improvements**

  Willis Avenue is a half mile long road that runs north-south and comprises the west side of Laytonville Elementary School. It has sidewalk installed in some sections but features primarily grassy shoulders. To improve connectivity to the Ramsey Road improvements, sidewalk would be installed on the east side of Willis Avenue from the intersection with Ramsey Road south approximately 450' and north about 150'.

Laytonville Elementary School Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 201,716**

Figure 185: Looking east from the intersection of Willis Avenue and Ramsey Road, a site for additional curb ramps and sidewalks (Source: Google Street View)

Figure 186: Looking east on Ramsey Road, Near Laytonville Elementary School (Source: Google Street View)

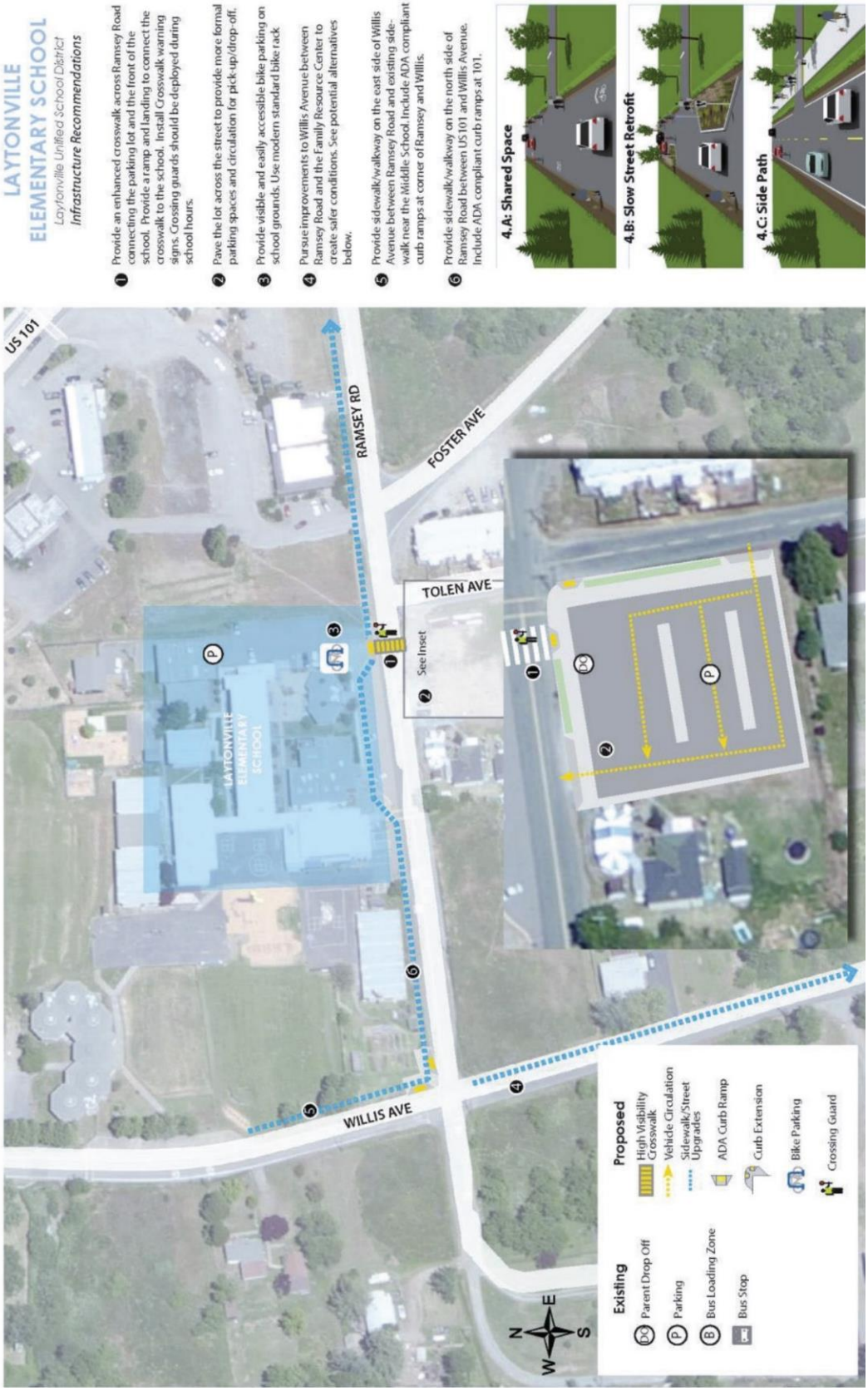


Figure 187: Laytonville Elementary School Pedestrian Improvement Recommendations (Source: Mendocino County Safe Routes to Schools Plan, 2014)

7.15 LAYTONVILLE LONG-TERM PROJECTS

LTV-4 Laytonville Pedestrian Safety Improvements Across 101

- **Crosswalk and Median Installation**

  In addition to the Highway 101 crossings detailed in LTV-2, the 2008 Revitalization Plan also called for the addition of six medians to be placed in the turn lane at the same location as these crossings to minimize the crossing distance and provide pedestrians refuge while crossing the street. This project would install these medians and restripe the existing crosswalks along this corridor to be high visibility as indicated in Figure 184

Figure 188: Crosswalk 400' south of Branscomb and Highway 101 intersection

7.16 LAYTONVILLE RECREATIONAL AND PERIPHERAL PROJECTS

LTV-5 Coyote Trail Extension

Both the *Mendocino County Regional Transportation Plan* (2017) and *Mendocino County Safe Routes to School Plan* (2014) identified the need to extend the Coyote Trail along Ten Mile Creek from its current terminus southwest of Laytonville to the northwest where Tenmile Creek intersects Branscomb Road. This project faces right-of-way and topographical constraints.

LTV-6 Coyote Trail Bridge

The *Laytonville Traffic Calming and Revitalization Plan* (2008) identified the need to improve the bridge that crosses Ten Mile Creek at the current northern terminus of Coyote Trail. This project is considered long-term due to its peripheral location to Laytonville and its constraints.

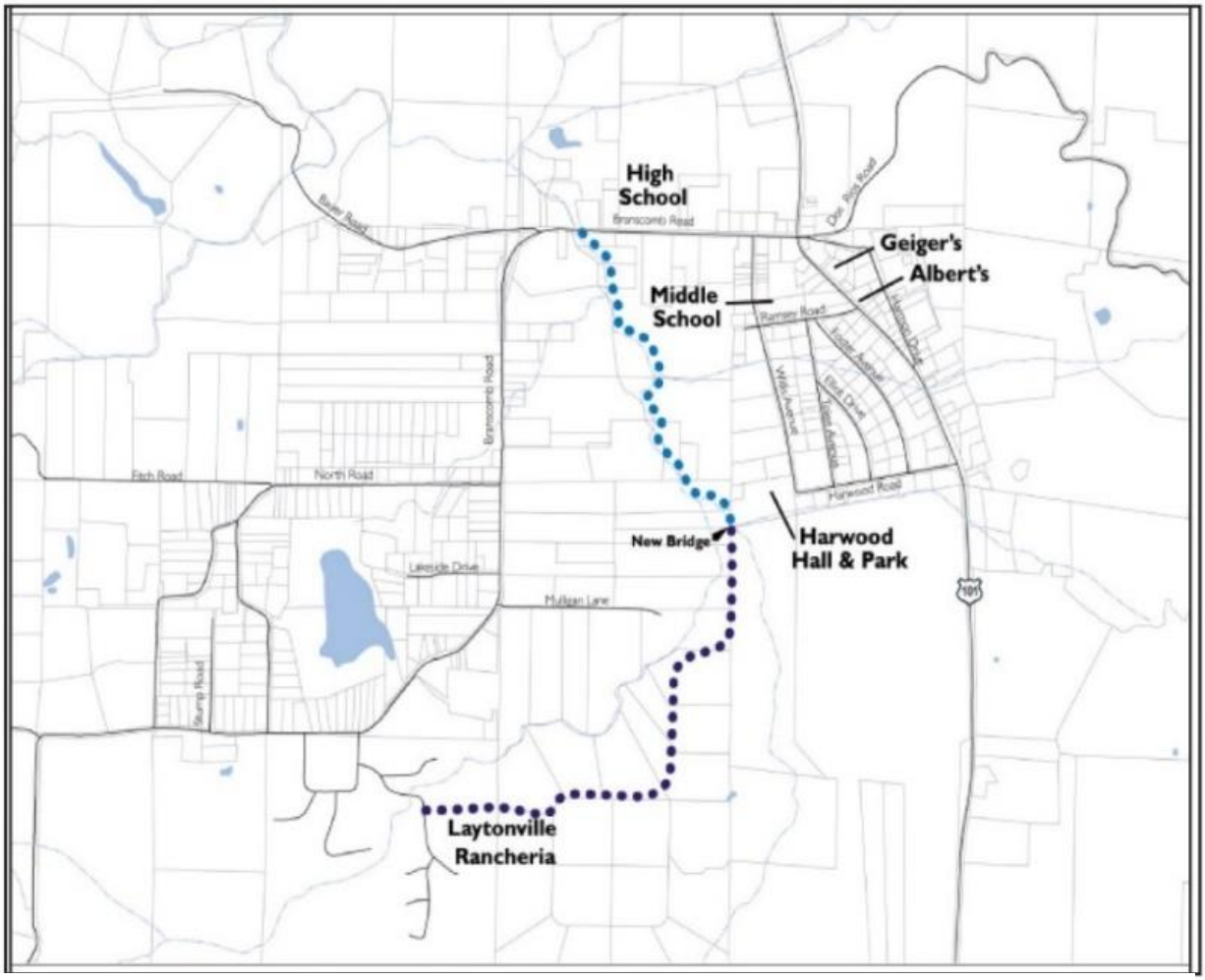


Figure 189: Map of Coyote Trail Extension (Source: Laytonville Traffic Calming and Revitalization Plan, 2008)

7.17 LITTLE RIVER FUNDED OR PROGRAMMED PROJECTS

LR-1 Bridge Rail Upgrade and Widening

As part of an ongoing study of state highway bridges in Mendocino County, the Little River bridge has been identified by Caltrans as a replacement project, including widening and pedestrian facility improvement. A redesign is planned to widen the bridge to include 12' lanes for car traffic, 8' shoulders, and a 6' separate pedestrian walkway on the west side of the bridge. The project is currently slated to begin construction in 2023.

Figure 190: Little River Bridge, looking south (Source: Google Street View)

Map 86: Little River Bridge Upgrade and Widening

7.18 MENDOCINO FUNDED OR PROGRAMMED PROJECTS

MEN-1 Jack Peters Creek Bridge Replacement

The ongoing Caltrans Bridge Rail Upgrade and Widening study has identified the Jack Peters Creek Bridge on Highway 1 for redesign both for structural reasons and to provide pedestrians and bicyclists improved access. Currently there is no sidewalk or shoulder on either side of the bridge. A redesign is planned to widen the bridge to include 12′ lanes for car traffic, 8′ shoulders, and a 6′ separate pedestrian walkway on the west side of the bridge. The project is currently slated to begin construction in 2023.

Figure 191: Jack Peters Creek Bridge features narrow shoulders and is inaccessible for pedestrians. (Source: Google Street View)

7.19 MENDOCINO LONG-TERM PROJECTS

MEN-2 Lansing Street and Ukiah Street Sidewalk Improvement

Comments from the Public Input Report pointed out that the intersection of Lansing Street and Ukiah Street as well as the surrounding sidewalks have ADA accessibility issues. At the southwest and northwest corners of the intersection curb ramps would be installed to replace the existing curb. South of the intersection, along the west side of Lansing Street, a high curb continues as steps or a wall nearly 2' high at some points. West of the intersection, on the north side of Ukiah Street, the street has fallen away from the sidewalk, leaving the sidewalk approximately 1' above the street. To address these concerns, the sidewalks in these locations would be replaced with a new sidewalk with curb and gutter and a 2-3' retaining wall.

Figure 192: Southwest corner of Lansing Street and Ukiah Street intersection. (Source: Google Street View)

Figure 193:Northwest corner of Lansing Street and Ukiah Street intersection. (Source: Google Street View)

MEN-3 Downtown Mendocino Sidewalk Improvement

Use of wide shoulders for walking is common in Mendocino Village, and has led to pedestrian collisions. To address this, sidewalks would be added to both sides of Kasten Street (between Albion Street and Covelo Street), Albion Street (between Woodward Street and Lansing Street), and Main Street (south side of the street, between Woodward Street and Kasten Street).

Map 87: Kasten Street Sidewalk Improvements, derived from Public Input Report (Source: Google Earth)

MEN-4 Pine Street Sidewalk Improvement

This residential segment of Pine Street, east of School Street, has only shoulders as pedestrian facilities, which are often occupied by parked cars, making it hard to walk along this street without being in the lane of traffic. Sidewalks would be installed on one side of the street, presumably the north side, to accommodate access for residents into town and to the community center at Pine Street and School Street.

Map 88: Pine Street Pedestrian Improvements, from Public Input Report (Source: Google Earth)

7.20 MENDOCINO RECREATIONAL AND PERIPHERAL PROJECTS

MEN-5 Beach Path

The Public Input Report found demand for a developed connection between the town of Mendocino to Big River Beach and beyond to the parking on the east side of Highway 101. There is currently an informal, single track trail to the beach that includes a wooden staircase. A project to add a multi-use path from the village to the beach would require evaluation of the topography as there it is a steep descent from Main Street to Big River Beach below.

Map 89: Potential alignment of multi-use path to from Mendocino Village to Big River Beach (Source: Google Earth)

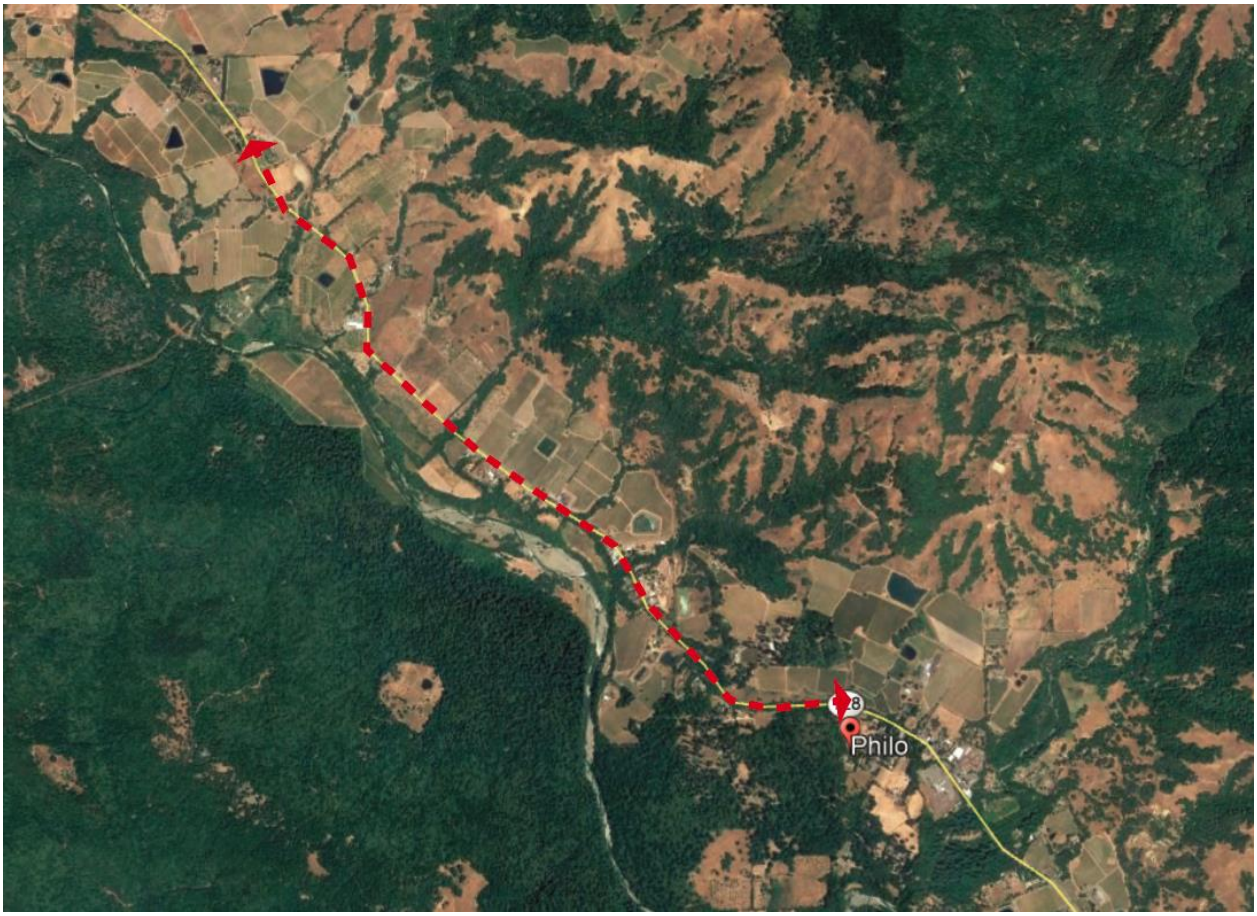
Figure 194: Current path to Big River Beach (Source: Google Street View)

Figure 195: Entrance to Big River Beach Path (Source: Google Street View)

7.21 PHILO LONG-TERM PROJECTS

PH-1 Shoulder Improvements in Philo

This project, identified in the *State Route 128 Corridor Valley Trail Feasibility Study* (2014), is a to improve residents' access to Hendy Woods State Park and generally make is safer to walk along this segment of highway. The project proposes to expand the southbound shoulder of Highway 128 from Philo (Post Mile 23.1) to Greenwood Road (Post Mile 20.1) to be wide enough for safe pedestrian use.



Map 90: Shoulder Improvements from Philo to Greenwood Road (Source: Google Earth)

7.22 REDWOOD VALLEY PRIORITY PROJECTS

RW-1 Redwood Valley Pedestrian Improvements

Considerable demand for additional crossing improvements in Redwood Valley was recorded in the Public Input Report. A key location for improvements is East Road, as it is the central road in Redwood Valley, running north-south through the valley. The intersection of East Road and School Street was identified as an important intersection. It has several key destinations for the surrounding area, including a market, church and bank.

- **Crossing Improvements**

  Currently there are three crosswalks at the intersection of East Road and School Street, seen in Figure 197. To improve safety at this relatively high trafficked intersection, high visibility crosswalks would be installed on the north, south and west sides of the intersection. This intersection would feature a curb bump outs and curb ramps on the western corners of the intersection.

- **Sidewalk Improvements**

  Redwood Valley also lacks sidewalks along the major corridors that connect residential areas with local destinations. To improve connectivity and safety, sidewalks would be added to the west side of East Road from School Street south to B Road, and north to Lion's Club Park. Sidewalk would also be added on the north side of School Street, west of East Road to the rail line.

Redwood Valley Pedestrian Improvements Cost Estimate (see Appendix C for detailed estimate)	**$ 981,597**

Figure 196: Looking north on East Road near Lion's Club Park, a site for sidewalk improvement (Source: Google Street View)

Figure 197: Site of crossing improvements on East Road, looking south (Source: Google Street View)

Map 91: RW-2 Redwood Valley Pedestrian Improvements

7.23 REDWOOD VALLEY LONG-TERM PROJECTS

RW-2 Mendocino County Rail Trail Plan Segment C3

This segment of rail trail, when completed in conjunction with Segment C2, would provide a direct connection between Redwood Valley and Ukiah. The segment is approximately 2.5 miles long and runs north-south on the west side of East Road. This is a phase II project, expected to be completed in 10 years.

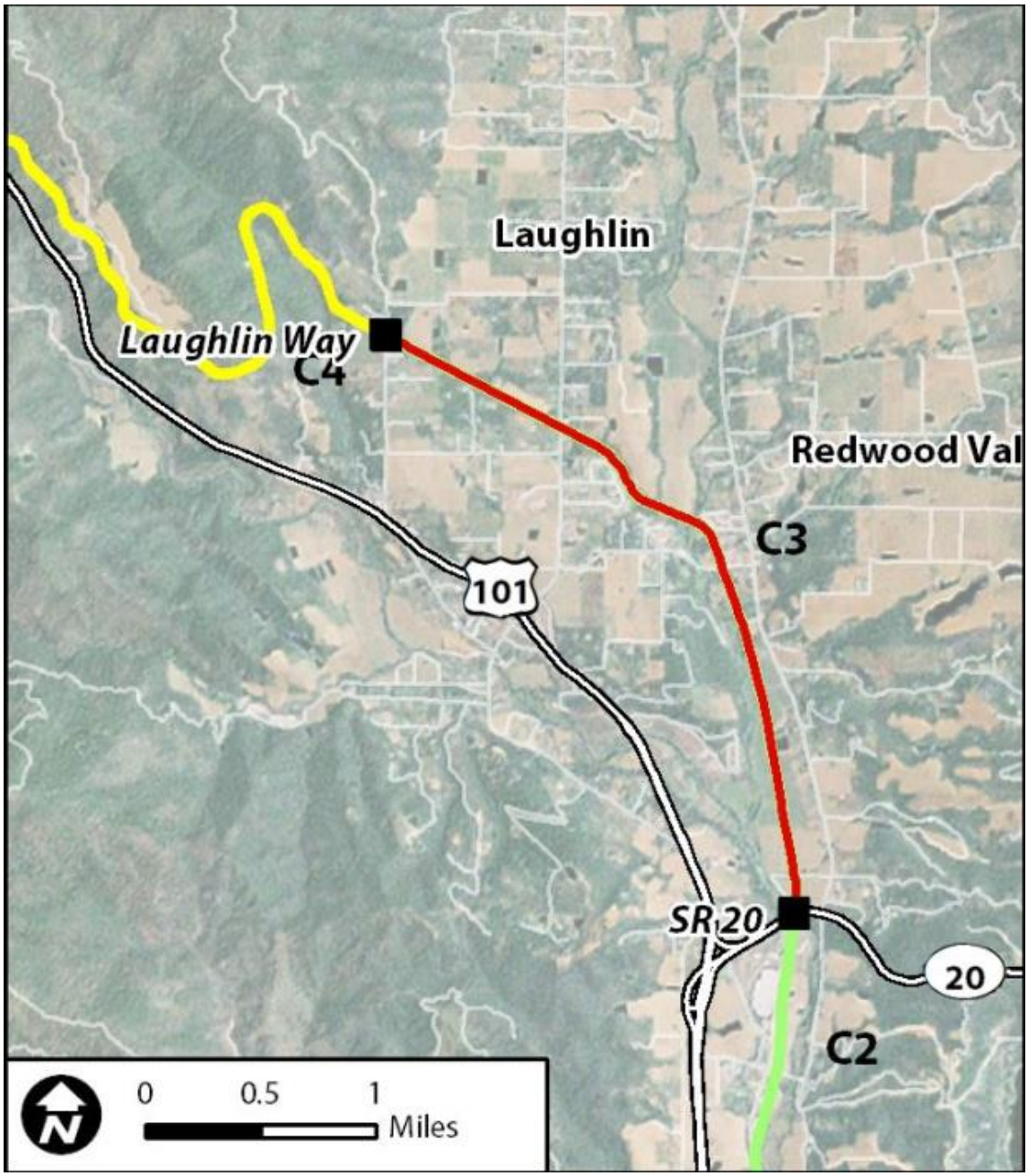


Figure 198: Segment C3 of Mendocino County Rail with Trail (Source: Mendocino County Rail with Trail Plan)

RW-3 North Redwood Valley Pedestrian Path

Public input identified East Road, between H Road and G road as a dangerous segment for pedestrians to walk. The normally wide shoulder on East Road becomes narrowed at this location due to the proximity to the Russian River and the guard rail adjacent to the roadway. To address this, a sidewalk with a 2-3' retaining wall would be added to the east side of the street.

Figure 199: East Road, looking north near East Road and H Road (Source: Google Street View)

Figure 200: North Redwood Valley Pedestrian Path

RW-4 West Road Pedestrian Improvements

West Road crosses above Highway 101 to connect the neighborhoods to the southeast with destinations in the northwest part of Redwood Valley, including Eagle Peak Middle School. There is a narrow pedestrian pathway on the north side of the bridge that does not continue beyond the bridge. Pedestrians are left to cross the highway on ramp, the frontage road, and State Street without a crosswalk. To address this, high visibility crosswalks with curb ramps would be installed on the north side of West Road at the intersection with the on ramp and with State Street. In addition, sidewalks would be installed on the north side of West Street to infill all gaps in the existing sidewalk between Uva Drive and Eagle Peak Middle School. See Map 10 for detailed illustration.

Figure 201: End of Sidewalk on West Road Bridge, looking north (Source: Google Street View)

Figure 202: Intersection of West Road and State Street, looking north (Source: Google Street View)

RW-5 Bel Arbes Pedestrian Improvements

Bel Arbes Drive received support in the Public Input Report to add sidewalks to enable residents to walk to nearby schools and other key destinations. This project would feature a sidewalk with curb and gutter along either side of the street, likely the north side as there to connect with the improvements described in RW-4.

Map 92: Del Arbes Drive Pedestrian Improvements and West Road Pedestrian Improvements

7.24 WESTPORT PRIORITY PROJECTS

WP-1 North Westport Area Shoulder Path

This project was identified in the *Westport Area Integrated Multi-Use Coastal Trail Plan* (2011) and support for this project was reaffirmed in the Public Input Report.

- **Pedestrian Path**

  The pedestrian path would be a widened shoulder along the east side of Highway 1, from the Westport Post Office at Abalone Street to the north end of the Study Area, approximately 300' north of the Omega Street and Highway 1 intersection.

- **Crossing Improvements**
- In addition, two high visibility crosswalks would be added to allow access to the surrounding communities. One would cross Highway 1 on the south side of the intersection with Omega Drive. The other would cross Highway 1 at approximately 300' north of Omega Drive

North Westport Area Shoulder Path Cost Estimate (see Appendix C for detailed estimate)	**$ 102,335**

Figure 203: Site for crossing improvement, looking south at intersection of Highway 1 and Omega Drive (Source: Google Street View)

Map 93: North Westport Area Shoulder Path and Crossing Improvements

7.25 WESTPORT LONG-TERM PROJECTS

WP-2 Westport Area Integrated Multi-Use Coastal Trail

Bicyclists and pedestrians rely on the wide shoulders in Westport to provide safety when travelling along the roads. The width of the shoulder along Highway 1 narrows just south of the intersection with Pacific Avenue. This project would create a shared use path on the shoulder of Highway 1 from that intersection to the southern end of the study area at Swizer Farm. This project was identified in the *Westport Area Integrated Multi-Use Coastal Trail Plan* (2011).

Figure 204: Highway 1 Features Narrow Shoulders South of Westport (Source: Google Street View)

Figure 24. Details of Recommendations for Westport Village.

Map 94: Recommendations for Westport Village (Source: Westport Area Integrated Multi-Use Coastal Trail Plan, 2011)

7.26 YORKVILLE LONG-TERM PROJECTS

YO-1 Yorkville Shoulder Widening

This project proposes to widen shoulders along State Route 128 from Yorkville Market to Hulbert Road, with additional portions of the shoulders widened over time. The improvement was identified in the State *Route 128 Corridor Valley Trail Feasibility Study* (2014) and would facilitate pedestrian connections in or near the community of Yorkville. It received no comments in the Public Input Report and remains a long-term project.

Map 95: Yorkville Shoulder Widening