
2017 MENDOCINO COUNTY ACTIVE TRANSPORTATION PLAN

FINAL
OCTOBER 2017

Adopted November 6, 2017



Prepared for:
**Mendocino Council
of Governments**

Prepared by:
**Davey-Bates
Consulting**

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(This document is a product of Work Element 3 of the Mendocino Council of Governments 2016/2017 and 17/18 Overall Work Program)

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INTRODUCTION

The 2017 Mendocino County Active Transportation Plan was prepared by the Mendocino Council of Governments through the transportation planning agency's planning work program. This document serves three primary purposes. It will act as the Non-Motorized Transportation Element of the Regional Transportation Plan and replace the former Regional Bikeway Plan. In addition, this plan will respond to planning requirements of and identify projects for the State's Active Transportation Program, which provides capitol funding for bicycle and pedestrian projects.

This Plan is intended to identify priority bicycle and pedestrian improvements within all jurisdictions of Mendocino County, which include the Cities of Ukiah, Willits, Fort Bragg and Point Arena and the unincorporated areas of the County of Mendocino. It is directed toward meeting the requirements of the California Active Transportation Program, which was created by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation. The Active Transportation Program guidelines identify required plan elements. A list of these elements and where they can be found in the plan is included in Appendix A.

THE REGION

Mendocino County is located in the north coast region, nestled between the beautiful wine country and majestic redwoods of northern California. The county is situated along the Pacific Ocean and bordered inland by the counties of Humboldt, Trinity, Tehama, Glenn, Lake and Sonoma.

The county is located wholly within the northern Coastal Range of California. This mountain system consists of long, parallel ridges which trend from southeast to northwest. The mountainous nature of the County is interrupted in some inland areas by river valleys and lake basins. Along the coast, flat land is limited to narrow stretches of marine terraces. The climate is particularly varied, and influenced heavily by the Pacific Ocean and local topography. Specifically, there are four climatic zones which run in bands from the Coast, eastward. Each of the climatic zones has certain characteristics but, in general, the Mendocino County climate is cooler and much wetter than most other areas of California.

The 3,610 square miles of Mendocino County are predominately rural. Agriculture, construction, and tourist related services provide the mainstay of the local economy. Land use policies tend to protect agricultural and forestlands, thereby preserving the rural nature of the county.

The majority of the population resides within the Yokayo Valley where Ukiah, the largest city and County seat, is located. Fort Bragg, the County's second largest city, and Point Arena are located along Highway 1. The County's other population center, Willits, is located just north of Ukiah. Willits and Ukiah are served by US 101 which is part of the Statewide Bicycle System. State Highway 1, which is part of the legislatively designated Pacific Coast Bike Route, and State Highway 20 serve the scenic coastline.

Land Use

The 2010 Census identified a total population of 87,841 for Mendocino County. This figure includes an unincorporated population of 59,156 and an incorporated population of 28,685. Four cities share the incorporated population: Ukiah (16,075), Fort Bragg (7,273), Willits (4,888), and Point Arena (449).

Existing zoning maps are available for all unincorporated areas of Mendocino County. Land uses are described by codes which pertain to the maps. Land use maps are included in Appendix C of this plan.

In addition to the zoning maps, the bikeway maps identify land uses relevant to commuter bikeways including schools, business and shopping districts, parks, government offices, transit stops, and other attractors. These are shown through various symbols which are identified on the Existing and Priority Proposed Bikeway Maps for each jurisdiction, shown in Appendix B.

Disadvantaged Communities

Several grant sources that may be available for funding active transportation projects include benefits to disadvantaged communities as criteria for funding. An area can be considered a disadvantaged community if it has a median household income which is less than 80% of the statewide income, if at least 70% of the public school students qualify for free or reduced lunch, or by qualifying through the EPA's CalEnviroScreen tool. Because the CalEnviroScreen method relies heavily on air quality factors, it is not applicable in Mendocino County. However, nearly all communities in Mendocino County qualify under the other criteria. The 2015 American Community Survey results indicate that the county average median income is \$42,980. The California median household income is \$61,818, making the Mendocino County average less than 70% of the statewide median.

PUBLIC PARTICIPATION

Development of this plan involved participation from members of the public, including members of disadvantaged and underserved communities, stakeholder, local agencies and other governments. This plan was prepared in cooperation with and using input from local agency staff, members of the public, tribal representatives, the MCOG Board, Technical Advisory Committee, and other stakeholders. A series of public workshops was held throughout the county in the communities of Ukiah, Willits, Fort Bragg, Point Arena, and Covelo. A summary of the input received at the workshops can be found in the Needs Assessment section of this plan. The plan was also discussed at meetings of Municipal Advisory Councils in Gualala and Laytonville. With the exception of Gualala, all of these communities are considered disadvantaged. In addition, input for the plan was gathered at meetings of the Social Services Transportation Advisory Committee, which represents the most disadvantaged members of the communities.

SYSTEM DEFINITION

Mendocino County offers an ideal environment for walking and/or bicycling within the individual communities of the region. The Mendocino National Forest, Lake Mendocino, and the many coastal communities along the Mendocino County coastline are often desired areas of the region to fulfill outdoor activities. Access is often constrained however, because of the many busy state and county roadways that do not have adequate shoulders or room for safe bicycle travel.

The present status of non-motorized transportation facilities in Mendocino County is piece-meal and incomplete. While a comprehensive system has not yet been defined for the region, local agencies are currently working together to develop projects that encourage the use of alternative routes and facilities that provide safe access for bicyclists and pedestrians throughout the region. Bikeways and pedestrian paths are a valuable tool to encourage the use of alternative transportation to improve air quality, relieve localized traffic congestion, and enhance the role of tourism in the regional economy.

Non-motorized transportation facilities provide for the needs of the region's pedestrians, bicyclists, and equestrians. The State, County of Mendocino, and the cities of Ukiah, Fort Bragg, Willits, and Point Arena are responsible for the maintenance and improvement of these facilities in their respective jurisdictions.

State Route 1 in Mendocino County makes up part of the congressionally designated Pacific Coast Bike Route. Unfortunately, the route remains deficient for safe bicycle travel, with most segments lacking shoulders, adequate sight distance, and guardrails adjacent to the Pacific Ocean. Improvements are needed in order to improve safety for bicyclists. Specifics on the Pacific Coast Bike Route through Mendocino County can be found in the Caltrans District 1 Pacific Coast Bike Route Study.

Mendocino County is the only jurisdiction in the region that maintains equestrian trails. These trails are generally along County roads in rural areas. Typically, these trails are used as a form of recreation, and do not function as a means of transportation. However, many times equestrians can benefit from improvements for other purposes, such as multi-use trails.

GOALS, OBJECTIVES, POLICIES

These goals, objectives and policies have been developed as draft policies of the Regional Transportation Plan that are relevant to active transportation modes. They were reviewed by the Mendocino Council of Governments Board of Directors on June 2, 2014. Local agencies may have additional relevant policies in their General Plans or other documents.

Complete Streets

Goal: To improve our public spaces so the street, road and transportation system meets the needs of all surface transportation modes, including vehicular, bicycle, pedestrian and transit.

Objectives	Policies
Incorporate bicycle, pedestrian and transit improvements when planning roadway improvements, unless the roadway is exempt by law, or the project receives a waiver authorized through a local, public process, or for basic maintenance and rehabilitation activities.	Coordinate funding programs to provide multiple components of an infrastructure project when appropriate.
	Seek funding sources for multiple modes of transportation.
	Facilitate coordination between local transportation agencies and Mendocino Transit Authority.
	Consider waivers in cases where environmental issues constrain improvement options, transit service is not planned or currently provided, or where the benefit/cost ratio of providing bike/pedestrian improvements is low (as would be expected in isolated rural areas).
Provide new bicycle, pedestrian and transit facilities on existing streets and roads where none exist.	Seek funding to fill gaps in bicycle and pedestrian facilities adjacent to roadways and provide bus stop improvements along fixed transit routes.

Non Motorized Transportation

Goal: Provide a safe and useable network of bicycle and pedestrian facilities throughout the region as a means to lessen dependence on vehicular travel and improve the health of Mendocino County’s residents.

Objectives	Policies
Maximize funding opportunities for local agencies to develop and construct bicycle and pedestrian facilities.	Update the regional Active Transportation Plan on a timely basis to ensure local agency eligibility for Active Transportation Program funds and other grant programs.
	Provide support to local agencies in pursuing grant funding such as Active Transportation Program funding.
	Continue to reserve and allocate 2% of Local Transportation Funds for bicycle and pedestrian projects.
	Seek funding for needed improvements, and consider RIP funding and other state and federal grant sources.
Provide a non motorized transportation network that offers a feasible alternative to vehicular travel.	Prioritize improvements providing access to schools, employment and other critical services.
	Prioritize projects that link to an existing facility or provide connectivity.
	Fund planning activities in MCOG’s Work Program to identify priority improvements for commute purposes, such as safe routes to schools plans.
	Consider the addition/improvement of bicycle and pedestrian facilities when planning and implementing local street and road improvements.
Encourage healthier lifestyles through increased walking and biking.	Coordinate with health organizations to promote alternative forms of transportation.
	Support educational programs to promote increased walking and biking.
	Encourage development adjacent to existing pedestrian and

	bicycle systems.
Improve property value and strengthen local economies through more accessible commercial and residential areas.	Encourage the addition of pedestrian and bicycle improvements in local business areas and existing residential areas.
Provide context sensitive facilities.	Encourage flexibility of design standards in order to allow facilities in very rural or built-out areas
	Work with State or Federal agencies to allow design exceptions when needed.

Facility Maintenance

Goal: Maximize investment in non-motorized transportation facilities through maintenance.

Objectives

Policies

Maintain active transportation facilities in order to ensure their continued use and availability.	Each local agency shall be responsible for conducting the maintenance of active transportation facilities within their jurisdiction, unless an alternative agreement exists. A variety of funding sources should be considered for maintenance activities.
	If appropriate, local agencies may enter into maintenance agreements with other agencies or organizations for continued maintenance of active transportation facilities.

EXISTING FACILITIES & USEAGE

BICYCLE FACILITIES

As used in this plan, "bikeway" means all facilities that provide for bicycle travel. Bikeways are categorized as Class I, Class II, Class III, and the new Class IV.

Class I (multi-use trails when shared with pedestrians) facilities provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflows of motorists minimized. These will have limited application in Mendocino County, but may be most beneficial along routes where road width does not permit safe sharing of the roadway. Their primary function will be to provide a link between other bikeways where other facilities are impractical, or to provide a direct route to a specific destination (such as a park). Class I bikeways are generally expensive to construct and maintain. Right-of-way must be obtained and the facility must be built with sufficient width and pavement design strength to support maintenance vehicles. Providing Class I facilities through areas where there are visual obstructions also poses some security concerns.

Class II facilities are commonly referred to as "bike lanes". They provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycle traffic, with through travel by motor vehicles or pedestrians prohibited. Adjacent vehicle parking and crossflows by pedestrians and motorists are permitted.

Class II bikeways will have significant application in Mendocino County. They will be used to provide for bicycle travel where vehicle speeds, volumes or other conditions are present which make it desirable to separate bicycle traffic from motorized traffic.

Class II bikeways are generally provided adjacent to existing roadways. Right-of-way costs are usually minimal, but drainage improvements, grading and utility relocation can be significant. Experience in construction of Class II bikeways in similar rural counties indicates that construction of this type of facility adjacent to existing roadways ranges between \$400,000 and \$800,000 per mile. Variations in cost can be a result of complexity of a project, extensive design and engineering work, right of way acquisition, time delays, and whether bikeways are being constructed on one or both sides of a road.

Class III facilities are commonly referred to as "bike routes". They are generally on-street facilities which provide right-of-way designated by signs and/or pavement markings and are shared with pedestrians and motorists.

Improvements required to establish Class III facilities may be minimal because right-of-way is shared with vehicular traffic. Shoulder widening may be advisable in some areas, but improvements could be limited to signing and pavement marking installations.

Class IV bikeways were established by the Protected Bikeways Act of 2014. These facilities are separated facilities exclusively for bicycles. The bikeway can be separated by grade separation, posts, physical barriers, or on street parking. Typically these bikeways are one-way in the same direction as vehicular traffic, although two-way separated facilities can also be used with lower speeds.

In rural areas in Mendocino County it is unlikely that there will be practical applications for Class IV bikeways. In rural areas, it is unusual to have any separate facilities for non-motorized transportation, so when facilities are installed, they will most likely be multi-use. In most developed communities, local streets are narrow, and do not allow for separate facilities for both pedestrians and bicyclists. However, it is possible that Class IV bikeways could be appropriate for some wider, higher volume streets in the more urbanized area within the region.

Existing Bikeway Network

The existing bikeways in Mendocino County are:

Point Arena

Coastal Access Scenic Bikeway
Iversen/Port Road to Pier

Willits

East Commercial Street (101 to City Limits)
West Commercial Street (101 to North Street)
Baechtel Road (101 to 101)

Fort Bragg

Franklin St (Manzanita to N. Harbor Drive)
Oak Street (Main to City Limits)
Harrison Street (Fir to Walnut)
Harold Street (Maple to Fir)
Fir Street (Franklin to Lincoln)
Maple Avenue (Franklin to Lincoln)
Lincoln Dr (Chestnut to Willow)
Glass Beach Drive (Class III)
Pudding Creek Trestle
Elm Street (Old Haul Rd to N. Franklin)
Main Street/US 101 (Manzanita to City Limits)
California Coastal Trail, Phase I

Ukiah

Low Gap Road (State Street to City Limits)
Bush Street (Grove to Empire)
Dora Street (Grove to Beacon)
Grove Avenue (Live Oak to Bush St)
Despina Drive (Low Gap to City Limits)
Orchard Avenue (Clara St to Perkins St)
Gobbi Street (Oak Manor Drive to Oak Street)
Oak Manor Trail (Orchard Ave to Oak Manor School)
Hastings Avenue (Commerce to 315 ft east of State Street)
NWP Rail Trail Phase I (Gobbi Street to Clara Ave)

Mendocino County

Little Lake Road (Hwy 1 to Caspar Little Lake Rd) – Town of Mendocino area
Hensley Creek Road – Ukiah area
Lake Mendocino Drive Phases I and II – Ukiah area
Simpson Lane (Hwy 1 to end) – Fort Bragg area
North State Street, Phase I – Ukiah area
Vichy Springs Road (portion) – Ukiah area

State Routes

Pacific Coast Bike Route
Route 20 – Class III (Fort Bragg to Gravel Pit Road)

Existing bikeways are shown along with priority proposed bikeways in the maps contained in Appendix B of this plan.

PEDESTRIAN FACILITIES

The extent of existing pedestrian facilities varies widely from one area of the county to another. Within incorporated cities, there are sidewalks on most streets, although typically with segments missing. Due to the age of the network, many sidewalks are narrow and don't comply with

current requirements of the Americans with Disabilities Act. Within unincorporated areas of the county, formal sidewalks typically do not exist. Some roadways have wide, paved shoulders on which pedestrians can safely walk.

There is little data available for mapping of the existing sidewalk network. For this reason, only the priority proposed sidewalk projects are shown in maps in this plan.

SUPPORT FACILITIES, SIGNAGE, PARKING & TRANSIT ACCESS

Existing and proposed bicycle parking facilities are depicted on maps for the priority bikeway projects in Appendix B. See maps of each priority bikeway project for details.

Although no formal policies exist regarding bicycle parking, it is generally allowed in public areas. Many public buildings in the more populated areas have a limited amount of bicycle parking available. Most existing bicycle parking facilities are located at schools. Many of the bikeway projects identified in the Short Range Implementation Plan are routes which directly serve the commuting needs of students. In addition to the school locations, MCOG recently provided funding to local agencies for installation of bike racks. These new facilities are shown on the maps in Appendix B of this plan. Where descriptions of parking facilities are needed, they are provided in the narrative description of each priority bikeway project.

Signage is typically provided in the more urban areas, such as the Cities of Ukiah and Fort Bragg—both of which have existing wayfinding signage. Recreational facilities that attract tourists, such as the Coastal Trail, provide the other logical application of wayfinding signage. New facilities in these areas would be likely to include additional signage. The inclusion of signage in proposed projects in this plan will be reflected in the project descriptions.

Public transportation in Mendocino County is provided by the Mendocino Transit Authority, which through a Joint Powers Agreement with the four incorporated cities and the County of Mendocino, is the public transit provider in Mendocino County. Bicycles may be transported on all inland and coastal MTA buses. Each bus has a two-bicycle capacity rack, which is available on a first-come, first-served basis. MTA stops are shown on the maps in Appendix B of this plan.

There are no formal “park and ride” lots in Mendocino County, and bicycle parking facilities at MTA bus stops are very limited.

An intermodal parking facility was completed by the City of Willits in 2004 adjacent to the historic Willits Train Depot. The facility, which includes bicycle parking, provides a connection for bicyclists, transit, the Amtrak bus service and rail. There is also potential to convert the existing depot building into an intermodal facility providing shelter, ticket sales, restroom facilities and seating areas for users of multiple transportation modes, including bicyclists. The location of this facility is shown on the map for the City of Willits Existing and Priority Proposed Bikeways in the Short Range Implementation section of this plan.

EXISTING BICYCLE & PEDESTRIAN TRIPS

The plan area covered by the Mendocino County Regional Active Transportation Plan consists of all of Mendocino County, including the four incorporated cities: Ukiah, Fort Bragg, Willits and Point Arena. Bicycle and pedestrian volumes have not been recorded within the County on any of the proposed routes. Estimates of existing and future bicycle and pedestrian use have been included, when available, for those bikeways on the Short Range Implementation Plan.

Due to the rural nature of Mendocino County and the lack of existing non-motorized facilities, current and future use will be low compared with urban standards. School age children are expected to be the highest category of system users.

NEEDS ASSESSMENT

In general, communities within Mendocino County tend to have poorly developed pedestrian improvements. Many communities were originally designed to rural standards and have not yet been able to retrofit with pedestrian facilities as urbanization has occurred. These facilities are a safety concern in many areas, where the only alternative for walking is on the roadway. Although limited funds do exist for improvement projects, the amount is insignificant when compared to the improvement needs that exist. In a 2010 survey conducted for the Regional Transportation Plan, respondents identified walking as their mode of transportation for approximately 15% of all trips in an average week.

Existing bicycle facilities are limited in Mendocino County. Although there is a lack of official bikeways, it does not mean that people are not riding. The bicycling community has developed their own system of streets and routes that provide connectivity and safety due to the lack of an “official” bikeway network in most areas. In an 2010 online survey, the lack of bike lanes or paths was considered a “very serious” or “somewhat serious” problem by 84% of respondents.

In addition to bike paths and lanes, a need has been identified for facilities to support bicycling, such as secure bicycle parking. In 2010, MCOG provided funding for all local agencies to install bike racks to partially meet this need. However, further needs remain for additional racks and other facilities that would support and encourage bicycling.

Public Workshops

Needs were also identified at a series of public workshops held around the county in Ukiah, Willits, Fort Bragg, Point Arena and Covelo. The following are highlights of major topics of discussion specific to active transportation, from the workshops:

Fort Bragg Workshop:

- Need flexibility from Caltrans on design standards
- Bicycle/ped access to Noyo Harbor to contribute to sustainable harbor operations.

Ukiah Area Workshop:

- Pedestrian and bicycle facilities are needed throughout the City. Particular needs include Todd Grove Park area, Empire Gardens/Vinewood Park/Frank Zeek area, along Talmage Road, and east end of Gobbi.
- Safe bike/ped facilities are needed for people traveling from Redwood Valley and along East and West Roads in Redwood Valley.

Willits Area Workshop:

- Safe bicycle/pedestrian access from Brooktrails area to Willits.
- Blosser Lane/Highway 20 needs safe pedestrian crossing.
- In Laytonville – bicycle/pedestrian safety is biggest concern, on 101 and in school areas. Crossing 101 is very dangerous.

Point Arena Area Workshop

- The number one concern was construction of a bridge at Windy Hollow Road over the Garcia River to provide an alternative route during times of flooding. This impacts emergency services, meals on wheels, tribal community. A bike/ped bridge was suggested as an interim solution.
- Bicycle safety on Rte 1 is also a big concern.
- A trail from the Cove to town is needed for additional emergency access (identified in community action plan).

Covelo Area Workshop:

- Speeding and reckless driving are a serious problem through town, on Hwy 162 and county roads. Community members would like stop signs and/or traffic calming measures. Additional crosswalks, signage, and bulb-outs would be helpful throughout town. The intersection of 162 and Howard is a particular safety concern.
- Pedestrian crossings and paths were discussed in the area of Crawford, Foothill and Tabor to provide safe access from Tribal housing, which is increasing.

Existing Planning Documents

City of Trails Supplemental Trail Feasibility Studies (2017). This City of Fort Bragg document examines the feasibility of both a trail using the Old Mill Road to connect the existing Coastal Trail South Segment with Noyo Harbor and either a Class I or II bicycle trail parallel to North Harbor Drive. This document builds on the City of Trails Feasibility Study, in which the Old Mill Road and a multi-use trail to North Noyo Harbor are described as priorities.

County of Mendocino General Plan (2009). The County's General Plan contains community specific recommendations for Anderson Valley, Covelo, Fort Bragg, Hopland, Laytonville, Potter Valley, Redwood Valley, and Willits in Chapter 6, *Community-Specific Policies*.

Covelo Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study (2013). Building on several recent plans and studies, the team evaluated the Covelo community's high priority non-motorized corridors from a technical standpoint to identify fundable bicycle and pedestrian projects. The study also identified projects to address needs and gaps on the Route 162 corridor through Covelo and the Round Valley Indian Reservation

Fort Bragg Bike Master Plan (2009). This plan establishes goals and policies, analyzes existing conditions, proposes recommended standards and identifies potential projects for guiding the improvement of the City's bicycle facilities.

Fort Bragg Residential Street Safety Improvements – With the City's 2010 update of the 2005 plan, a myriad of improvements are sought to improve motorist safety by calming traffic and reducing vehicle speeding. This will also improve safety and comfort for residents when they walk or cycle. Vehicle speeds will be reduced by installing traffic calming infrastructure such as traffic circles, splitter islands, speed cushions and reducing the width of motor lanes. Pedestrian and cycling safety will be improved through a number of installations including, but not limited to, curb extensions, high visibility crosswalks and striping for bike lanes. Improvements are envisioned throughout the city, but numerous projects are proposed for Fir, Harold, Cedar and Chestnut streets.

Fort Bragg Residential Street Safety Plan (2011). This plan recommends infrastructure improvements that will enhance the safety of pedestrians, bicyclists and motorists in the residential neighborhoods of Fort Bragg. It responds to safety concerns identified through public input and City Council direction.

Fort Bragg South Main Street Access and Beautification (2011). This project enhances pedestrian crossings of Highway 1, with curb extensions, high visibility striping, stop bars, pedestrian signage and strategically placed median refuge islands. It also improves safety by reducing vehicle speeds, as well as beautifies the streetscape with trees and landscape strips. The final project design may also widen sidewalks and include a Class 1 multi-use path on the west side of Highway .

Gualala Community Action Plan & Downtown Design Plan (2009 & 2012). With community participation, a Downtown Design Plan was produced, including streetscape, parking and circulation elements. The final plan was accepted by MCOG's Board of Directors in a public hearing on March 2, 2009. It was recognized that some issues remained to be resolved, notably parking.

Hopland Main Street Corridor Engineered Feasibility Report. Prepared in 2015 as a joint effort between Caltrans and MCOG, this plan identified transportation improvements within the community of Hopland along US 101 and SR 175. Identified improvements lend to a stronger sense of community, neighborhood health, and improved safety for all modes of transportation.

Laytonville Traffic Calming & Downtown Revitalization Plan (2008). This provided a conceptual plan that “calms” traffic, improves pedestrian and vehicle safety, beautifies downtown Laytonville, improves the economic climate for local businesses, and addresses future land uses such as housing and community gathering spaces. Funding sources to implement the vision will be identified in the plan.

Mendocino County Safe Routes to School Plan (2014). This plan was prepared for the Mendocino County Department of Transportation by Alta Planning + Design in partnership with W-Trans and Redwood Community Action Agency, and was funded by MCOG.

Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study (2013) & Survey (2016). The purpose of the Engineered Feasibility Study (EFS) was to improve the State Route 1 corridor for bicycles and pedestrians where the Pacific Coast Bike Route and California Coastal Trail are co-located throughout the entire north-south length of the coastal Route 1 in Mendocino County. The Engineered Feasibility Study provided the information necessary to develop preliminary cost estimates for design, permits, and construction, to be used to apply for grant funding for priority project(s) identified and defined in the Study. The survey was conducted in the summer of 2015 by Caltrans District 1 Office of Transportation Planning. A total of 535 touring cyclists were surveyed at locations (and online) in Del Norte, Humboldt and Mendocino Counties. The goal of the survey was to capture data about demographics, how cyclists use the route, any potentially difficult experiences, if they could identify improvements that would help, which navigation tools they are using, and if they had any positive feedback they were willing to share. A final report on the survey was completed in January of 2016.

Point Arena Community Action Plan (2010). A community vision was developed, traffic circulation was analyzed, sustainable development scenarios were mapped, improvement strategies and funding sources were identified, and other issues were addressed

Rails with Trails Plan (2012). This plan identifies priority improvements for walking and biking facilities along the existing, currently unused, rail line running through Mendocino County. The plan's focus was on Hopland, Ukiah and Willits, with potential interregional connections, along the North Coast Railroad Authority (NCRA) railway.

State Route 128 Corridor Valley Trail Engineered Feasibility Study (2014). The State Route 128 corridor extends from the Sonoma/ Mendocino County line near Cloverdale to the SR 128/SR 1 junction in Mendocino County, a distance of approximately 51 miles. The project studied the feasibility of a multi-use non-motorized path and provided implementable options leading to the eventual funding, planning, designing, and construction of a shared-use valley trail, in prioritized segments.

This plan draws its identified needs from several existing planning efforts that have been previously prepared by MCOG or jurisdictions within the region. A brief description of these plans is included here.

Ukiah Bicycle & Pedestrian Master Plan (2015). The goal of the Ukiah Bicycle and Pedestrian Master Plan (BPMP or Plan) is to improve bicycling and walking in the City of Ukiah as a comfortable and convenient transportation and recreation option.

Ukiah Downtown Streetscape (2009). The purpose of this plan is to upgrade State Street and Main Street from Norton Street to Gobbi Street to provide for a cohesive, pedestrian-friendly, attractive, and complete downtown core.

Ukiah Safe Routes to Schools (2014). This plan presents infrastructure and programmatic projects recommended to improve student safety and access to seven public schools in the City of Ukiah. The schools that were part of the plan are Nokomis Elementary, Yokayo Elementary, River Oak Charter School, Oak Manor Elementary, Pomolita Middle School, Frank Zeek Elementary School and Ukiah High School.

Westport Area Integrated Multi-use Coastal Trail Plan (2011). This plan studied a 21 mile stretch along State Route 1, from the intersection Usal Road and State Route 1 to the south end of the Ten Mile River Bridge, surrounding the community of Westport. The primary intent of the plan was to identify projects that would provide safe alternatives to vehicular transportation in and around the community of Westport.

Willits Bicycle & Pedestrian Specific Plan (2009). This plan was developed with the intent of identifying bicycle and pedestrian facilities within the City of willits that would serve residents and visitors. Projects within the plan would enhance tourism, promote health, and improve safety.

Willits Main Street Plan (2017). This plan was prepared in preparation for the opening of the US 101 bypass of Willits and eventual relinquishment of the former stretch of US 101 that serves as Main Street through the City of Willits, north of the intersection with SR 20. The plan identified conceptual designs to be implemented in the short and long term to provide both motorized and non-motorized improvements to Main Street.

Willits Safe Routes to School Plan (2009). This plan includes recommendations to improve the safety for both walking and biking in areas around all seven of the Willits area schools. The intent of the plan is to encourage increased active transportation for students and members of the community.

ACCIDENT HISTORY

Accident history is an important aspect in selecting projects for implementation. If projects are to be funded using Active Transportation Program grant funding, accident history is a key factor for a project to be competitive. Bicycle and pedestrian accident history is available for the region through 2014. The following table presents a summary of accidents during the period from 2004 through 2014. Additional detailed information can be found in Appendix E.

Table 1 – Bicycle & Pedestrian Accident History 2004-2014

	Total	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Ukiah	567	5	41	152	369
Fort Bragg	235	3	14	59	159
Willits	90	3	7	22	58
Point Arena	1	0	0	1	0
Unincorporated County (Local Roads)	867	27	123	27	21
Unincorporated County (State Routes)	2638	154	403	1083	998

ACTION PLAN

EDUCATION, ENCOURAGEMENT, ENGINEERING, ENFORCEMENT AND EVALUATION

The Five Es—education, encouragement, engineering, enforcement and evaluation—have been identified as categories that represent essential components of a successful active transportation programs and networks. The following discussion identifies how these principles will apply to active transportation in Mendocino County.

Evaluation and Assessment

Evaluation is one of the 5 E's and is often used with non-infrastructure projects as one of the approaches to promote and enhance Safe Routes to School efforts.

Evaluation and assessment are used to demonstrate how well transportation investments are spent and whether or not transportation policies and programs are effective in addressing the public's need. Evaluation can also be used to determine the extent of need for improvements. Recent federal transportation bills have established performance measures as a standard practice and future authorization bills are expected to continue this requirement.

When evaluating the performance of a project or the need for a project, a number of factors and/or metrics may be considered. For the Mendocino County region, relevant factors include:

- The existing and/or anticipated number of trips made by walking and bicycling
- The number of injuries and fatalities to bicyclists and pedestrians
- The amount of ADA accessible sidewalks and street crossings
- The total amount of sidewalks and bike lanes by jurisdiction

Other performance measures may be developed as needed to address safety, system preservation goals, mobility, accessibility, reliability, productivity, public health conditions, or other indicators affecting the benefits or services expected from the transportation system.

In the Mendocino County region, bicycle and pedestrian data is not currently collected on a regionwide basis to measure system performance, although accident data is available for reported accidents. Bicycle and pedestrian collisions are only recorded if law enforcement files an incident report, which is less likely to occur for the less severe injuries. Implementing new data collection programs will require additional expense without the benefit of new funding sources.

It is recommended that bicycle and pedestrian data be collected on a project specific basis to support applications for grant funding and assess development of projects. The most effective method for collecting this type of data is using video counters.

Identification of safety concerns and collection of bicycle and pedestrian count data will help agencies within the region identify obstacles to increased walking and biking and contribute to development of infrastructure projects, thereby increasing opportunities for walking and biking.

Enforcement

Enforcement is one of the 5 E's. Examples of enforcement activities include the posting of crossing guards, establishing school safety patrols, rewards programs (for good behavior), and sting operations where local law enforcement issues citations for moving violations within the school zone.

The County Safe Routes to Schools Plan identifies the need to work with the California Highway Patrol and the County Sheriff's office to provide increased enforcement during events. The plan also calls for identifying specific areas of concern, increasing enforcement during school travel times, tracking collisions and speed compliance near schools, and increasing speed enforcement if needed.

In Mendocino County, the need for enforcement includes enforcement of animal control laws. In rural areas, particularly in Round Valley, uncontrolled dogs pose a threat which acts as a deterrent for children who might otherwise walk or bike to school.

The majority of enforcement efforts will be the responsibility of law enforcement or animal control agencies. However, MCOG may participate in enforcement through speed zone studies which enable local jurisdictions to enforce speed limits.

Education

Educational efforts that lead to increased use of active transportation modes include education of children, their parents and other adult drivers. Students may attend school-wide assemblies focused on pedestrian and bicycle safety, take part in bicycle rodeos or bicycle maintenance workshops, and participate in events such as walking school buses. The intended outcomes of educational activities are to both increase the number of student trips traveling to and from school in the near term and to establish life-long healthful and environmentally-friendly habits. Education efforts may also be geared towards drivers to make people aware of safe "share the road" driving practices. MCOG is currently administering an Active Transportation Program Non-Infrastructure project which provides this type of education in seven communities around the county.

Encouragement

Encouragement activities have been used to target students to provide an impetus for choosing walking or bicycling as a first step in developing long-term habits of choosing non-motorized modes of transportation. Examples of Encouragement activities include: organizing walking school buses and bicycle trains; holding competitions centered around bicycling and walking; and offering incentives and rewards for students that frequently travel on foot or by bicycle.

While school children make an easy target for developing education, encouragement and enforcement programs, transportation and local government officials in the region are encouraged to seek opportunities to identify and reach out to the broadest possible range of groups within their respective communities.

Engineering

Engineering in this context, means physical improvements to the infrastructure. Infrastructure improvements are identified in the following sections of this plan.

PRIORITY IMPROVEMENTS – SHORT AND LONG RANGE

The projects identified in this plan as priority have been chosen based on agency input, pre-existing planning documents, and public input. They are divided into two groups—short and long range. This does not indicate order of priority. Short range projects tend to be those that can be more easily implemented, are less expensive, or are less complex. Some of the identified projects may already have been at least partially funded. Long range projects are those that will be more difficult to fund, are more complicated, or have unresolved issues to be addressed prior to implementation. It is possible that projects identified as long-term may in fact be implemented in the short term if the opportunity arises.

Short Range Priority Improvements

Short range priority improvements are those that are expected to be implemented within the next ten years, pending funding availability. Table 2 summarizes the potential projects, with additional detail provided in the narrative descriptions which follow. Short Range Priority Improvements, along with their relation to surrounding land uses and destinations, are also shown in the maps in Appendix B.

Table 2 - Short Range Priority Improvements

Name – Route No.	Description/Location	Type – Ped/Bike (Class)	Estimated Cost
Point Arena			
Coastal Access Scenic Bikeway Rehabilitation	Rehabilitation of existing bikeway	Multi-use	\$74,800
Lake Street Sidewalks	Provide sidewalk along Lake Street, between Scott Place and the elementary school (east side); between the elementary school and the high school (north side); and between the high school and approaching School Street (south side)	Ped	Unknown
Fort Bragg			
S. Main St Bike & Ped (Deleted STIP)	On Route 1 from 550 feet south of Ocean View Drive to Cypress St; new curb, gutter & sidewalk, enhanced crossings, curb extensions, compliant ramps, striping and signage at Ocean View Dr, North Noyo Point Rd & Cypress St; Improvements and	Bike & Ped	\$1,585,000

Name – Route No.	Description/Location	Type – Ped/Bike (Class)	Estimated Cost
	pedestrian island at North Harbor Dr; Improvements to 2 driveways between Ocean View Dr and the Noyo Bridge		
Coastal Trail, Ph II (middle segment) w/ connection to downtown at Alder	Parallel to and west of Route 1, with a connection to downtown at Alder St; trail connecting existing north and south segments	Multi-use	\$1,514,000
Redwood Ave Coastal Trail Linkage	Multi-use trail from Alder Street trailhead/parking along Chief Celeri Drive to Redwood Ave, with sidewalks & wayfinding on Redwood	Multi-use	\$368,759
Noyo Harbor Access – Old Mill Road	Improve Old Mill Road to multiuse trail, stabilize landslide area. Link to Coastal Trail, include ADA parking.	Multi-use	\$660,000
Noyo Harbor Access – North Harbor Drive	Separated trail between Casa Del Noyo and the Noyo Fishing Center, connecting with lower portion of Harbor Drive.	Multi-use	\$2,890,000
Fort Bragg Sidewalk Infill	Sidewalk and bicycle improvements on southbound Route 1 from Oak Street to Noyo River Bridge	Bike/Ped	Unknown
County			
Branscomb Rd Multi Use Bridge	Pre-fab 8' wide bridge over Ten Mile Creek, alongside vehicular bridge	Multi-use	\$961,000
Safe Routes to School Grace Hudson	Sidewalks on Jefferson between State and school entry; enhanced crosswalk across driveway	Ped	\$47,300
Safe Routes to School Laytonville	Enhanced crosswalk across Ramsey Rd from parking lot to front of school, with ramp & signs; Sidewalk/walkway on east side of Willis Ave, between Ramsey & existing sidewalk near middle school	Ped	\$7,100 \$37,000
Safe Routes to School Covelo	Sidewalk along airport road and south side of Howard, reconfigure the intersection of Howard & Airport Wy; Reconfigure parking area w/ ped walkway between school and path; Enhanced crossing of northern school driveway connecting with trail	Ped	\$781,000 \$31,400 \$181,000
Anderson Valley Way Class III Bike route/Recreational Trail	Class III bike route along Anderson Valley Way connecting to a recreational trail	Bike/Multi-use	\$420,000
Ukiah			
Downtown Streetscape Project, Phase I – State Street from Henry to Mill, Standley & Perkins from School to Main, Henry from School to State	Sidewalk widening, curb ramps, bulb outs, relocation of drain inlets, relocation of street lights, installation of street furniture and landscaping	Ped	\$1,102,199
Downtown Streetscape Project, Phase II – State Norton to Henry and Mill to Gobbi	Sidewalk widening, curb ramps, bulb outs, relocation of drain inlets and street lights	Ped	\$1,521,000

Name – Route No.	Description/Location	Type – Ped/Bike (Class)	Estimated Cost
Gobbi @ S. Dora	Enhanced intersection with “teaching raingarden”	Ped	\$175,000
NWP Rail Trail, Phase III	10’ paved path, fencing, lighting from Clara Ave to Ford Street, including bridge over Orr Creek	Multi-use	\$1,729,000
Orr Creek Trail Feasibility Study	Feasibility Study of multi-use path along Orr Creek from Low Gap Park to the Ukiah Sports Complex	Multi--use	\$50,000
Willits			
NWP Rail Trail, Ph I	From East Hill Rd to East Commercial Street, 10’ wide trail	Multi-use	\$3,301,000
East Hill Road	From Baechtel Rd to the East City Limit, sidewalk infill and bike lanes	Ped/Bike (II)	\$400,000
Blosser Lane Improvements	Sidewalk infill, high visibility & raised crosswalks, curb extensions/bulb-outs, signage	Ped	\$691,000
Shell Lane Improvements	Connection to new NWP Rail Trail	Ped/Bike	\$430,000
Various Pedestrian Improvements	Install sidewalks and corner ramps in the vicinity of Brookside Elementary School, near the intersection of Pine & Mill Streets, and Elm Street	Ped	Unknown
Coast Street Sidewalks	Class III bike lane signage and striping, sidewalks, cross walks, curb extensions, and corner ramps on Coast Street between West San Francisco Street & Highway 20.	Ped/Bike (III)	\$300,000
Locust Street Improvements	Class III bike lane signage and striping, sidewalks, cross walks, and corner ramps on Locust Street in the vicinity of Baechtel Grove Middle School	Ped/Bike (III)	\$250,000
Railroad Avenue	Class III bike lane signage and striping, sidewalks, cross walks, and corner ramps on Railroad Avenue between San Francisco and Barbara Lane.	Ped/Bike (III)	\$370,000
State & Regional Projects			
Hopland US 101/Center Drive Crosswalk Improvements	Install new crosswalk approximately 100 feet south of the US 101/Center Drive intersection, replacing the existing the crosswalks, including bulbouts, refuge island, and user-activated lights	Ped	\$636,600
Central Hopland Medians	Along US 101 through Hopland, install traffic calming/pedestrian refuge medians – approx 100 ft north & 100 ft south of SR 175	Ped	\$407,600
Westport Bikelanes (project development)	Add 4’ shoulders to provide Class II bikelanes along SR 1, between PM 77.48 and 78.15. From just north of the intersection with Omega Drive to the Westport Beach RV Park & Campground.	Bike	\$573,000 (proj. dev. Only)
Laytonville Pedestrian Safety Improvements	Traffic calming measures to improve pedestrian safety across US 101, including short term improvements such as signage or lighting	Ped	Unknown

Name – Route No.	Description/Location	Type – Ped/Bike (Class)	Estimated Cost
Blosser Lane/SR 20 Intersection Improvements	Interim traffic calming measures to improve crossing safety for pedestrians including striping, radar feedback signs and pedestrian lights	Ped	\$36,000
Gualala Downtown Non-Motorized Transportation & Streetscape	In downtown Gualala along SR 1, from Center Street north to the southerly intersection with Ocean Drive – Class II bike lanes, intermittent medians, 8’ sidewalks with aprons	Ped/Bike (II)	\$2,930,000
MacKerricher State Park Haul Road Repair & Enhancement	Repave existing Haul Road between Pudding Creek Trestle in Fort Bragg and Ward Ave in Cleone for bike/ped use	Multi-use	\$2,040,000
SR 162 Corridor Multi-Purpose Trail	Class I multi-use paved, 10 foot wide trail parallel to SR 162 through Covelo, with an east-west extension to Henderson Lane	Multi-use	\$2,578,000 (Phase I) \$1,252,000 (Phase II)

Usage & Parking for Priority Projects

In rural communities such as Mendocino County, there is little bicycle count data available. It is typically collected on a project by project basis if needed for grant applications. In regard to bicycle parking facilities, the first priority in most rural areas is provision of basic, safe bicycle facilities. Bicycle parking is not typically included as part of a bicycle lane or path project, but rather at the points of interest to which these facilities provide access, such as schools, municipal facilities, or businesses. Existing bicycle parking in the vicinity of priority bikeway projects is shown in the maps depicting the Short Range projects. Available usage data for priority projects is shown below. Current and proposed usage information is available for only a small number of projects identified

Table 3 - Short Range Priority Improvements – Existing & Proposed Usage Data

Project Name	Agency	Daily Existing Use	Daily Proposed Use
Coastal Trail, Phase II	Fort Bragg	0	14,600
Branscomb Road Multi Use Bridge	Mendocino County	50	100
NWP Rail Trail, Phase III	Ukiah	912	1557
NWP Rail Trail, Phase I	Willits	83	120
East Hill Road Sidewalks & Bikelanes	Willits	10	50
MacKerricher State Park Haul Rd Repair & Enhancement	State Parks	273	329
SR 162 Corridor Multi-Purpose Trail	MCOG	47	235

Short Range Priority Improvement Descriptions

City of Point Arena

Lake Street Bicycle & Pedestrian Improvements

This project would provide sidewalk along Lake Street, between Scott Place and the elementary

school (east side); between the elementary school and the high school (north side); and between the high school and approaching School Street (south side).

Coastal Access Scenic Bikeway Rehabilitation

The Coastal Access Scenic Bikeway is a Class I/II bikeway facility connecting SR 1 in downtown Point Arena to the municipal wharf. It was constructed in 2006 and is now in need of rehabilitation.

City of Fort Bragg

South Main Street Bicycle & Pedestrian Improvements

This project was programmed in the State Transportation Improvement Program but deleted due to a statewide funding shortage. The project would provide new curb, gutter and sidewalk, enhanced crossings, curb extensions, compliant ramps, striping and signage at Ocean View Dr, North Noyo Point Road and Cypress Street. Pedestrian improvements, including an island would be installed at North Harbor Drive. Improvements would also be made at driveways between Ocean View Drive and the Noyo Bridge.

California Coastal Trail, Phase II

This project will provide a 1.31 mile, Class I multi-use trail, linking the two existing segments of the Coastal Trail through the old Georgia Pacific mill site, parallel with and west of SR 1. A connection to the downtown area will be provided at Alder, making this a viable north-south alternative for bicyclists and pedestrians.

Redwood Avenue Coastal Trail Linkage

This project will create a multi-use trail from Alder Street trailhead/parking area along Chief Celeri Drive to Redwood Avenue, with sidewalks and wayfinding signs on Redwood.

Noyo Harbor Access – Old Mill Road

This project calls for improvement to the Old Mill Road to provide a multiuse trail, linking to the Coastal Trail, and includes stabilization of a landslide area as well as ADA parking. The project was identified in the Noyo Harbor Access Plan.

Noyo Harbor Access – North Harbor Drive

Separated trail between Casa Del Noyo and the Noyo Fishing Center, connecting with lower portion of Harbor Drive. Construction would require a cantilevered trail and retaining wall due to limited right of way and slope adjacent to the existing road.

Fort Bragg Sidewalk Infill

This project would provide sidewalk and bicycle improvements on southbound Route 1 from Oak Street to Noyo River Bridge for a total of 1.5 miles.

City of Ukiah

Downtown Streetscape Project

This project through Downtown Ukiah will provide sidewalk widening, curb ramps, bulb outs, relocation of drain inlets, relocation of street lights, and installation of street furniture an

landscaping. Phase I of the project extends from Henry to Mill along State Street and between School and Main Street on Standley and Perkins, and on Henry Street between School and State Street. Phase II of the project will extend the improvements on State Street northerly to Norton Street and southerly to Gobbi. The project will also include pavement rehab, a reduction of travel lanes, and parking improvements which are funded separately.

Gobbi Street and South Dora Intersection Improvements

This project would provide an enhanced intersection with a “teaching raingarden” that could be used by students at the adjacent elementary school. This feature would address storm water runoff at the intersection using a natural system. This project was identified in the City’s Safe Routes to Schools plan.

Northwestern Pacific Rail Trail, Phase III

The first phase of this trail, from Gobbi Street to Clara Avenue, was completed in 2015, and the second phase, from Gobbi Street to Commerce Drive, is currently in project development and scheduled to be completed in 2018. This phase of the trail would extend 0.3 mile from the current northerly terminus of the trail at Clara Avenue to Ford Street and would include a bridge over Orr Creek.

Orr Creek Trail Feasibility Study

This project is to assess the feasibility of constructing an approximately 2 mile long pedestrian and bicycle pathway from Low Gap Park to the Ukiah sports complex along Orr Creek, including a new grade separated Highway 101 crossing.

City of Willits

Northwestern Pacific Rail Trail, Phase I

This project would provide an 8 to 10 foot wide, multi-use path along the Northwestern Pacific Rail line. Phase I would run 1.6 miles between East Hill Road and East Commercial Street, providing an alternate north-south route through town for non-motorized traffic. The railroad right-of-way alignment is already well used by pedestrians and bicyclists, especially between East Valley and East Commercial Streets. It would also provide recreational opportunities. Eventual build-out of the southeast annexation area, including industrial and residential uses, will require this alternative transportation system to help reduce potential vehicular impacts that are associated with urban development.

East Hill Road

The East Hill Road Bikeway would connect with the recently completed Baechtel Road Bikeway, providing a link between a mixed-used residential, commercial and industrial area of the city and residential areas to the east. The new Howard Memorial Hospital has recently been completed in an area which takes access from East Hill Road, increasing the need for bicycle and pedestrian access along this route. A Class II bikeway is proposed for the portion of East Hill Road within City limits, which would be 0.5 mile in length.

The East Hill Road area is expected to experience significant development over the next several years, which will further increase the need for bicycle access to this area. It is anticipated that developer fees could help to finance a project in this area.

Blosser Lane Improvements

Blosser Lane Elementary is surrounded by industrial sites and a casino, which create significant traffic on this route, including large truck traffic. This project includes traffic calming and pedestrian improvements in the area of Blosser Lane Elementary School to improve safety for students. Improvements would include approximately 2,660 linear feet of sidewalk infill on Blosser Lane, Coast Street and Franklin Avenue. Curb extensions with ramps and high visibility crossings would be installed at intersections along Blosser Lane, and six bulb-outs adjacent to the school for improved pedestrian crossing. The proposed project would also include 8 driveway aprons in an effort to control turning movements in and out of nearby industrial sites and reduce potential conflicts with pedestrian and bicyclists. Raised crosswalks in front of the school are also proposed, connecting to a loading zone on the west side of Blosser Lane, with school zone signage in both directions. In 2009, these improvements were estimated to cost \$691,000.

Shell Lane Improvements

This will provide bicycle and pedestrian facilities along Shell Lane, creating a connection from existing bicycle and pedestrian facilities along Baechtel Road to the proposed NWP Rail Trail. The City is currently working with the Safe Routes to School National Partnership to develop additional details and cost estimates on several of their projects, including this project.

Various Pedestrian Improvements

Various locations in Willits are in need of upgraded pedestrian facilities. In the vicinity of Brookside Elementary School, six new ramps and approximately 600 linear feet of sidewalk, curb and gutter are needed. Four more ramps are needed near the intersection of Pine and Mill Streets. On Elm Street, the sidewalk, curb, and gutter are in good condition, but corner ramps are missing or outdated; six new ramps create a continuous pedestrian path to Evergreen Shopping Center.

Coast Street Sidewalk Improvements

This project will create and connect pedestrian access features and bike paths from a dense residential area to a school area. The project would include new and improved sidewalks, bike lanes, corner ramps, extended curbs, and signage. The project would span from West San Francisco Street along Coast Street to the Highway 20 intersection. The improvements from this project would create pedestrian and bicycle access continuity to the Blosser Lane Improvement Project described above.

Locust Street Improvements

This project creates pedestrian and bike accessible areas around nearly half of Baechtel Grove Middle School's parameter. New sidewalk, corner ramps, cross walks, striping, signage, and bike lanes would be added. The accessibility features would connect the school zone to the adjacent residential neighborhoods south of the project.

Railroad Avenue Improvements

This project creates an accessible pedestrian path along the west side of Railroad Avenue and a class III bike route along the full length of the road between East Valley Street and Barbara

Lane. This street is heavily used as it is one of the longer north-south streets in Willits, connecting both residents and businesses between the Safeway shopping center and Highway 20 and downtown.

County of Mendocino

Branscomb Road Multi-Use Bridge

This project would construct a pre-fabricated bicycle/pedestrian bridge on Branscomb Road in the Laytonville area. The bridge would be parallel to the existing vehicle bridge, which is very narrow.

Safe Routes to School – Grace Hudson Elementary

This project would provide sidewalk between State Street and the school entrance on Jefferson Street in the Ukiah. It would also include enhanced crosswalks across the school driveways. This project was identified as a priority in the county's Safe Routes to Schools Plan.

Safe Routes to School – Laytonville

This project would provide enhanced crosswalks across Ramsey Road, from the parking lot to the front of the school, with ramps and signs. Sidewalks or pedestrian paths would also be included along the east side of Willits Avenue, between Ramsey and the existing sidewalk near the middle school. This project was identified as a priority in the county's Safe Routes to Schools Plan.

Safe Routes to School – Covelo

This project would provide sidewalk along Airport Road and the south side of Howard. It would also reconfigure the intersection of Howard and Airport Way, reconfigure the parking area with a pedestrian walkway between the school and existing pedestrian path, and provide enhanced crossing of the northern school driveway connecting with the trail. This project was identified as a priority in the county's Safe Routes to Schools Plan.

Anderson Valley Way Bike Route & Recreational Trail

Community members expressed a desire for improved non-motorized access along Anderson Valley Way. This project would provide an approximately four foot wide, soft surface recreational trail along Anderson Valley Way on one side of the roadway, and connecting with the proposed Class I bike path along SR 128 (long range). The Class III bikeway would connect with the soft surface trail for a total of 2.7 miles of facility.

Windy Hollow Road Bicycle/Pedestrian Bridge

This would provide a bicycle pedestrian bridge over the Garcia River on Windy Hollow Road in the Point Arena area. There is no bridge on this road currently. The Garcia River frequently floods, leaving people trapped on one side of the river and unable to access services or their homes on the other side when State Route 1 is closed. Although a vehicular bridge would be ideal, a bicycle/pedestrian bridge could provide an interim solution for people to cross during times of emergency.

State & Regional Projects

Blosser Lane/SR 20 Intersection Improvements (Willits Area)

The crossing at this intersection links a residential area on the north side of SR 20 to the local elementary school. Currently, students at the school are discouraged from walking or riding their bicycles to school because of the dangerous conditions at this intersection and surrounding areas. Although a roundabout has been suggested as a long-term solution, interim improvements are proposed to improve safety in the short term including striping to visually reduce road widths, improved crossing, radar feedback signs, and a pedestrian activated light. An estimate prepared in 2009 by the City of Willits identified a cost of \$36,000 for these interim improvements.

Hopland US 101/Center Drive Crosswalk Improvements

This project would include installation of an enhanced crosswalk approximately 100 feet south of the US 101/Center Drive intersection, replacing the existing crosswalks at this intersection and provide curb extensions. There is a significant difference in elevation between the east and west sides of this intersection, making crossing difficult for people with limited mobility or those using wheelchairs. The new crosswalk would also include bulbouts, a refuge island, and user-activated lights. This project was identified as a priority in the Hopland Main Street Corridor Engineered Feasibility Study.

Central Hopland Medians

This project would construct traffic calming measures and pedestrian refuge islands along US 101 through the community of Hopland. Median would be installed at two locations, approximately 100 feet north and 100 feet south of the intersection with SR 175. These would be in addition to the median that would be installed at the new crossing south of Center Drive, described above.

Westport Bike Lanes

This project was identified in the Westport Area Integrated Multi-Use Coastal Trail Plan. This project will add 4 foot shoulders along SR 1 to provide for 0.67 mile of Class II bike lanes between PM 77.48 and 78.15. The project will begin just north of the intersection with Omega Drive and extend to the Westport Beach RV Park & Campground. The project will connect the village of Westport with popular destinations to the north and form a priority segment of the Pacific Coast Bicycle Route.

Laytonville Pedestrian Safety Improvements

This project would address pedestrian safety concerns along US 101 through the community of Laytonville by providing traffic calming measures. This project would also include interim measures such as centerline pedestrian crossing signs and pedestrian crossing lights. Although specific improvements have not been identified, it is anticipated that the measures would be fairly low cost. This was a need that was high priority for residents of Laytonville in the public outreach process.

Gualala Downtown Non-Motorized Transportation & Streetscape

This project would add 5 foot Class II bike lanes and 8 foot sidewalks on both sides of the road along a 0.4 mile stretch of SR 1 through downtown Gualala. Sidewalk aprons will help reduce conflict points for vehicles. Sidewalks are excluded from the project on the west side of SR 1

between PM 0.78 and 0.84 until alternative parking can be addressed. This project was identified in the Gualala Downtown Streetscape Plan. In addition to the active transportation improvements, the project will also include a center turn lane. Funding for the environmental component of the project is programmed in the State Transportation Improvement Program. Funding for remaining components has not yet been identified.

MacKerricher State Park Haul Road Repair and Enhancement

This project would repave the existing Haul Road, from the Pudding Creek Trestle in Fort Bragg to Ward Avenue in the Cleone Area. This 3.3 mile facility would serve as a section of the Pacific Coast Bike Route and extend the Coastal Trail, providing non-motorized access separate from the narrow State Route 1, improving safety for residents and visitors. The bluff top facility would include replacement of two water crossings with culverts and the addition of hand rails on the Virginia Creek Bridge. It is anticipated that this project would be implemented by State Parks.

SR 162 Corridor Trail

This project will create a new route parallel to but separate from SR 162 through the community of Covelo. SR 162 currently lacks any shoulders and has open ditches along both sides, forcing pedestrians and bicyclists in this disadvantaged community to walk in the lanes of traffic, which often travels at high speeds even through town. Phase I of the project will extend from Howard Street, which provides access to the community schools, to Biggar Lane and include an east-west extension through Tribal lands to Henderson Lane. Phase II of the project will extent from Biggar Lane to Hurt Road. Both phases of the project have been awarded ATP funding and are being implemented by the Mendocino Council of Governments.

Long-Range Priority Improvements

In addition to the short term projects identified above, there are many other needs throughout the region. The projects included in this long range listing are not necessarily lower priority, but may be those that are likely to take longer to develop or require greater amounts of funding that have not been identified at this time. Several of these projects do not currently have cost estimates developed. Some projects are conceptual, as there is a recognized need but not project details have been developed. Due to funding constraints, it is likely that many projects identified in this plan as short range will in reality be long range projects.

Table 4 - Long Range Priority Improvements

Name – Route No.	Description	Type – Ped/Bike (Class)	Est. Cost
Point Arena			
Multi-use Trail from Cove (Harper's Cut-Off Trail)	Widen and improve the existing pedestrian trail right-of-way between School Street and Port Road to create a mixed-use trail that will provide sufficient width (20 feet) and conditions for north-south emergency access	Multi-use	\$127,420
County			

Name – Route No.	Description	Type – Ped/Bike (Class)	Est. Cost
Safe Routes to School Anderson Valley	Class I multi use path parallel to SR 128 with connection to school	Multi-use	Unknown
Brooktrails to Willits – Multi-Use Trail	This is a recognized need, however, no route or details have been developed		Unknown
Rail Trail – Brush Street to Lake Mendocino Drive	10 foot paved multi-use trail along the NWP rail line, 2.1 miles in length.	Multi-use	\$2,548,670
Ukiah			
Walking trail around Todd Grove Park	8' wide concrete walking path, w/curb, 0.5 mile in length.	Ped	\$400,000
Orr Creek Trail design & construction	Design and construction of a 2 mile long multi-use path along Orr Creek from Low Gap Park to the Ukiah Sports Complex	Multi-use	TBD in feasibility study
Pomolita Middle School Level 3 Access Improvements	Install 16 ADA curb ramps, 3 large curb extensions, and fill priority sidewalk gaps on Cypress Ave, Spring St, and Hazel Ave.	Ped	\$650,000
NWP Rail Trail Phase IV	10' wide paved path, fencing, and lighting, extending 1.07 miles from Commerce Drive to Norgard Lane.	Multi-use	\$2,600,000
Willits			
Pedestrian crossing at Walnut & Main Street	Enhanced pedestrian crossing for students crossing from school area to shopping center and adjacent residential areas	Ped	Unknown
Willits Main Street Corridor Enhancement Plan projects -	This recently adopted plan identified general improvements such as sidewalk widening, bulb-outs, street plantings and furniture, enhanced crosswalks and refuge islands. Some improvements will be made prior to Caltrans relinquishes the former highway. Remaining improvements will be long range priorities.	Ped/Bike	Unknown
Caltrans			
Route 1 Improvements – Pacific Coast Bike Route	Shoulder improvements in various locations	Bike	Unknown
Westport Bikelanes (construction)	Add 4' shoulders to provide Class II bikelanes along 0.67 mile of SR 1, between PM 77.48 and 78.15.	Bike (II)	\$990,000
Roundabout/signal at SR 20 and Blosser Lane in Willits Area	Roundabout (or signal) as a long term improvement for non-motorized traffic at this location.	Bike/Ped	Unknown

In addition to the projects identified above, there is a recognized need for bicycle facilities along several of the State Routes through the region. Where feasible, improvements along these routes should be pursued and incorporated into other non-bicycle related projects. All highway facilities within Mendocino County are currently open to bicyclists, however, on most facilities, the width and roadway design do not lend themselves well to bicycle or pedestrian use.

California Coastal Trail and Pacific Coast Bike Route

Senate Bill 908 (2001, Chesbro) initiated the development of the California Coastal Trail. The Trail is intended to be a continuous public right of way along the California coastline developed for non-motorized use. The Coastal Conservancy, along with State Parks, the Coastal Commission, and other agencies and groups, produced a document in 2003 entitled *Completing the California Coastal Trail*, which laid out the concept for the trail as well as benefits, costs, and challenges associated with trail development. While such a trail would be a great asset to the County and State, it is unfortunately largely unfunded at this time, although there have been some segments completed, particularly in the Fort Bragg area. Due to topographical and environmental constraints, the implementation of the trail may result in multi-use shoulders on Route 1 in some locations. While the primary purpose of the trail is recreation, implementation may blur the distinction between recreational and general-purpose travel as the route provides access for non-motorized users and connects the fragmented recreational segments.

The Pacific Coast Bike Route and California Coastal Trail Engineered Feasibility study was completed in 2013 in a joint effort between MCOG and Caltrans. The study examined current conditions and needed improvements for the Pacific Coast Bike Route (PCBR) within the Route 1 right of way through Mendocino County, as well as the California Coastal Trail where it is intended to share the right of way. The study included extensive public and stakeholder involvement, and resulted in recommended implementation segments. Costs of construction for the improvements in each segment are very high. Only two of the eleven segment improvements have a cost below \$10 million. The rest range in cost from \$11.7 million to \$51.8 million. Given the high costs associated with these improvements, it is unlikely that anything more than small sections of shoulder improvements will be made during the life of this plan unless a substantial funding source can be found. However, it may be possible to construct some portions of the route outside of the Route 1 right of way. The MacKerricher State Park Haul Road project identified in the short-range improvements of this plan would provide over 3 miles of bicycle route that would serve as the PCBR in that area.

Windy Hollow Road/Garcia River Flooding

The stretch of SR 1 between post mile 17.52 and 18.5 near Point Arena is subject to closure as a result of frequent flooding of the Garcia River. When the closures occurs, it leaves the City of Point Arena cut off from residences to the north, splits the Manchester-Point Arena Band of Pomo Indians tribal lands, and blocks emergency services. Addressing this issue was the biggest topic of concern expressed through public input collected in the South Coast area. Caltrans is currently exploring the feasibility of four possible alternatives to address the issue.

Alternative 1: Raise the grade of SR 1 over the flood-prone segments.

Alternative 2: Bypass SR 1 by using the existing Windy Hollow Road alignment. This would require construction of a new bridge on Windy Hollow Road across the Garcia River and improvements to Windy Hollow Road including widening.

Alternative 3: Bypass SR 1 using a combination of the Windy Hollow Road alignment and a new alignment between Hathaway Creek and the Garcia River, including a new bridge over the Garcia River which would reconnect with Windy Hollow Road.

Alternative 4: Raise the grade of the flood prone section of SR 1, as proposed in Alternative 1, then bypass the larger river bottoms on a new alignment starting at PM 17.82 climbing the hill-face above the Garcia River coastal plain, then crossing the Garcia River on a new bridge.

A project is included in the short-range improvement section to provide a non-motorized crossing over the Garcia River at Windy Hollow Road. That project is intended to be an interim measure to provide access during times of flooding. However, if the State pursues one of these solutions identified above, this may provide a solution for both vehicular and non-motorized travel during times of flooding.

FUNDING OPPORTUNITIES

The following are potential sources of funding which could be used for non-motorized infrastructure projects.

Active Transportation Program (ATP)

This is a grant program that combines several previous state and federal grant programs, including the Bicycle Transportation Account, state Safe Routes to Schools, and the Transportation Alternatives Program (federal program containing elements of former Transportation Enhancements program, Recreational Trail Program and federal Safe Routes to School from MAP-21). The purpose of ATP is to encourage increased use of active modes of transportation. The program funds both capital projects and planning/education programs. Projects that benefit communities that are considered economically disadvantaged do not require a match. In 2014, the program provided \$129.5 million statewide. Of the statewide total, 50% goes to a statewide competitive program, 40% goes to a competitive program for urban areas, and 10% to a competitive program for small urban and rural areas.

The passage of SB 1 has provided an additional infusion of funding to the Active Transportation Program. In the short term, this funding will provide for an “augmentation” application cycle in 2017 that will allow previous applications to be reconsidered for funding. In the future, the extra \$100 million annually in funding will allow additional projects to be funded in each regular ATP cycle. It is likely that projects funded through the SB 1 funding will be subject to additional reporting requirements.

Urban Greening

Urban Greening is a competitive program, which is anticipated to be annual, and is funded through the Cap and Trade Program. Funds are available for projects that reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes, or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. The program also funds projects that reduce green house gas emissions by reducing energy usage

or tree planting. Approximately \$76 million is available annually through this program. The majority of the funds must be awarded for projects in areas that meet the CalEnviroScreen definition of a disadvantaged community, which excludes Mendocino County, but some of the funds can be used elsewhere.

State Transportation Improvement Program (STIP)

STIP funds are typically one of the main source of transportation related capital funding within the region. Eligible projects include improving state highways, local roads, public transit (including buses), pedestrian and bicycle facilities, grade separations, intermodal facilities, and safety projects. Unfortunately, in recent years, the State revenues that flow to this funding source have been drastically reduced, resulting in little or no money coming to the Mendocino County region. With so little funding available, it is unlikely that this will be a source of funding for active transportation projects in the near future.

Regional Surface Transportation Program (RSTP)

RSTP funds are distributed annually by MCOG to each local entity on a formula bases and may be used for bikeway, pedestrian or other local streets and roads projects.

Office of Traffic Safety (OTS)

The OTS offers grant funding to assist local agencies with bicycle and pedestrian safety and education programs. Grants are awarded on a statewide, competitive basis and are not available for construction of bikeway facilities.

Community Development Block Grants

The program is a flexible program that provides communities with resources to address a wide range of unique community development needs. The CDBG program is a U.S. Department of Housing and Urban Development (HUD) program administered by the State of California. Within the parameters of the program, one of a number of eligible project categories includes the construction or reconstruction of streets, including bike lanes and sidewalks. At the time of this plan, however, cuts have been proposed to this program. It is unknown if this will continue to be a viable source of funding for these types of infrastructure projects in the future.

Transportation Development Act (TDA)

The TDA provides funding for public transportation through the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). These funds come from sales tax and are allocated by the State based on population. MCOG allocates 2% of LTF funding for bicycle and pedestrian projects. Because the total funding available is fairly small, these funds are often used by local agencies as a match for competitive grants.

PLAN IMPLEMENTATION

Implementation of the majority of the projects identified in this plan will be dependent on local agencies and Caltrans. Project completion will be based largely on funding availability. Projects that may be more competitive in certain grant programs will have better chance of funding than others, regardless of local priority.

Local agencies, Caltrans, and MCOG should continue to pursue grant funding for project implementation. Other stakeholders, such as Municipal Advisory Councils may be active in seeking funding as well but will require sponsor for project delivery. Typically, project sponsors will be the County of Mendocino or one of the incorporated cities. Caltrans is not an eligible applicant under the largest source of funding for active transportation projects, the Active Transportation Program, however, they can be implementing agencies. In cases where priority projects are on or adjacent to State routes, MCOG may need to consider being the project applicant.

Projects in this plan have not been presented in any order of priority. The order of implementation of projects will be based almost completely on availability of funding, which will be affected by the individual attributes of each plan. Projects which are more competitive in grant programs will likely be implemented first, regardless of local priority. In the case of the Active Transportation Program, safety is a primary criterion for receiving funding. Projects with a documented history of accidents will be more likely to receive funding.

Progress of implementation will be assessed and reported by the Mendocino Council of Governments when the Active Transportation Plan or the Regional Transportation Plan is updated. Following the 2017 update, the Regional Transportation Plan will be on a four year update cycle.