

APPENDIX D

Public Input Report: North Coast/Inland Area

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Introduction

The second phase of public outreach focused on Mendocino’s North Coast and Inland Communities. Public input on pedestrian needs in the North Coast/Inland Area was collected using the following methods:

- In-person during site visits;
- In-person during the Fort Bragg and Ukiah workshops and attendance at other meetings and events;
- Via the online survey from September 24 to November 16, 2018; and
- Via the online interactive map from September 24 to November 16, 2018

In total, 345 people took the Pedestrian Needs Survey; all responses were received on the English language survey. 248 comments were received on the Interactive Map Survey. The surveys were effective in reaching nearly all communities in Mendocino County, as shown in the table below.

The results of these surveys and interactions are summarized in this appendix.

Table 1: Number of Survey Responses by Community

Albion	3	Fort Bragg	28	Redwood Valley	36
Boonville	3	Hopland	6	Talmage/CTTB	13
Brooktrails Township	10	Laytonville	37	Ukiah	72
Caspar	3	Little River	1	Westport	5
Cleone	1	Mendocino	7	Willits	70
Comptche	1	Philo	1	Other Areas	26
Covelo/Round Valley	21	Potter Valley	1		
				TOTAL	345

Project Website

Outreach was conducted online through the MendoPedestrian.org website, which was created to provide opportunities for online participation, project updates, and distribution of project materials. The website is a bilingual (English/Spanish) website, with plug-in translation, and outreach materials available in both English and Spanish. During the second phase of outreach, the website was re-designed for easier navigation and survey participation. The website hosted the following materials:

- workshop flyers,
- North Coast/Inland Draft Existing Conditions Report,
- Bilingual (English and Spanish) Pedestrian Needs Survey and Interactive Map Survey,
- Final South Coast Existing Conditions Report,
- Draft North Coast Existing Conditions Report,
- And Phase I Outreach Summary.

The website was promoted through social media, a media release, radio, emails to community contacts, and in-person events. Since Mendocino County's North Coast and Inland communities cover a large geographic area, and traveling to one of two in-person workshops was not feasible for most of the population, online engagement was heavily promoted during Phase II. During pop-up events, flyers were distributed to promote the online surveys as the primary form of public input.

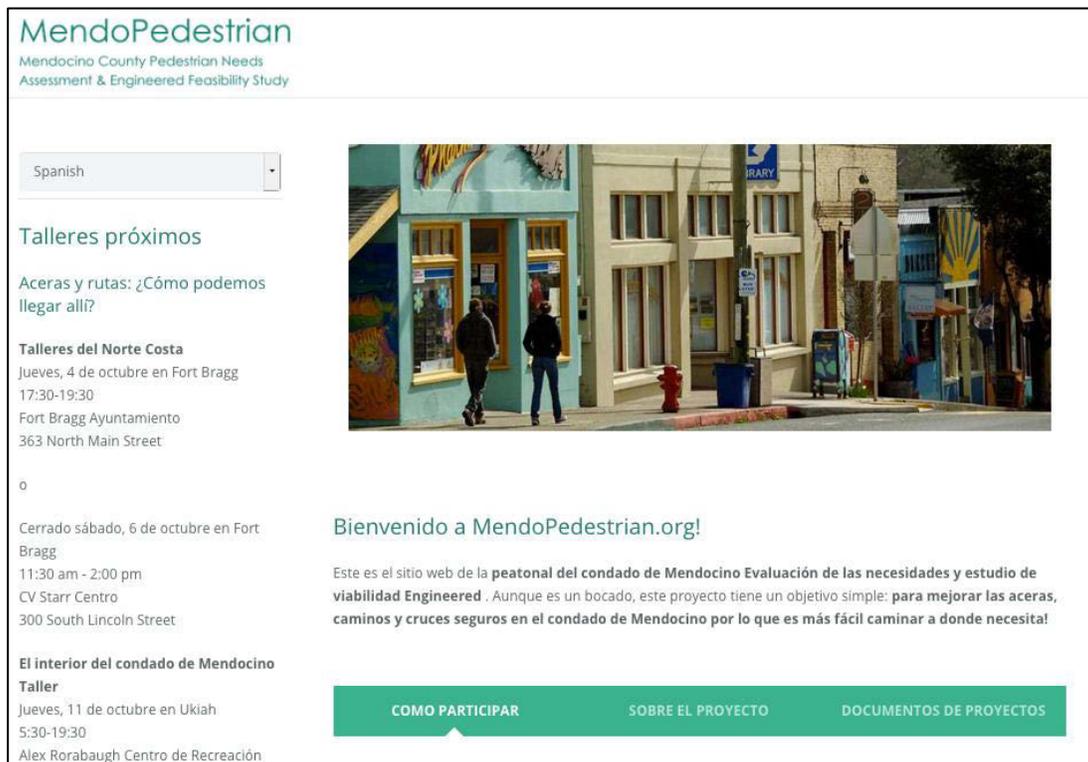


Figure 1: Screenshot of mendopedestrian.org with Spanish translation, which provided project information and input opportunities.

Outreach Methods

Other than the online website, several other methods were used to reach community members and encourage participation in the online surveys and workshops, including:

- Media releases
- Social media posts
- Radio ads
- Direct emails to local contacts and groups
- Flyers posted throughout the communities
- Flyers passed out at pop-up events
- Email Invitations
- An article posted in the Independent Coast Observer newspaper

Outreach was focused on steering people toward the project website to submit feedback, and encouraging attendance at the workshops. A mix of media and community outlets was utilized to publicize the Mendo Pedestrian project to the communities on the North Coast / Inland Mendocino County. A summary of outreach methods is provided below.

Media Release

A September 24, 2018 media release was distributed to media contacts throughout the project area. This included the following print sources: Ukiah Daily Journal, Willits Weekly, Willits News, and The Mendocino County Observer. A Spanish language media release was provided to MendoVoice.com, a bilingual online media source serving Mendocino County. The following radio stations received the media release: KUKI, K-Wine, KLLK, KZYX&Z, KOZT, KMFB, and Bicoastal Media / KNTI. The City of Ukiah and City of Fort Bragg assisted in the distribution of the media release to their respective media contacts.



Hundreds of ¼ page flyers (shown on left) were distributed at pop-up events and to community leaders to promote the online survey. This image was also utilized on social media, as shown on right.

Social Media

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

Flyer

A flyer was developed for each of the two workshops. They were distributed electronically to all media contacts, through the project website, and the City of Fort Bragg and Ukiah assisted with posting printed copies at key bulletin boards throughout their respective jurisdictions. Flyers were electronically distributed to each of the eight sovereign Tribal communities within the project area.

Personal Invitations & Community Contacts

A master contact list was created for each community in Mendocino County, including the nine federally recognized tribes. Personal email invitations to attend the workshops and participate in the online surveys were extended to each of the contacts in this directory. LGC staff worked closely with each of the Municipal Advisory Councils (Hopland, Laytonville, Redwood Valley, Westport) to promote the online survey and workshops. In Anderson Valley and Covelo, where MACs do not currently exist, LGC staff contacted leaders in the community and asked them to spread the word about opportunities to provide input. In Willits, the City of Willits and Willits Economic Localization group helped promote the survey. Initial contact was made to community contacts the week of September 24, and a follow-up push was made the week of November 12 to encourage survey participation prior to the close of the survey on November 16.

**Aceras y Veredas
¿Dónde y Cómo?**

PARA MAS INFORMACION
visite www.mendopedestrian.org
o llámeme a MCOG (707) 734-3434

Taller de la Costa Norte del Condado de Mendocino

¿Cuáles son los próximos pasos para mejorar el caminar en la parte interior del condado? Participe en un taller con presentaciones, comentarios de la comunidad y comida gratis.

JUEVES, 11 DE OCTUBRE
5:30 – 7:30 PM

Centro de Recreo Alex Rorabaugh
Calle South State #1640, Ukiah

Ayude a identificar las necesidades, prioridades y factibilidad de implementar mejoras peatonales en la parte interior del condado de Mendocino. Los proyectos de más prioridad se incorporarán al Plan de Instalaciones Peonales para todo el Condado.

Habrà refrigerio.

Por favor tome la encuesta en línea sobre necesidades peatonales en www.mendopedestrian.org

El proyecto Mendo Peatonales está financiado por Caltrans a través de una subvención para Planificación para Asistencia Rural y para Comunidades Sostenibles. El Consejo de Gobiernos de Mendocino (MCOG) está suministrando el proyecto y proporcionando fondos complementarios.

Mendocino MCOG, Caltrans, City of Ukiah, TrailPeople

**Sidewalks and Paths
Where and How?**

FOR MORE INFORMATION
visit www.mendopedestrian.org
or call City Hall (707) 961-2827 x113
or MCOG (707) 234-3434

North Coast Mendocino County Workshop

What are the next steps for improving walking on the North Coast? Join us during one of two times for presentations, community input, and free food!

THURSDAY, OCT 4
5:30 PM – 7:30 PM

Fort Bragg Town Hall
363 N. Main Street

SATURDAY, OCT 6
11:30 AM – 2:00 PM

CV Starr Center
300 S. Lincoln Street

Help identify which pedestrian improvements should be included in a County-wide Pedestrian Facilities Plan. In addition to County-wide efforts, the City of Fort Bragg will be seeking input for a local Street Safety Plan update.

Refreshments will be served.

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

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

Mendocino MCOG, Caltrans, City of Fort Bragg, TrailPeople

Flyers were developed in both English and Spanish for the Inland and North Coast workshops.

Site Visits and Resident Interviews

TrailPeople staff toured North Coast communities on October 4th and 5th, and Inland communities on September 10th and 11th, October 4th and 5th and on October 11th. Not all small communities were visited in person, but all were visited at least by touring in Google Streetview. The consultants observed and documented walking conditions, formal and informal facilities, and interviewed residents they encountered walking in the communities. Comments were captured in map mark-ups and notes that were considered in documenting existing conditions and potential improvements.



Laytonville resident describes concerns.



Students walking home after school along State Street in Ukiah.

Workshops and Pop-up Events

On October 4 and 11, Mendocino Council of Governments (MCOG), and the consultant team hosted the workshops in Fort Bragg and Ukiah, respectively. Pop-up events were held in four communities: Fort Bragg, Redwood Valley, Willits, and Laytonville.

FORT BRAGG WORKSHOPS

The North Coast workshop was held at Fort Bragg Town Hall on Thursday, October 4 from 5:30 pm – 7:30 pm in partnership with the City of Fort Bragg. The purpose of the workshop was two-fold: to help identify which pedestrian improvements to include in the County-wide Pedestrian Facilities Plan, and to seek input for the City of Fort Bragg’s Street Safety Plan update. Spanish language translation was available, and refreshments were provided.

Following a presentation of the pedestrian needs study objectives, schedule, and process there was a presentation of the City’s related Traffic Safety Study which is going on in parallel.

The workshop attendees were then invited to give feedback at series of three stations that presented study considerations. A fourth station allowed attendees to complete the online survey and interactive map survey at the workshop. Approximately 12 members of the public attended the workshop and provided valuable feedback.

Additional input was collected from North Coast and City of Fort Bragg community members during an October 6 pop-up event at the Community Center. People were informed about the project and encouraged to complete the online survey and interactive map.



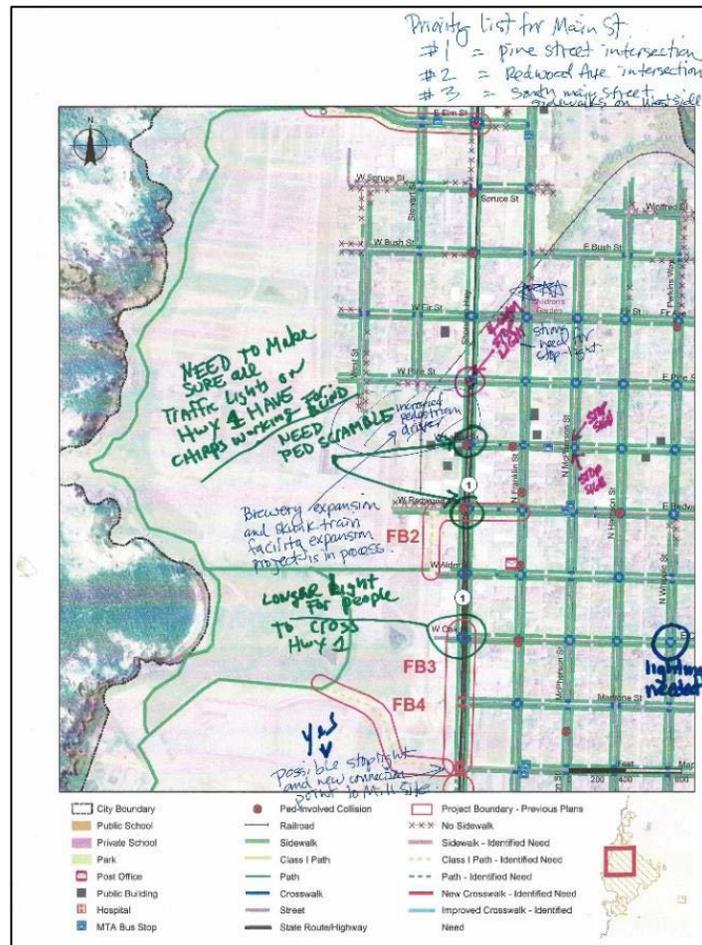
Attendees at the October 4 Workshop in Fort Bragg

Station 1: Existing Conditions and Pedestrian Needs Maps

At the mapping station, enlarged map books were available that summarized the inventory of existing conditions and previously-planned or studied walking-related improvements. The aim of presenting the maps was to have the community confirm the conditions and identify any additional pedestrian needs or issues. Attendees were encouraged to mark up the maps with suggestions for improvements. The maps covered all the North Coast communities and Inland communities, but comments were only made on the North Coast maps.

The comments made on these maps are included in the **Interactive Map and Workshop Comments Section** in this Appendix and summarized below.

- Improved pedestrian facilities on SR 1, including:
 - East/west pedestrian crossing on SR 1 at MacKerricher State Park
 - Improvements to pedestrian crossing signals in downtown area
 - Adequate shoulders/facilities for safe north/south travel
 - Safe routes to school along Sherwood Road
- Traffic Calming on Maple Lane
- Shoulders on Pudding Creek Road and Airport Road
- In Albion: an alternative pedestrian crossing at Albion River if current Albion River bridge is preserved.



Comments received at the workshop on a Fort Bragg area map.

Station 2: Pedestrian Improvements “Toolkit”

Posters showing a range of options for improving facilities and conditions for walking (excerpted from the Draft Existing Conditions Report) were presented to workshop participants to inform ideas about potential improvements.

Station 3: Evaluation Criteria

Participants were invited to review a poster listing a series of criteria for evaluating and prioritizing projects. The criteria are modeled after the scoring criteria for the state’s Active Transportation Program (ATP) grants, which are the major source of funding for pedestrian improvements.

Station 4: Online Survey

Attendees could get help to fill out the online survey and interactive map input.

#	Category & Criteria	Description	Definitions	max points
1 Need/Potential Use				60
a.	Gap Closure*	Closes a significant gap or addresses a barrier in the pedestrian access system; potential to increase walking	"Significant": a long stretch or multiple smaller sections	20
b.	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 is measures less than a specified distance from a school	5
c.	Proximity to Key Destinations*	Proximity to number of key destinations	"Key Destination": locations defined by retail commercial zoning or public facilities such as schools, government buildings, post office, parks, clinics, etc.	10
d.	Proximity to Employment*	Proximity to areas of employment density		3
e.	Community Health*	Relationship to socioeconomic need map correlated with poor health outcome		5
f.	Disadvantaged Communities*	Project within, adjacent to, or provides access to disadvantaged communities (DAC)	"within": any part of project is inside the mapped boundary of a DAC	10
g.	Tribal Areas*	On federally-recognized tribal land		3
h.	Dense Residential	1/4 mile radius to dense residential		1
i.	Transit Access*	1/4-mile radius to transit stop		3
2 Pedestrian Safety				20
a.	Pedestrian Collision Severity*	Pedestrian-involved collision severity	"Severity": injuries or fatality impacting the pedestrian - not motor vehicle operator	5
b.	Collision Relationship to Project*	Collision cause/relationship to gap/improvement		4
c.	Multiple Collisions*	Multiple collisions in same location		4
d.	Collision Proximity*	Improvement project proximity to collision(s)	Improvement must be related to the collision for this score to be included	5
e.	On Highway or Major Road	Project located on highway or major road	"Major road": a road classified as a "Collector" or higher according to Caltrans CRS	2
3 Public Input				10
a.	In Adopted Plan*	Included in a prior adopted community plan		5
b.	Priority in Current Study*	Mentioned in comments on this plan	"Mentioned": survey votes, map pins, workshop, or written comments in support of project	5
4 Cost & Constructability				10
a.	Project cost	Estimated project cost		5
b.	Constructability	Environmental/permitting issues, complexities, ROW needs, etc.		5
				Total Max Score: 100

* Adapted from ATP Grant Criteria

Figure 2: Draft Evaluation Criteria as Presented

UKIAH WORKSHOP

On the evening of Thursday, October 11 starting at 5:30 the consultant team and City of Ukiah staff hosted an Inland Workshop at Alex Rourabaugh Recreation Center in Ukiah. Following a presentation of the study objectives, schedule, and process the workshop attendees were invited to give feedback at series of three stations that presented study considerations. A fourth station allowed attendees to complete the online survey and interactive map survey at the workshop. Approximately 22 members of the public attended the workshop and provided valuable feedback.

The majority of workshop participants represented the Ukiah area, with strong representation from Talmage and the City of Ten Thousand Buddhas. Four Willits youth advocates also attended the meeting. Spanish language translation services were available at the workshop.

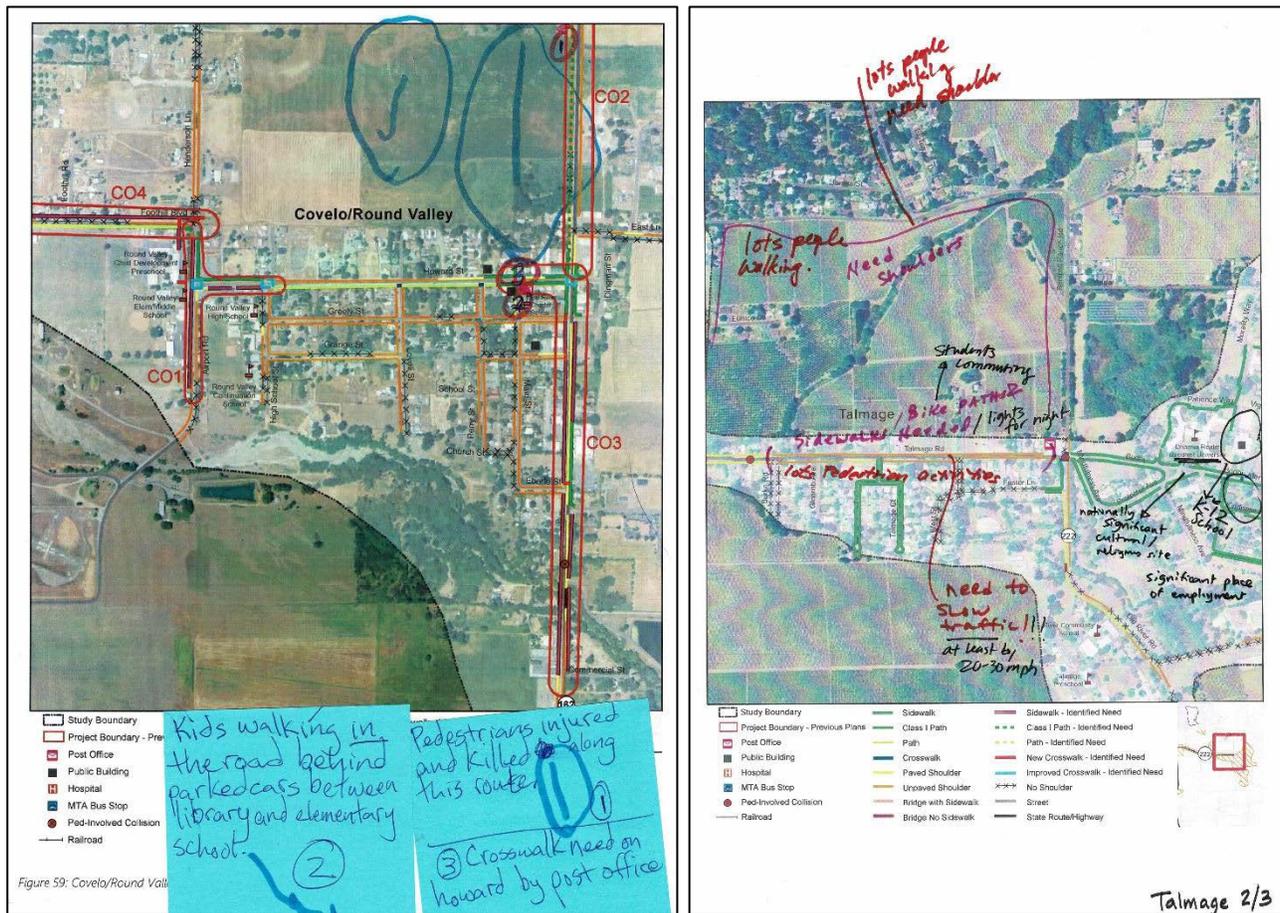
The workshop began with a round of participant introductions followed by a presentation on pedestrian issues by Sofia Zander of Trail People. Several participants spoke to non-motorized transportation safety concerns, especially the recent death of bicyclist Xamuel Lara who was fatally wounded by a truck on Talmage Road. Students and staff from the City of Ten Thousand Buddhas were in attendance to bring attention to safety issues on Talmage Road and to seek solutions.



The Ukiah workshop engaged youth and adults from multiple communities.

Station 1: Existing Conditions and Pedestrian Needs Maps

At the mapping station, enlarged map books were available that summarized the inventory of existing conditions and previously-planned or studied walking-related improvements. The aim of presenting the maps was to have the community confirm the conditions and identify any additional pedestrian needs or issues. Attendees were encouraged to mark up the maps with suggestions for improvements and the consultants recorded the comments. The maps covered all the North Coast communities and Inland communities, but comments were primarily made on the Inland maps.



Examples of Comment Maps from Ukiah Workshop

Station 2: Pedestrian Improvements “Toolkit”

Posters showing a range of options for improving facilities and conditions for walking (excerpted from the Draft Existing Conditions Report) were presented to workshop participants to inform ideas about potential improvements.

Station 3: Evaluation Criteria

Participants were invited to review a poster listing a series of criteria for evaluating and prioritizing projects. The criteria are modeled after the scoring criteria for the state’s Active Transportation Program (ATP) grants, which are the major source of funding for pedestrian improvements (see **Figure 2** above).

Station 4: Online Survey

Attendees could get help to fill out the online survey and interactive map input.

POP UP EVENTS

The workshops were followed by pop-up events to promote public input. Pop-up events are less formal than a workshop and are effective at engaging people in conversation and generating input on a given topic. Pop-up events piggyback on existing events, gatherings or meetings. They have been used successfully in communities challenged by travel distance, workshop fatigue or a disengaged populace.

Fort Bragg

Following the October 4 workshop in Fort Bragg, a drop-in event was held on Saturday, October 6 from 11:30 am – 2:00 pm at the CV Starr Community Center, in coordination with the City of Fort Bragg’s Street Safety Plan Update. Approximately 30 people attended the event to share input on the City’s plan as well as the County-wide Pedestrian Needs Assessment. Input received is incorporated into the North Coast Workshop Summary, above, and in the appendices.

Redwood Valley

LGC staff attended the Redwood Valley Municipal Advisory Committee (RVMAC) meeting on October 10 to promote the October 11 Ukiah workshop and to encourage survey participation. Following a presentation about the Mendo Pedestrian project, RVMAC and community members asked many questions about the project and determined the Redwood Valley community would submit their comments via the online surveys. RVMAC noted that Pedestrian safety is discussed in the draft Redwood Valley Community Plan. RVMAC promoted the online surveys on their website

and through their email list. In total, 36 survey responses were received from Redwood Valley residents.

Willits

LGC staff hosted a Mendo Pedestrian booth at the October 19 Hometown Harvest Festival in Willits from 4:00 - 8:00 pm. This event draws up to 1,000 people each October as residents and community-members saunter down Main Street, enjoying local businesses and community-oriented organizations and causes. The Mendo Pedestrian booth had the prestigious location at Main Street and West Mendocino Avenue in front of the Book Juggler bookstore. Due to the mobile-pedestrian nature of this event, participants did not provide input at the booth, however over a hundred ¼ page flyers were distributed and the survey was heavily promoted. A large percentage of those that visited the booth believed they had already taken the survey, when in fact they had recently completed the Rail Trail survey for the City of Willits. Mendo Pedestrian Survey response in Willits was robust with 70 responses, 20% of total county-wide responses.

Laytonville

LGC staff attended the October 24 Laytonville Area Municipal Advisory Committee (LAMAC) Meeting to share with the community about the project and to encourage survey participation. LAMAC and the Laytonville community have a history of involvement in transportation planning issues. The community had few questions about the project and was glad to hear about this opportunity to clarify community priorities for pedestrian facilities. Survey response in Laytonville was strong with 37 responses.

Online Survey Results

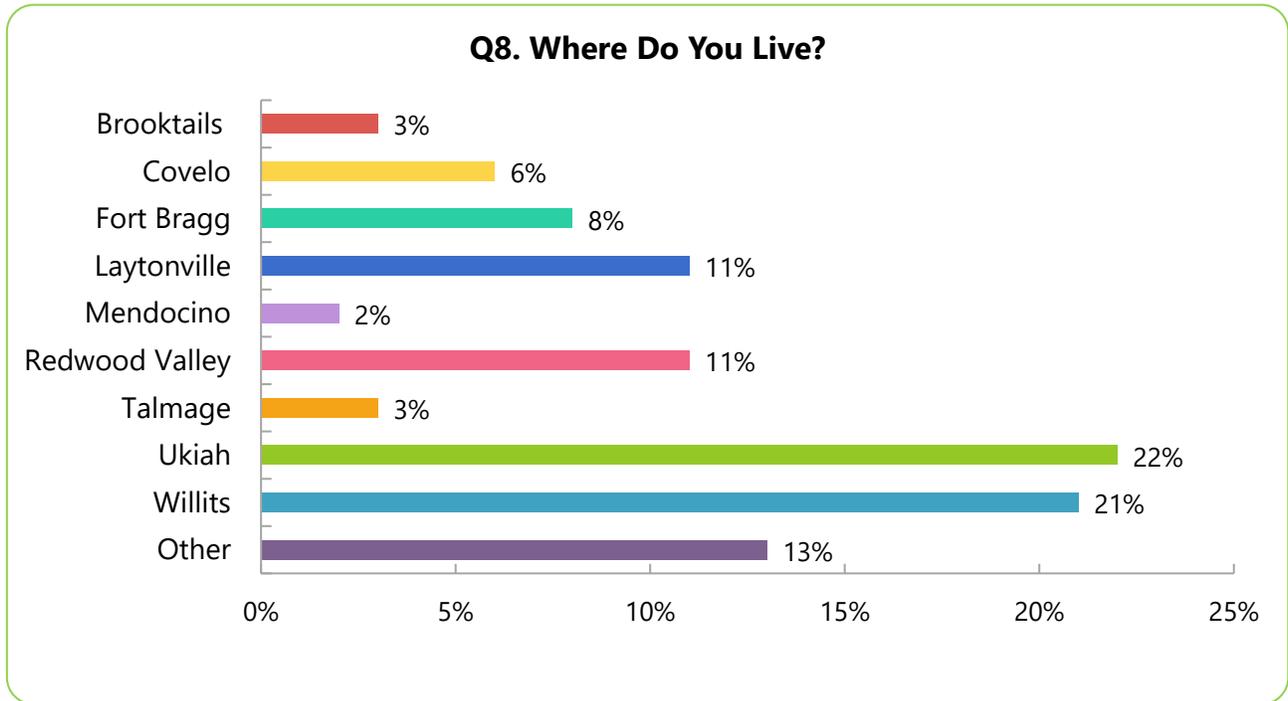
A total of 345 people responded to the 12-question online survey of pedestrian needs. All responses were received on the English language version of the survey. Some highlights from the data:

- Most respondents are residents of the Inland area (71%) and have no school-aged kids at home (64%). Approximately half of respondents were over the age of 50 (48%).
- Nearly half of respondents indicated that someone in their household walked to destinations most days of the week (19%) or a few times per week (26%).
- Most common destinations – by any mode of travel – include public services such as the post office, community center or offices; work; or restaurants, bars and shopping.
- Safety concerns were cited as the overwhelming barrier to walking in the North Coast/Inland areas.
 - Over half of respondents (62.6%) indicated that traffic volumes or speeds discouraged walking and that too much/too fast traffic (56.2%) discouraged walking.
 - Crime, weather, and health/disability were also listed as reasons people chose not to walk.
- Over $\frac{3}{4}$ of respondents indicated that the most significant reasons to improve walkability in the North Coast/Inland areas are health (75%) and recreation (75.9%).
- Over half of survey respondents gave the following reasons for wanting to improve conditions for walking:
 - improve recreation and enjoyment (75.9%);
 - improve health (75%); and
 - improve access for people without cars (67.1%)
 - Get Kids to school safely (61.6%)
- There is broad support for pedestrian improvements in the North Coast/Inland area.
 - Over half of respondents support paved paths separated from the roads (63.5%), more sidewalks (53.2%), and more marked or protected shoulders (48.3%). More unpaved paths separated from the road (42.9%), more crosswalks with warning lights (41.9%), and repairing of broken sidewalks (36.8%) were also identified as desirable improvements.

Online Survey Questions and Responses

A complete summary of the North Coast/Inland Pedestrian Needs Survey and the responses is included below.

Question 1 – Where do you live?



Q1: Where do you live? (write-in responses)

"Other North Coast Area" Responses	"Other Inland/North Coast Area" Responses	"Outside of Mendocino County" Responses
<i>Westport</i>	<i>Round Valley</i>	<i>Texas</i>
<i>Hopland</i>	<i>Albion</i>	<i>Murrieta</i>
<i>Boonville</i>	<i>City of Ten Thousand Buddha</i>	<i>Santa Rosa</i>
<i>Little River</i>	<i>Philo</i>	
<i>Cleone</i>	<i>Branscomb</i>	

Question 2 – Destinations

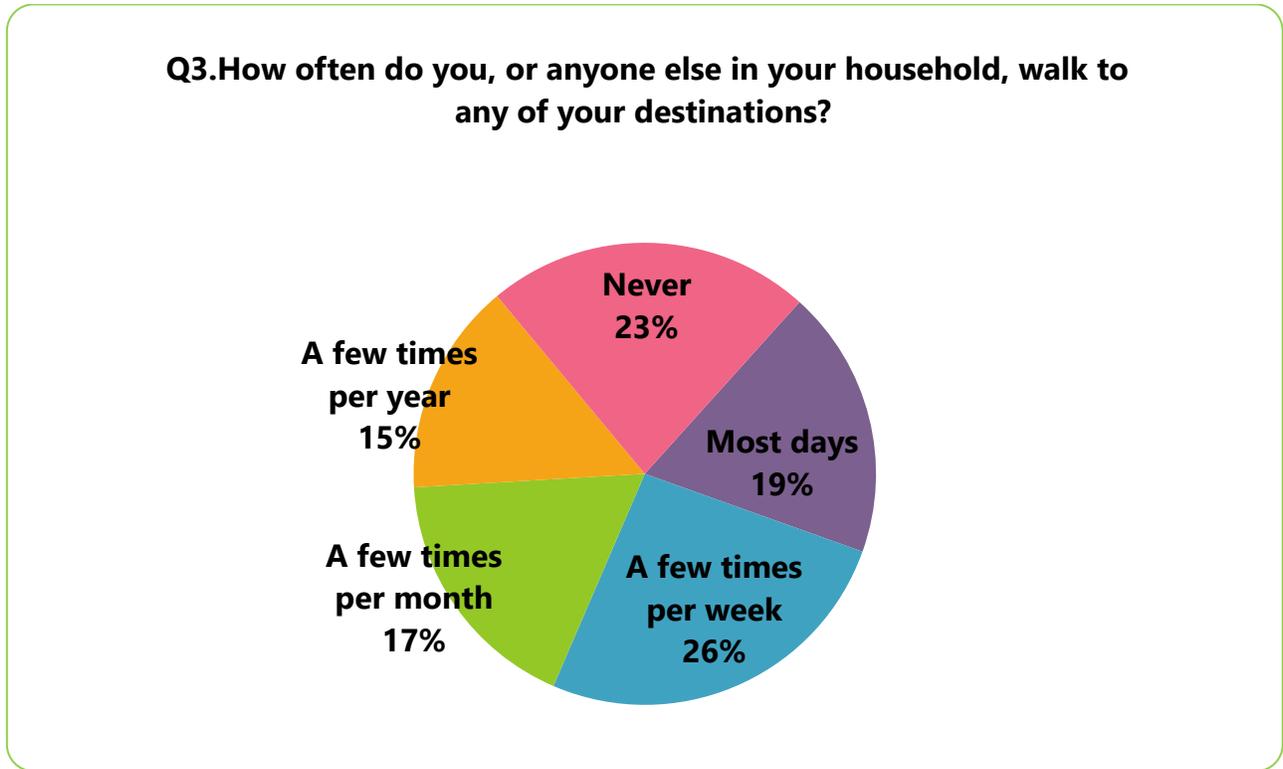
The second question asked respondents to indicate how often, if ever, they traveled to different types of destinations. As would be expected due to the large number of respondents without children (see Question 10), the majority of respondents indicated that they never travel to school. The most common near-daily destination was to work. Shopping and food industries were most common locations that respondents visited multiple times per week. Other common and somewhat frequent destinations included larger communities, parks and health care facilities.

Q2: From the North Coast/Inland community where you live, work, or stay, where do you go and how often do you go there?					
	Most days	A few times per week	A few times per month	A few times per year	Never
a) Restaurants/ Bars/Shopping	18.5%	53.2%	23.1%	4.3%	0.9%
b) Work	58.4%	13.4%	6.5%	0.9%	20.8%
c) School	36.5%	7.7%	6.4%	9.3%	40.1%
d) Public services – post office, community center, offices	21.3%	32.6%	35.4%	9.1%	1.5%
e) Health facilities – hospital, clinics, medical offices	2.5%	7.1%	27.4%	59.4%	3.7%
f) Parks/Beaches/Natural areas	12.1%	26.4%	32.7%	27.6%	1.2%
g) Larger communities for shopping/services/work/etc.	9.5%	19.4%	37.5%	29.2%	4.4%

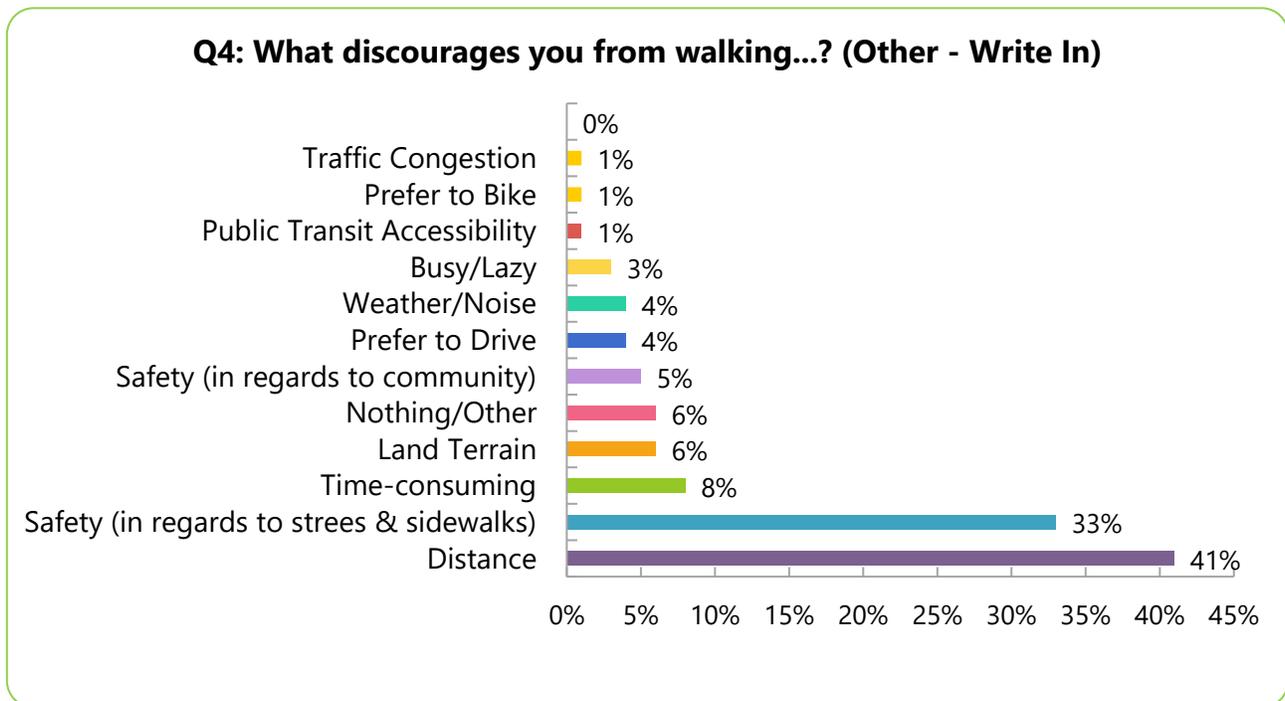
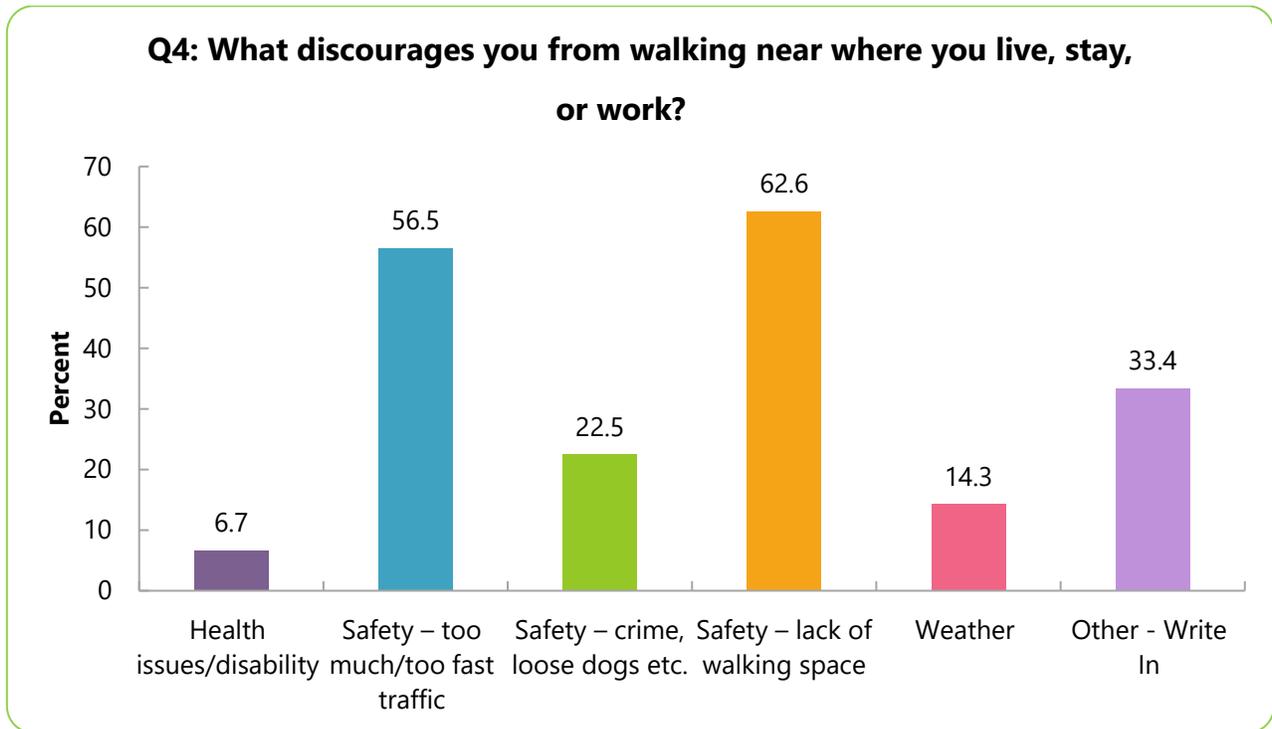
Q2: Where do you go? (write-in responses)

Most days:	A few times per week:	A few times per month:
Alleys	Church (Buddhist Monastery)	Albion Beach, Salmon Creek
Bicycling	For a bicycle ride	Church
Biking	Gym	Community Events
Blosserlane elementary school	Hike	Community activities
Buddhist monastery	Mendocino Village	Community or state parks
Religious community gatherings	Recreational bicycling	Entertainment, live music
Remote ranches	To the coast for beach, hiking, recreation	Exercise
Running the errands of daily life	Ukiah	Farmers market!
This page is defective- no topic showing	Volunteer meetings	Library
Tribal Office	Walking	Movies or entertainment venues
Walk around town & local park	Walking for health/pleasure	Visiting friends & Family
Walking for health	A few times per year:	Volunteer work
Walks around town	Smaller communities for shopping/ services/ restaurants/etc	Workshops
Work and home and don't even want to do that anymore.. just about ready to close another store in wonderful down town fort bragg.	Our second home in Round Valley, coast to visit daughter	public library and grocery shopping weekly
Library and Veterans Hall	Travel outside the region (by plane)	ukiah
Walk through vinyards	Coast	Walking/exercising in natural setting

Question 3 – Frequency of walking?



Question 4 – Barriers to walking?



Question 5 – How do you get around?

In the North Coast/Inland Area, most respondents (88.8%) reported that they “usually” get around by car or motorcycle. But walking is very prevalent. The majority of the respondents (67.2% vs. 60% on the South Coast) sometimes walk, and 20% usually walk (vs. 27% on the South Coast). Approximately 11% of respondents ride public transportation (vs. 33.3% on the South Coast) and almost 50% travel by bicycle (vs. 36.5% on the South Coast).

Q5: How do you usually get around the North Coast and Inland area?

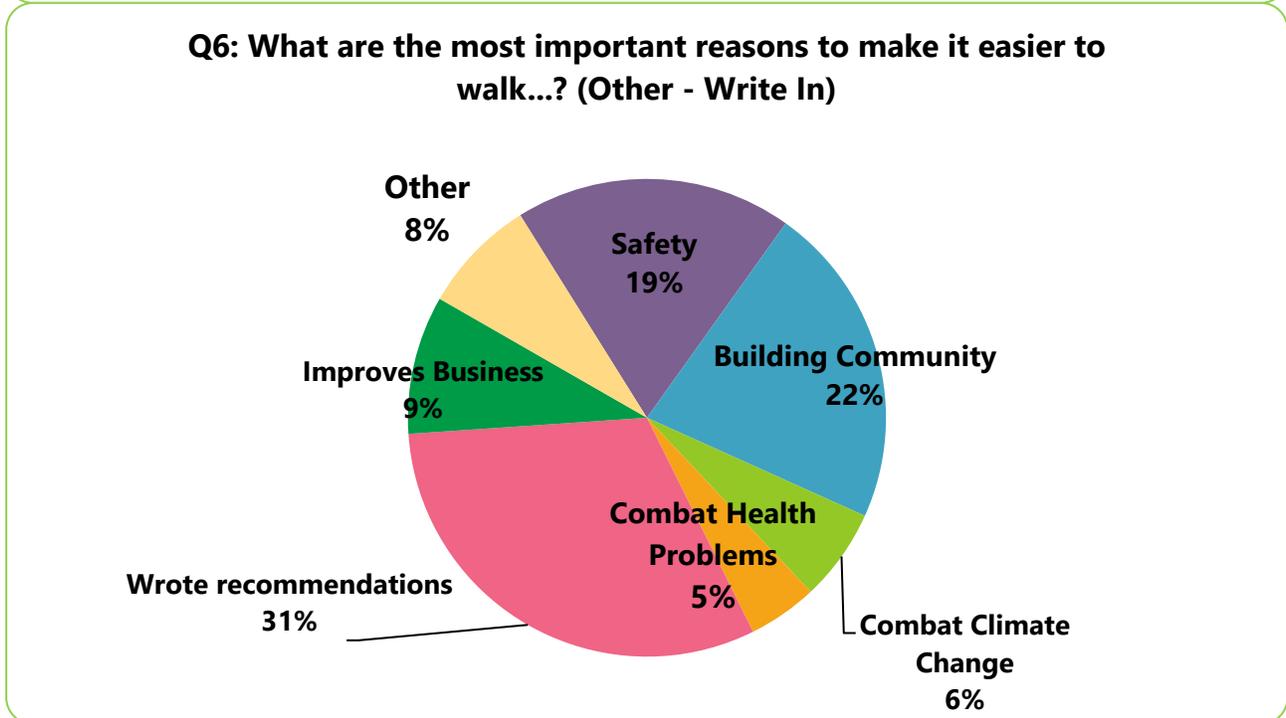
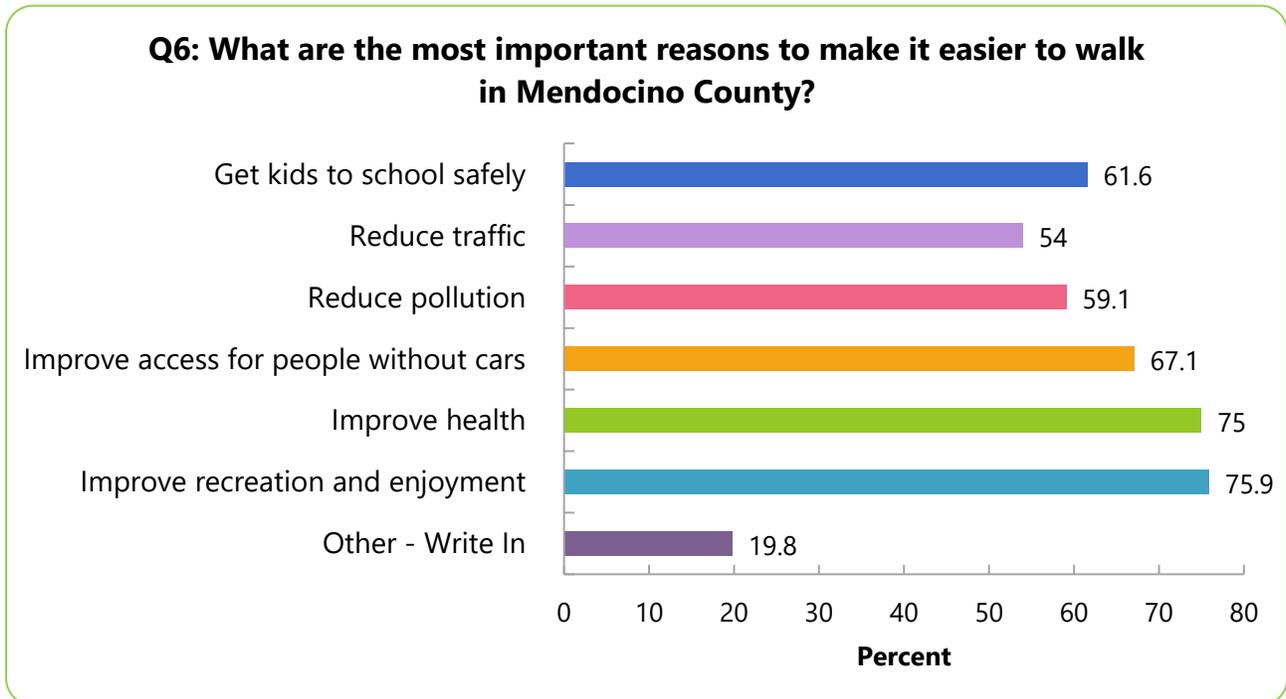
	Usually	Sometimes	Never	Total Responses Tabulation
a) Drive car/motorcycle (or get driven)	88.8%	9.7%	1.5%	331
b) Use paratransit service (ie. ADA Dial-A-Ride)	0.4%	2.0%	97.6%	253
c) Ride an MTA Bus	1.2%	9.6%	89.2%	251
d) Bicycle	8.4%	41.4%	50.2%	273
e) Walk	20.0%	67.2%	12.8%	290

Q5: How do you usually get around the North Coast or Inland area? (write-in responses)

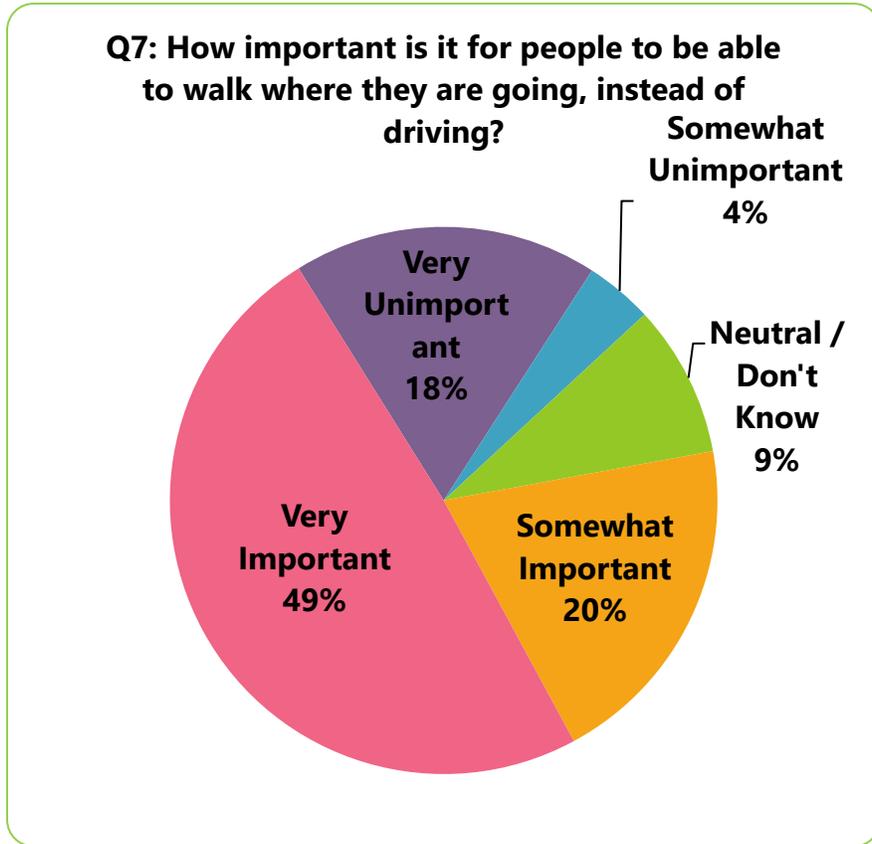
Usually:	Sometimes:	Never:
<i>Depend on public transportation & walking</i>	<i>No safe way to walk along highway 128</i>	<i>Rideshare, carpool, taxi, autonomous vehicle</i>
<i>Car</i>	<i>Skateboard</i>	<i>Option not available</i>
<i>Drive</i>	<i>Receive a ride</i>	<i>Friends</i>
<i>School bus kids</i>	<i>Electric bike</i>	<i>Drive</i>
<i>Walk around town once I get there by car from home</i>	<i>Once in town, I parked and walk to my destinations</i>	
<i>at least we usually drive electric care often charged on home solar</i>	<i>Carpool, with friends to help protect the environment</i>	
<i>Ride combine with friends/family</i>	<i>carpool</i>	
<i>Skateboard</i>	<i>Share a ride</i>	

Question 6 – What are the most important reasons to make it easier to walk in Mendocino County?

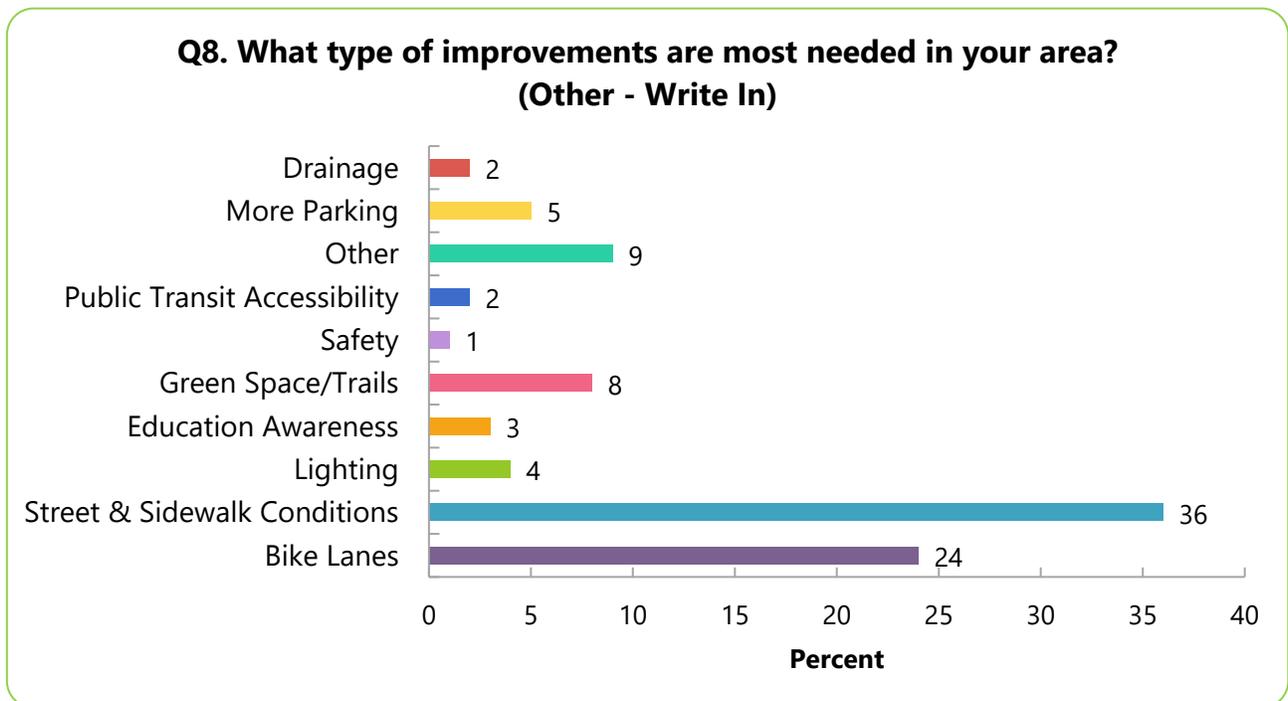
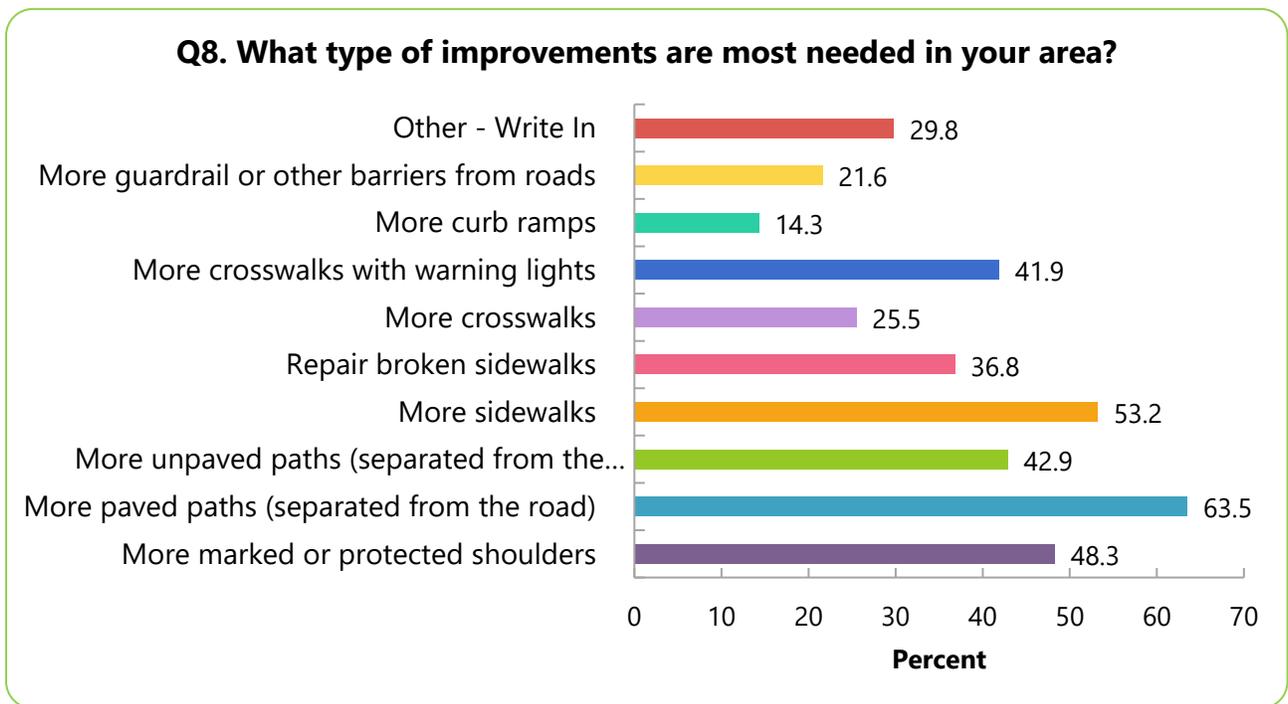
Three quarters of respondents reported that they view improved health (75%) and recreation (75.9%) as the most important reason for improving walkability of the North Coast/Inland area. Improving access for people without cars (67.1%) and safe routes to school (61.6%) was also noted as important factors. Reduction of traffic (54%) and pollution (59.1%) were also noted, but received less support.



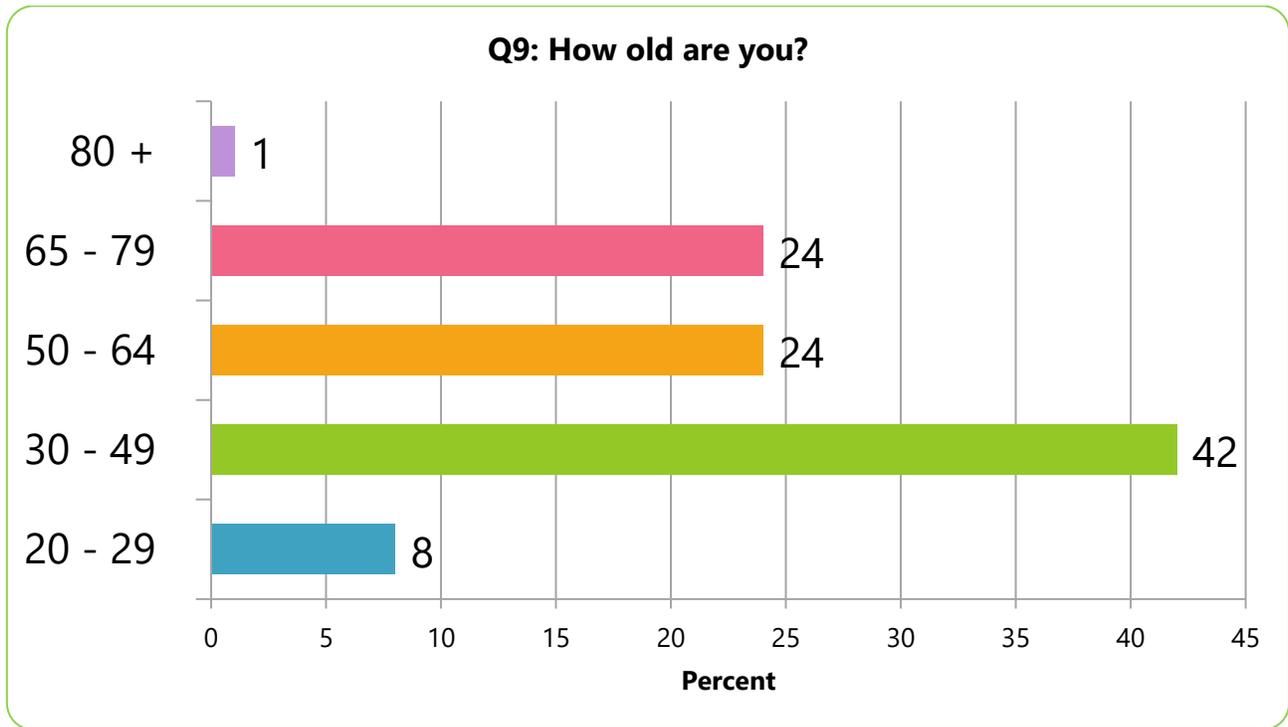
Question 7 – Importance of walking?



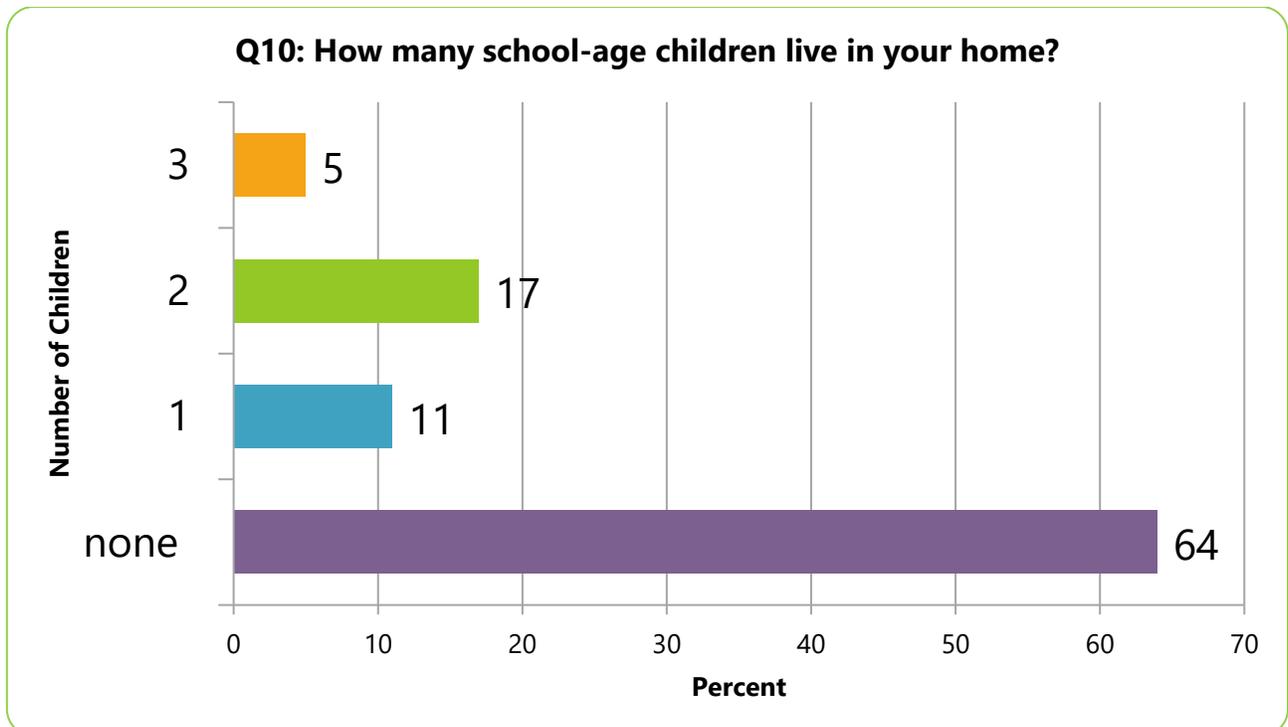
Question 8 – What improvements are needed?



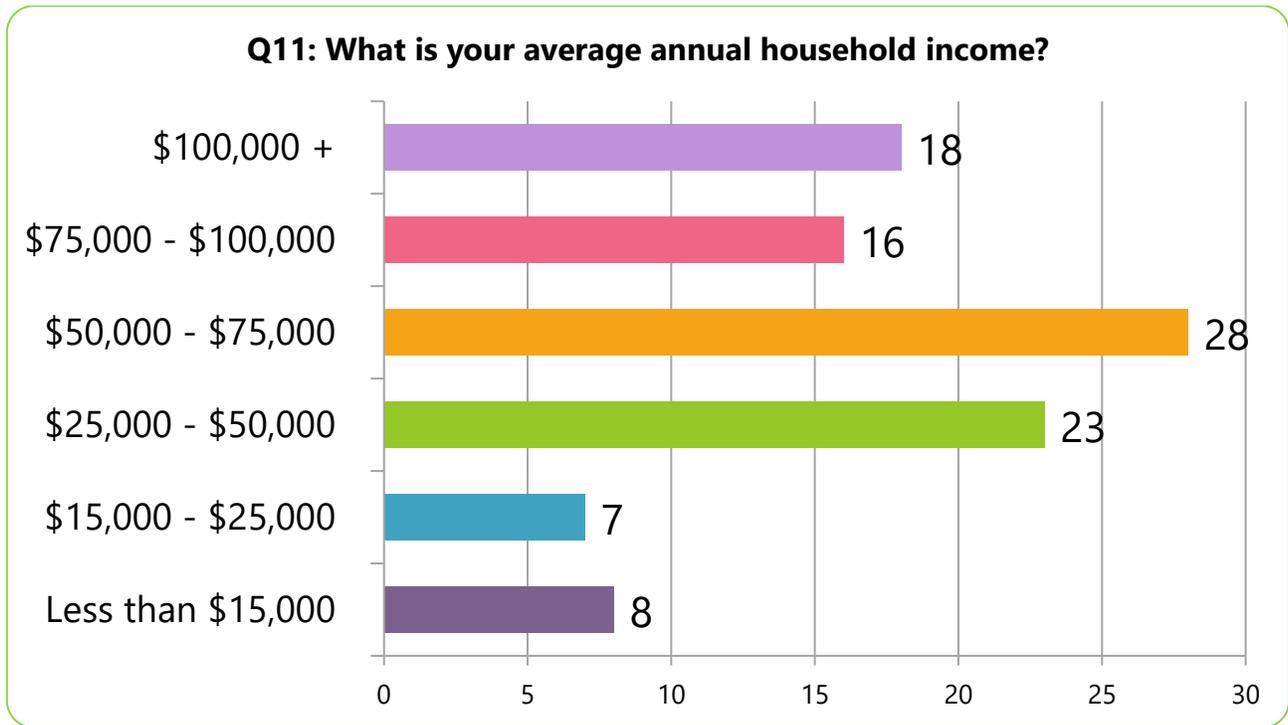
Question 9 – Age



Question 10 – Children



Question 11 – Income



Question 12 – Other

Responses to Question 12 varied dramatically, though several major themes ran through responses to this question. Most notably, residents of North Coast/Inland areas have reported that they want safer transportation pathways. Suggestions included requests for traffic signs, lower speed limits, new and/or improved crosswalks. Access to towns and realistic options to walk and ride bicycles were also common among responses as respondents requested wider or new sidewalks, and new or improved bicycle lanes. Community multi-purpose pathways were often requested as was social justice projects to support the homeless population of Mendocino.

Q12: Is there anything else you would like to share? (write-in responses)
<i>We need sidewalks at our elementary school to provide a safe area for children going to and from school.</i>
<i>Yesterday I walked to church, which is less than 1/2 mile from my house on 162 at Biggar. I was in fear of my life. Try it sometime. When are we going to get our bike path?????!!!!!!???????</i>
<i>We want a bike path in Round Valley!!!</i>
<i>Covelo is in dire need of traffic signs and crosswalks downtown. There are fenderbenders and fences taken out all the time. Crosswalk should go up at all corners of Main and Howard (Post Office and Library).</i>
<i>Need bike/walk path along hwy. 162 Need public transportation Need marked crosswalk in front of post office</i>
<i>Projects should be prioritized in underserved rural communities.</i>
<i>Bring the proposed bike path to Round Valley!!!!</i>
<i>We do ride bikes OFTEN, and the lack of road width/bike paths is very dangerous. Bike parking (with place for locks) would also be beneficial. Further, when evacuation is required for fire and other emergencies, wider roadways could save lives. They could also serve as fire breaks to help responders check the fire; same for sidewalks.</i>
<i>Rural roads are not just for cars....we need to accommodate people who walk and bike to visit neighbors, do shopping and other errands and just enjoy the relative quiet of where we live</i>
<i>Rural roads are not just for cars....we need to accommodate people who walk and bike to visit neighbors, do shopping and other errands and just enjoy the relative quiet of where we live</i>
<i>Would love to see a bike/walk trail open from Ukiah to Redwood valley. (the Rail Trail) would love to encourage biking to and from the high school with very safe bike lanes to help with traffic. (possibly make additional high school parking accessible from the north side around the back of the softball field)</i>
<i>Our community is in need of law enforcement This is where funding should go</i>
<i>fix the crossing next to ukiah co op & in front of ukiah library - - have been nearly killed numerous times at both of these crossings! And please MORE you must stop signs in the middle of the road on state street - - it is dangerous to cross just about anywhere on state. I do not ride my bike in town - it is too dangerous & i am used to riding a bike in a major city in full traffic - ukiah is dangerous to walk & ride a bike.....</i>
<i>I would love bicycle paths in Redwood Valley! Good for everyone!</i>

Q12: Is there anything else you would like to share? (write-in responses)

I think Ukiah is basically a beautiful place to walk, but I'd like to see improvements that would get more people out of their cars and reconfigure State Street to have wider sidewalks and fewer lanes of traffic.

Perhaps promote greater awareness of a European model for pedestrians, pointing out how enjoyable it can be to feel one is part of a greater community by being visible ON FOOT. There is no real interaction from a car. Encouraging a more friendly attitude towards pedestrians and pedestrian activities promotes greater community awareness.

Thank you for asking us what we need!

The biggest danger to pedestrians is crossing the major street arteries in town. Speed and lack of visibility make it difficult to cross the street. Additional flashing signs like those at Garrett would improve the safety and visibility of pedestrians needing to cross.

trail / walkway accessibility improves the overall appeal to town proper shops, theaters, libraries, and parks, but also to the natural areas surrounding the towns; increasing pride and care for the area in which we live. walking / biking path from Brooktrails to Willits would benefit the community and increase accessibility and safety for both communities.

Close E Laurell btwn Main and Franklin to traffic and make it a pedestrian "mall" with no parking but add a small public square with picnic tables, a space for small vendor carts, a tic tac toe square for kids, etc. And a bathroom with changing table would be great.

Before someone is injured or KILLED, please re-set or change the intersection signal at Redwood/main st. so pedestrians and vehicles don't cross at the same time. Does someone have to be killed before it is changed??

Boonville has its own parking/walking needs because of its geography. Tourists stop frequently along the single, long main street, locals must frequently u-turn in town. Parking is not well defined. Sidewalks are not continuous.

none

I think paths and lanes that would make riding a bicycle safer would get a ton of people to leave the car at home, reduce pollution, and be healthier... especially for people that live further out of town (like in Brooktrails) and the time it would take to walk is unpractical.

Covelo is a small rural town where many people walk and not by choice. We need more sidewalks and crosswalks and flashing slow down signs. The elementary school is particularly at risk, because of its positioning and odd intersections. There is also a major speeding problem on several long streets, including Howard St.

There are very few public walkways and trails in Anderson Valley and they would be much appreciated.

Laytonville needs sidewalks in areas around the school for sure. Laytonville needs more security we have no police. Laytonville needs a bicycle path from the township to town to be cared for please.

It would be really nice to have walking/bike paths around our towns. We should also open up our golf courses to welcome walkers (perhaps at certain hours) and utilize that green space for the entire public.

Q12: Is there anything else you would like to share? (write-in responses)

Willits is improving its walkability which is number one on my list of importance. The sidewalks are new and safer. We have to make 100 percent walkability a priority through traffic calming measures. It seems the city is on board with this as there is \$1.5 million set aside to see that this happens post caltrans.

I would ride my bike to and from work if I had a safe way to get to town from Brooktrails.

A group of us organized walks in Willits for years. Many people walked. The walks are still going on, but more people would walk if the town were more walking friendly. Hope we actually are able to do the things the plan proposes.

If you would pave the Haul Road from the tressel north to Mackerricher, cycling, walking and running would increase tenfold. If you want the tourists, make them a nice safe place to play, a.k.a. the beautiful south trail.

What is the significance of a persons annual household income?

We really need a guardrail at the curve on Branscomb Road, near Bauer Road, to protect pedestrians walking on the shoulder. It is the main pedestrian path to school from that side of town and I have seen kids actually jump away as they almost got creamed by speeding vehicles who offtrack around the curve. Speed bumps in the Long Valley Manor subdivision would be great too... a new skate park is being built in the neighborhood and there are no sidewalks from the schools to that area of the subdivision. Harwood Park, a youth serving, after-school recreation facility is also in that area... kids must walk in the roadway to access the park after school, for baseball/soccer games.

No thanks. I am concerned about the City of Fort Bragg's instillation of "safe ways to school" which seemed to go in fast but have not been well thought-out. The signage on the traffic circle is not there so people cut it. Additionally, there is no drainage for water now that they put in the wheelchair access and the cement used to build them is crumbling into the street. I like riding bikes. I like trails

Build the laytonville skatepark!

A bike shoulder or path from Laytonville out Branscomb road past the residential zone toward or to the town of Branscomb would be fantastic!

Our local park (Harwood Park) would be nice place to use trails, if it wasnt fir tge vagrants and transients there every day.

The intersection of Main St. and Pine in Fort Bragg is very dangerous. Many pedestrians have been hit by cars there. Motorists traveling from North to South on Main St. routinely speed 10 to 15 miles per hour above limits. There needs to be a traffic light there with crosswalk. North Coast Brewing has a written company policy that makes all employees walk another block down to Laurel before crossing the street. Someone is going to lose their life there eventually. Just a matter of time.

Please help make Laytonville more pedestrian friendly. Thank you.

Q12: Is there anything else you would like to share? (write-in responses)

Please do not congest Willits' main roadway with bike lanes, bumpouts, planters, islands and all the other non beneficial complications that make it harder to traverse traffic in a car. If people want to walk and bike for recreation, great. Make a designated place elsewhere. Most people drive. Willits is too big to logically walk places. Or make more north/south routes and then mess up Main Street all you want. But, until then, leave the roads for cars.

I have been exploring the possibility of developing a walk/bike path from the village of Mendocino to the Big River Haul Road. I'm very interested in making it possible to make this connection without going on the highway or in the sand.

Thank you for caring.

I, along with many other women, walk for exercise everyday and don't feel there is any safe place e to do it. I also see lots of children walking to and from school and activities. There no trails or only a few sidewalks. Lots of traffic. We need more safe places to walk.

Why is there no handicap parking on the streets of Mendocino. Why is the one ramp on Main Street unmarked. Why are most business totally inaccessible?

Sherwood Road needs walking path from City of FB border east for commuters

Just trimming plants could vastly improve walking around Ukiah and not too expensive. Bicycling around Ukiah could sure be safer.

I love to walk, and to see families out walking. Important for recreation and good health! We don't want our walking areas to become haunts for transients and gangs, though!

Mendocino village is headed for massive personal injury lawsuits due to the extremely dangerous street and dangerous sidewalk conditions - very high curbs, divots around street drainage directly outside building entrances and actual lack of sidewalks where pedestrians are forced to walk. And hiding behind historical protections will NOT insulate the County from such suits.

Don't build facilities to nowhere like the new crosswalk in Caspar, dumb!

My husband is on a motorized wheelchair.

Proof read your report. College of the Redwoods has been replaced by Mendocino College. The two sections of the coast trail are now connected. Town of Mendocino needs mch repair to sidewalks, walk ways especially for elderly.

This was submitted by the Environmental Director of the Potter Valley Tribe for one of its properties; however this form is not very applicable for providing meaningful input for a tribal government into the process .

We walk in our neighborhood for exercise and enjoyment, but if we could walk safely to the bus stop, we would be more likely to do so. When my kids are older, I can see us wanting to walk or ride bikes into the business area of Redwood Valley.

Having a designated park-n-ride that links up with walking trails / bike lanes would be great in Willits!

Q12: Is there anything else you would like to share? (write-in responses)

The FB Library is a "key destination" along with the Veterans Hall and the park. I use a wheelchair. After the intersection kitty-corner from the library at Laurel and Whipple was "improved" it is flooded every time it rains and then it's covered with dirt and leaves that sit in it because the water does not drain. It causes me to skid and it is dangerous. In the winter kids won't cross at the corner there. Check it out for yourselves.

In Ukiah where it is possible to walk from my work, I don't due to my night work schedule and a feeling of safety due to the high homeless population. Many keep to themselves of course, but those that are out walking at night have been aggressive, under the influence etc, so overall I feel like Ukiah after dark is not a place I want to be out walking, so I drive. In general, I really do wish the county were more walkable but it's difficult for our many rural residents. Our rural areas are where it is affordable to live, but then we become isolated from basic services, are forced to drive, and our cost of living and footprint are increased whether we want that or not. Not to get off topic, but I think this discussion becomes one of a community's housing, availability and affordability as much as it is about a community's access on foot.

Parking boats, trailers and large vehicles on city streets in Fort Bragg are a hazard for pedestrians and cyclists. Ca. law says passing vehicles must be 3 feet from cyclists, which just doesn't happen when cyclists have to go around large boats and vehicles. Also pedestrians (especially children) have to step into traffic lanes just to see what's coming. Laws are on the books but not enforced. Enforce these laws please.

There are many areas in Ukiah where there are no sidewalks. There are other areas where there are sidewalk gaps and sidewalks vary from one side of the street to the other. There is a large number of pedestrians that walk West Standley St. from Highland to Giorno where there are no sidewalks and a narrow roadway. Many areas of the Ukiah West side have no sidewalks on either side of the street or only partial sidewalks and these are not indicated under the improvement plan.

there are permitted parking places along 101 that block visibility for both pedestrians and drivers wanting to cross or enter the street. this is especially a problem when the vehicles are large, like buses, mobile homes, trucks.

Retention of the rural aspect of our transportation system. Roads, Highways should not be widen to encourage faster traffic. Radar speed signs should be installed in the centers of communities where the statehighway is the major through street.

Change the paradigm from moto-centric. Support more groups which organize non-motorized transportation. Its also about changing behavior

The route we walk to take my daughter to school is not very walk-friendly. The first half of the walk there is no bike lane and no curb ramps and cars blocking the sidewalks so I end up pushing my stroller in the street. The sidewalks themselves are broken and need repair. My daughter tripped last week on broken sidewalk and slammed into a cinderblock wall around someone's lawn. She went down hard and couldn't walk on her knee and I ended up having to call someone to pick us up. All because there was a whole in the sidewalk. It really has made us change our walking habit due to unsafe walking routes. And this is down Dora St in Ukiah which is heavily walked and should have safer conditions.

Covelo needs more walking/bike paths!!!

Q12: Is there anything else you would like to share? (write-in responses)

There should be a stop light at the intersection of Branscomb Road and Hwy 101. It's difficult to walk across the road as there is too much traffic. There should also be a center divider to stop cars from speeding around cars turning in. I've almost been hit twice walking from the post office to Giegers Market...

Need lighting for safety for those that do already walk.

We have no public transportation in Covelo. Dial a ride MTA bus would be helpful

No

Benches, shade, water fountains, restrooms, and trash cans would make it easier to walk and rest when shopping, especially for seniors or others with health issues. This lack of spots to rest is a big problem when you have limited stamina and need to sit down someplace safe to rest and recoup.

I would love to plan for biking/hiking paths to connect wineries!

I would like to see the roads improved to include a wide shoulder/bike lane. I think paved roads by creeks and parks encourages people to camp. I would not allow my children to walk on a path alone away from public view.

Thanks. Although this is a pedestrian study, there are places where separated paths (Talmage!) can have benefit to bicycles as well and this mutual benefit should be factored into prioritization.

State Highway #222, or Talmage Road is antiquated unsafe for pedestrians and bicyclists. Several deaths have occurred in the last decade at the east end and one more this year at Hastings Road. I believe anyone who walks or bikes this road has had many frightening near-accidents either from vehicles, or road edge transitions and lack of pedestrian paving. Cal Trans is being irresponsible for not bringing this road up to current safety standards.

many students could walk to school at City of Ten Thousand Buddhas (CTTB) if it were safer; many CTTB residents and university students bike or walk on Talmage Road, but not safely

thank you for taking care of it we have been asking for Talmage road to be improved for a few years.

We frequent our Community Center of Mendocino to events and games, dog park, and garden. Many other people use it as an after school program. This is a large area with many places people pass through while visiting or dropping their kids off or picking up. Certain times of the year the pickup time for children is after dark. We notice the main walking areas are very rough and bumpy and unsafe. Often we go at night and are worried about getting to our car safely.

I avoid commuting to school and work by bicycle along Talmage Road because there is no bike lane and in some areas there is no shoulder at all. The speed limit here is up to 50 mph. Recently a cyclist was struck and killed by a vehicle; this confirms my fears about the road and I won't ride until that road is improved with bicycle lanes.

Please build a bike path on Talmage Rd.

If there were a safe way to commute on bicycle from Redwood Valley to Ukiah, more people would do it, and this will improve our community and our health.

Q12: Is there anything else you would like to share? (write-in responses)

The danger to public safety posed by vehicle traffic should not be underestimated. In 2018, according to CBS news, "For the first time since records have been kept, preventable injuries have become the third leading cause of death in the United States... The increase was largely due to an uptick in fatal motor vehicle crashes." Traffic is more dangerous than guns. Please help keep the public safe. <https://www.cbsnews.com/news/accidental-injury-cause-of-death-in-the-us-national-safety-council/>

Neighborhood shopping and services really help motivate me to walk or bike.

It is also important to find ways to encourage people to walk and children to walk in our town. Dependence on cars creates pollution but also isolates people.

We need some sort of shoulder. Narrow roads and distracted drivers is not a good combo.

My brother was killed last month while riding his bike on Hastings Road in Ukiah. I would like to see changes so this tragedy never happens again. Road safety is a huge concern, speed limits need to be reviewed/revise for areas with pedestrians and bicyclists. Additions of bike lanes, better lighting, clear/visible road signs and properly paved roads will be a start to ensure the safety of others while on the road. I hope that no additional families have to go through our pain. We are truly devastated. I hope that this opens the door to change current views on needed safety for bicyclists and pedestrians. Thank you for your time and attention.

Safety should be the top concern for every tenant in the county and state. Appointed leaders need address issues where people's lives are at risk within their footprint.

Biking and walking is dangerous in our communities, and discourages people from trying to walk and bike to their destinations. This impacts the quality of life in our communities, and lowers community interaction and engagement.

Please reduce speed limit on Talmage Road in Ukiah, esp around 1200 Talmage Road where there are houses with many kids but the speed is 50mph. Thank you.

Q12: Is there anything else you would like to share? (write-in responses)

The majority of the roads in Ukiah are very much not walking or biking friendly. I, a mixed Tlingit, Haida, and Aishihik Indigenous queer and vegan woman, intentionally, do not own a car; I walk, bike, bus, and carpool everywhere. In Ukiah, I almost always walk and bike. Even though I risk my life by biking or walking on the highly dangerous roads of Ukiah, I do this because cars and trucks are deadly and harmful. I do this because I believe in protecting the earth that takes care of me and all other life. Many of my friends and I have almost died several times by biking on streets like Talmage Road in Ukiah. This needs to be immediately addressed by the city, county, and state. Not only are the institutions that allow for vehicles to take priority over vulnerable human and non-human bodies continuously perpetuating the imminent destruction of our planet, they are also allowing our brothers, sisters, and other beings to die on the sides of roads essentially unnoticed. The system allows for this skirting of systemic violence against vulnerable populations. This is not acceptable. I am from Seattle where bike lanes, clean and beautiful sidewalks with foliage, and many walker and biker protection mechanisms have become integrated in the city's structural planning. To be in a city that does not care about the physical wellbeing of its biking and walking pedestrians is new, hurtful, and very disappointing. After the passing of my beloved, Xamuel Lara of the Wixaritari nation, who died while biking on Talmage Road to The City of Ten Thousand Buddhas Monastery, I learned that Talmage Road is one of the most dangerous roads in this county according to a local mortician, most people who reside around the Talmage area, and the director of Walk and Bike Mendocino who has served as a nurse in local hospitals and seen many patients because of accidents on this road. I have almost been killed on this road many times. However, I intend to continue biking this road. If I die or anybody else dies on foot or on bike on these roads before these issues get addressed, it is the fault of this imposed destructive and deadly culture of the Europeans who colonized this land, who used genocide and dominance to control Indigenous land, Indigenous people, and Indigenous Ways. It is the fault of everyone who supports this system and does not oppose it. It is the fault of those in power who do not prioritize the spiritual and physical health of all creatures of the planet. Until these issues are addressed, more people, possibly including children, will unfortunately die on these roads unnecessarily. The least that the destructive system of colonization can do to attempt to repair the harms, traumas, and violences that have been done against nature and her children is to protect them now. This means that those with access to funding and who determine where funding is going need to prioritize the protection of the land and its inhabitants NOW.

The only way to be able to take a 1/2 hour walk in Hopland is to get permission to walk in a vineyard. Even to walk from town to the Solar living center requires walking on a bridge over Feliz creek unseperated from Highway 101 traffic.

Please reduce speed limit on Talmage Road in Ukiah, esp around 1200 Talmage Road where there are houses with many kids but the speed is 50mph. Thank you.

Walking in my area is unsafe and I tend to walk around the park with my grandchildren and even then I feel unsafe as the traffic on Commercial Street and all of the Valley Streets, is usually speeding; it's a raceway between the valley and town.

Q12: Is there anything else you would like to share? (write-in responses)

I'd like more effort to be made to reassure folks it's not an either or - cars vs. pedestrians or cyclists. Too many people seem to think that making improvements for alternative transport means making conditions (esp. traffic) worse for drivers. Wish we could educate them that these types of improvements are actually good for everyone!

traffic calming measures..slowing cars down..educating people on how a walkable community is better for everyone..

Glad to be able to have input for community improvements

no

Trees are THE most important thing to have to get me outside-if I have to put on sunscreen to walk to lunch I'll probably drive. Also more zoning laws to get rid of absentee landlords/vacant storefronts, and ideally more mixed business & residential zoning

We need to protect every single precious life on earth. Please try your best to make the safe sidewalk happen as soon as you can.

Deaths caused by unsafe conditions for walking, biking, and driving need to be prevented through consistent implementation of effective safety measures.

Yes can we have more street lights and sign for bicycle.

My main concern over my own safety is that of the school children walking and riding their bike to school.

Bike and walk paths from Talmage to Ukiah would make us more healthy and cause less pollution.

I live in the community of CTTB (The City of Ten Thousand Buddhas) and many members bike to town or campus or want to bike more but don't feel safe enough to do so. The recent death really hit us hard. And I would love to live in a place where walking and biking are encouraged and safe to do. Obviously, walking and biking are also good for our health and the environment. :) Thanks!

Please add bike lanes and sidewalks to Talmage Road, Ukiah!

I am a DRBU student. We have a house in Ukiah, but I don't have a car. It's not safe to bike on Talmage road. I have an electric scooter, but I don't feel comfortable riding it between Ukiah and the City of Ten Thousand Buddhas because there is no bike lane.

Urgent need for bike lane on Talmage Road.

In particular, Talmage Road east of the 101 overpass is frequently walked/bicycled and the shoulder and separation from high speed traffic is a major problem.

Bike lanes, sidewalks, wider shoulders is needed for Talmage road to ukiah downtown. As the university is growing, and students who can not afford a car bike to school. It also would be environmentally beneficial to improve/add the bike lanes and sidewalks throughout the city of Ukiah.

biking/walking increase a sense of community and encourage meeting with others along the road, creating a greater sense of community and establishing stronger relationships

Q12: Is there anything else you would like to share? (write-in responses)

Talmage Road and Old River Road are major routes for bicyclists. This includes for exercise, recreation, and transportation to work, stores, or other resources. This includes people from out of the area and locals. Bike lanes are needed for safety and to encourage fewer cars. There have been injuries and lives lost.

Talmage Road needs a paved path or sidewalk for pedestrians.

Living in Caspar, I walk everyday for health & enjoyment. I feel comfortable walking almost anywhere in town except for near the two highway entrances. Both bridges on the highway (just North & just South) are way too dangerous to walk across. We need a trail from East Caspar to Jughandle Beach that is safe from the highway. We just got some improvements to the highway intersection at Caspar Street that definitely help, though I STRONGLY OPPOSE any more lighting in or near Caspar. We love our Milky Way nights & the creatures & birds depend on them as much as we do. Please make sure all your lighting everywhere is Dark Sky friendly: <http://darksky.org/our-work/lighting/lighting-basics/>

It would be great to improve sidewalks and bike lanes.

In the Willits area I would like to see bike and walking paths along the creeks. This would create alternative ways of getting across town and by making the creeks more public maybe we can discourage people from living in them.

We live in such a beautiful community. It would be great to be able to walk/ride out my door and enjoy the scenery/nature on safe trails with my family. Having recreational trails will improve health, tourism to our area, and increase the sense of pride and belonging in our area.

thank you for making the survey. Important stuff.

Constant speeding & distracted driving is rampant & impacts the safety of active transportation users.

Communities that have crosswalks that are lit with warning lights are much safer, since they increase visibility for drivers who are otherwise distracted.

Most members of the Albion community do not want a new Albion River Bridge or Salmon Creek Bridge as these bridges are still in good condition, but want access for pedestrians & bicyclists by accessing the old Hwy 1.

A dear friend of mine was hit by a car at the intersection of Talmage and Hastings and didn't survive the resulting injuries. I would like to prevent further deaths from happening in any way possible. Please do everything in your power to make these streets safer.

As Superintendent of Laytonville Schools I think that it is critical to build sidewalks around the elementary school. Also more signage near and around the schools on Branscomb Road is a critical need.

I think this survey is trying to accomplish a good thing. The reason I don't talk public transport is that it is not available in my area. I think you should include that option on your survey, especially for the rural areas.

Improving access for mountain bikes rides and forest walks to the local forest areas would increase the over all draw of Mendocino for non locals bringing in more outside revenue.

Westport can use some walking paths

Thank you for expanding our non-motorized pedestrian transit systems.

Q12: Is there anything else you would like to share? (write-in responses)

People of all ages come and go in the downtown area of Redwood Valley - post office, grocery store, bank, school children getting on and off the bus - they seem to be incidental to people in cars who pretty much charge through intersections, barely stop at stop signs.....a pedestrian friendly model would place a new focus on their safety

distance is the biggest outlier for me. bicycling works better than walking. the advent of electric bikes could be important. safety from cars when biking is a concern.

I live on a busy road and have a daycare. People do not drive the speed limit. I have almost been hit several times trying to cross the street to the arena on my horse. I can't walk to the park close to my home with the daycare kids due to safety concerns on the road and no sidewalks.

We need this community of Ukiah and not only Ukiah but Mendocino County to be more bicycle friendly and safe where bicycle lane should be on the inside of the sidewalks everywhere then would encourage more people to become healthier health conscious in less doctors and less overweight and obesity then bicycles are non polluted and clean and better for the environment

Extend the "rail-trail" from Hopland to Eureka!

Redwood Valley would take advantage of pedestrian walkways and sidewalks

Speed bumps are needed on residential thru roads to slow cars rushing to & from work.

I do walk often when I'm in town--i.e., Ukiah, Fort Bragg. We live part-time in Albion village, and we can and do walk to post office, store, hardware.

My agency is working diligently on a project to construct a trail through Covelo, where there has been a high rate of pedestrian fatalities on SR-162. Brooktrails lacks safe pedestrian access to town, so people are at risk daily on Sherwood Road. Though we live surrounded by nature, it can be difficult to access those places on foot.

Can't wait for sidewalk funding to start rolling in....

we miss being able to bike and walk as we could if living in town, but love the country life. Ukiah needs more electric car charging stations, such as ones Tesla promised to also install next to theirs (in addition to the single one a few blocks north, near old PO).

Homeless people are the biggest problem, from crime to trespassing to leaving pollution and drug paraphernalia- especially on our soon to be unsafe beaches along the coast. Being constantly accosted outside of stores, is dangerous and exhausting. Always on guard, and afraid of break-ins, attacked, etc. very sad it is being ignored by the very authorities paid to protect us.

This is great! Walking access is a key part of building health and combating inequality so that people without cars have access to walk to more places.

I'm a teacher who walks her students to and from the gym. Our sidewalks at dangerous and often people drive fast by the schools. Sidewalks and curbs would be a nice feature so drivers pay more attention

There needs to be a safe pedestrian/biking system from Hopland Reservation along HWY 175 to Old Hopland. Many Tribal members from Hopland walk/bike along this very dangerous road.

Caltrans could use the dirt from current projects to place next to HWY One to create shoulders.

Q12: Is there anything else you would like to share? (write-in responses)

expand rails to trails or another bike path that is fully separated from car traffic.

I live between the Middle School and Hwy 1 on Little Lake Road. They have put in a walking lane, but drivers speed constantly up and down the hill between the school and the main highway. Many neighbors' pets have been killed in this area...I'm just waiting for human deaths to occur because of speed. Rarely have I seen CHP or other police vehicles patrol this vulnerable section of road.

Pedestrian and traffic safety are horrible in Willits. A stop light is needed at the intersection of West Hwy 20 and Blosser Lane for students & parents wanting to walk to schools. An additional light is needed at the fast food three way intersection on South 101. Currently has a crossing warning light that goes unheeded by many daily drivers. Traffic safety education is needed with many Mexican/Guatemalan female drivers around the county. Many are seen texting and driving poorly.

Safe walking starts with citizens being able to park in a safe/user friendly parking area. Side streets in most communities are un-cared for by the local authority so sidewalks are either poor or non-existent, transient activity around the county is very unsafe and unattractive along a walking area or side street.

Pedestrian/ bike routes to all schools in Willits is dangerous/non existent

Speeding cars are the single biggest threat to pedestrians; followed closely by careless pedestrians.

I'd love for there to be jitneys or vans that would pick people up who parked their cars on the edge of Ukiah and then they could ride to places they need to go instead of driving everywhere in town.

I would like to see more of our roads re paved! Two out of our four schools have the worst roads going to and from them! And I have tough unsafe roads right at our elementary schools is bad. I see kids trying to cross and trip everyday in pot holes that get repaired by patches that do not stay more then a day! I see cars trying to miss pot holes and kids and parents trying to walk! It's bad in willits Brookside and Blosser lane school have the worst road ways!

:)

Laytonville needs more sidewalks, lights and green space!!

Ukiah is great for walkability, but needs some infrastructure improvements to make it all that it can be. Traffic is problematic, and any places to walk that are, or feel, more safe from cars are my favorite ways to go. I own no car and walk exclusively so this is on my mind a lot.

The crossing at main and commercial is dangerous as cars often don't see the pedestrians until the last second.

Q12: Is there anything else you would like to share? (write-in responses)

I live in Willits. Most of the people with school age children live in Brooktrails. I believe this because it's the only place young families can afford to live; therefore, in order to attend school, community events, shopping etc we must drive. Parents now days rarely allow their children to ride and rome town like we did when we were young, it's just not responsible. My point is, removing downtown parking and replacing it with bike lanes is ridiculous. I along with a majority of people my age work out of town. I can't walk to town and if I want to shop please do not make it an impossible journey. When I have time to shop at my local stores, it's usually limited. I'm a mother of 3 kids at 3 different schools. I work full time and volunteer my ass off. I don't have time to ride a God damn bike and am usually extremely annoyed at maneuvering around their bullshit. Pedestrians, great. Use the sidewalks and crosswalks properly and any driver whom doesn't respect you is an asshole. Bike riders.....ride where it's appropriate not where you feel entitled to do so. Bikes are not vehicles.

The bike lane coming to Willits is a waste of money. Half of Willits lives in Brooktrails where you have to drive to town anyway. Also loosing the parking and turn lanes will make town more dangerous.

I am curious as to why there are no school buses that go outside city limits. I live just outside willits and my son goes to Blosserlane elementary. Fortunately I am a stay at home mother so driving him to and from school is not much hassle. Although it is frustrating that we don't even have the option. I've noticed a lot of parents taking kids to school from Blackbart rd daily. I would think there are plenty of kids for a bus route.

Don't take away the damn street parking for Willits. There's already limited parking areas, taking away street parking will make that even worse. Also businesses will lose business. Sure as shit I'd rather order off Amazon than have to park 3 blocks away and walk my happy ass and 4 kids to get where I'm going.

More needs to be done about dogs off leash. Enforce the leash law. I stopped walking around Brooktrails & Willits because of inconsiderate dog owners.

I've lived by the Sherwood Valley Indian reservation for many years. I love to walk, but it's difficult because of the dangers of vehicles. Della Avenue's curb on the east end turning from Locust Street has no visibility for pedestrians. I've been close to being ran over with my child in her stroller. Because of these dangers I minimize my walking, therefore I have more health problems and gained weight. Lighting is also poor on these County roads. Also, Crest Drive should have a speed bump because there's several vehicles that like to speed on this road making it dangerous for kids since Blosser Lane Elementary school is very close.

In Willits the Main Street has just been finished and it's an absolute joke. No turn lanes and bike lanes!! The parking is horrible here and because of that I hardly ever will shop downtown.

Walking is great, but 3,000 people alone live in Brooktrails. Many other people live outside the city of Willits. We have to drive to town to do business. We have sidewalks to walk on once we get to town, but we need a place to park the car first.

Q12: Is there anything else you would like to share? (write-in responses)

I walk 5 to 6 mile every morning for exercise on the Westside of Ukiah from Mendocino Dr area to Todd Grove park. The sidewalks, where available, are so overgrown with unkept landscaping and have many cracks and raised areas. Thank goodness the traffic is light because, like nearly all the other walkers and joggers, I walk mostly in the street. Many people get their exercise by walking around Todd Grove Park but you really need to watch your step. There are no sidewalks and the blacktop is in terrible shape. On a dark December morning last winter I was jogging around the park and tripped in a pot hole that was hidden by fallen leaves resulting in a torn Rotator Cuff that needed surgery to repair.

Willits and Brooktrails are the same community and yet there is limited walking accessibility between the two.

More resources for people with disability

nope

More public restrooms. Garbage cans cleaned up more

Unincorporated Ukiah lacks sidewalks

I won't let my children ride bikes or walk to school on a bike path that isn't in clear view from the road at all times. There are many transients living or gathering on the walking paths in ukiah. This makes it very unsafe for young children to use those paths. Widening the exaisting roads and having a clearly defined shoulder or bike path is the best solution to this issue. Thank you

Improve held road

Crossing Highway 1 to get to the coast is treacherous.

Are city of fort bragg has gone to hell in the last 100 plus years my family has lived here.. and you wonder why people are leaving and closing there shops and moving away .. go figure , are last 2 city managers screwed us over as well as a few city council members, and several chief of police .. just putting in there time to get more retirement and don't even live here full time . What a joke are town has become...

There are very few safe walking paths in and around Boonville with public access and Highway 128 is both dangerous and unappealing for hikes.

Fort Bragg needs tourism to survive

Broken sidewalks are a liability and a barrier

Please consider developing the Fort Bragg lumber mill site into a walking street community. We can be leaders in environmental city planning or we can watch other do it.

Walking from Hills Ranch where I live to the Village of Mendocino is only 1/2 mile. But after I cross Highway 1 there is o sidewalk, the shoulder is not level and there is no crosswalk on Howard St. In the Village the roads are in need of improvements, new sidewalks are needed and better signage would help - or any signage for that matter. It would be nice to have a few more street lights, particularly in the winter.

Q12: Is there anything else you would like to share? (write-in responses)

We need wide, paved pathways for bikes and pedestrians away from cars across the entire city of Ukiah and surrounding areas. Wide pathways that are free from cars to connect towns such as Ukiah to Redwood Valley, Ukiah to Willits, Ukiah to Hopland, Ukiah to Boonville, Ukiah to the coast...all towns with safe paths of travel connected and wide pathways for bikes and pedestrians, not right next to cars. I would love to ride my bike and cross the street without worrying about being injured or killed by a heavy, metal, fast-paced moving vehicle.

Interactive Map and Workshop Comments

A map of the North Coast/Inland study area was posted on line and linked to the project web site. Participants could choose from a list of pedestrian improvement types and “drop a pin” at chosen locations on the map and provide comments. A total of 248 comments were received (some people commented multiple times). Participants could also “Up Vote” to show support for another person’s comments – some were supported as many as 15 times.

The following maps and tables show the location and content of the comments. The comments from the workshops (a total of 80 site-specific comments about pedestrian improvements) have been combined with the interactive map comments and organized by community. Maps are included that show the location of the comments.

Specific recommendations generated through the workshop map and online map comments will be carefully considered in the Engineered Feasibility Study of pedestrian needs.

The maps and tables below are organized with the three incorporated cities first, then the unincorporated communities.

Incorporated Cities and Adjacent Areas

Table 2: City of Fort Bragg and Vicinity

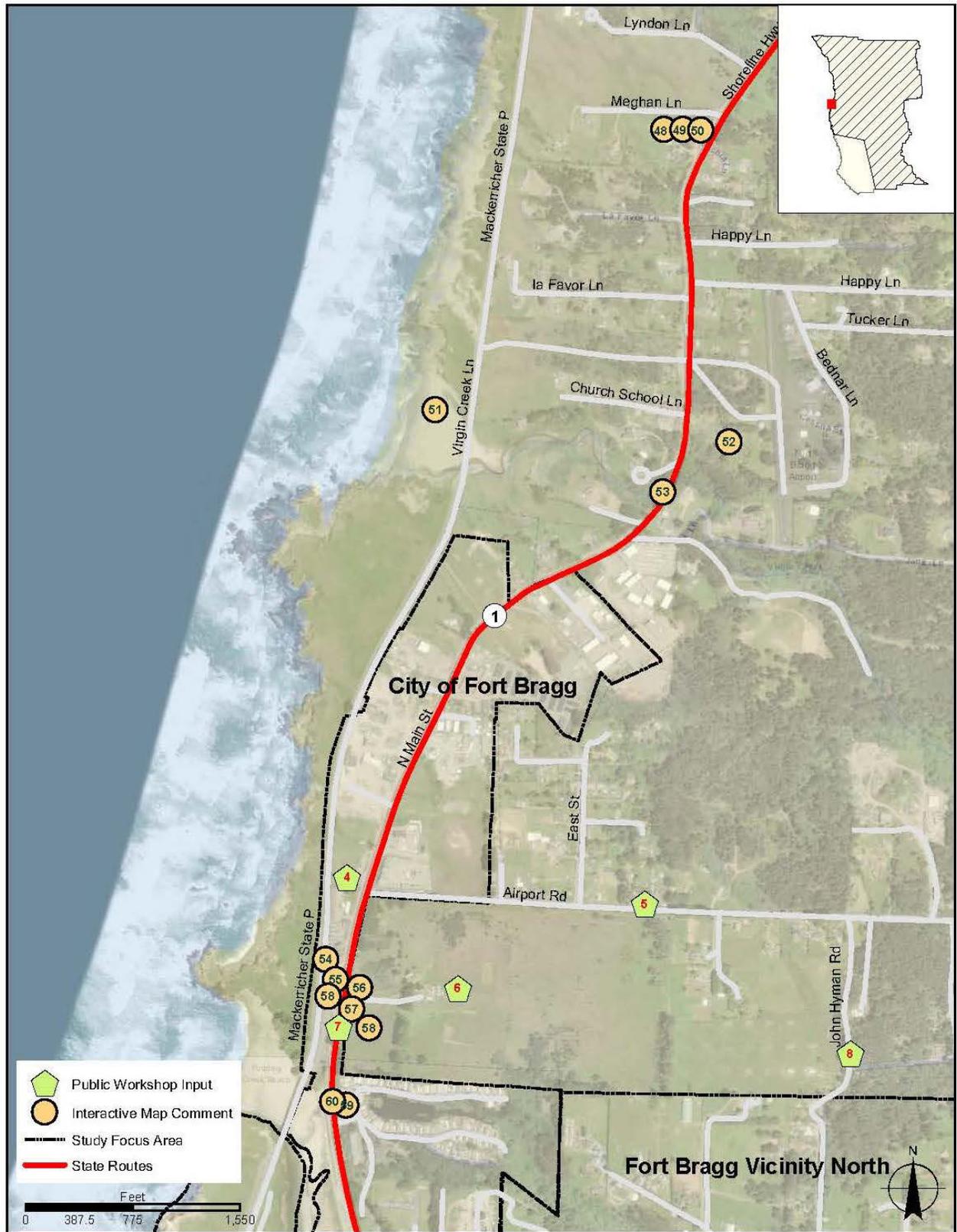
Location	Comment
5	<i>Need Walkble Shoulders at Airport Rd.</i>
6	<i>This is a Native American Kids summer camp.</i>
8	<i>There is an informal trail from John Hyman Rd to the Airport Rd.</i>
10	<i>There is a slope constraint on south side of Pudding Creek Rd between Hwyl and John Hyman Rd.</i>
12	<i>Restore old pedestrian bridge across Pudding Creek.</i>
13	<i>Need at least one wide shoulder at Pudding Creek Rd.</i>
48	<i>need a more people friendly approach vegetation restricts access/visibiliy.</i>
49	<i>mirroring prior comment - need bike lane; ped lane. reduce speed limits as it's difficult to get out of driveway; blind curve that restricts visabiliy when pulling out of the driveway; people are going 50 or 60 miles per hour</i>
50	<i>Need a lane for bikes/pedestrians due to drainage ditches and vegetation in strip between highway and the ditch that is not cut down</i>
51	<i>Please repave the Haul Road. The broken asphalt is dangerous!</i>
52	<i>Please use quality concrete. The cement mixed for this purpose by the City of Fort Bragg at the corner of Harrison and Main is crumbling from the new pour that was done just a couple years ago. Also: Can we not take the silly traffic circle out and put in the 4 way stop that safely worked just fine there for most of my childhood?</i>
53	<i>no shoulder and no place to walk safely on either side of the road. visibility is poor in both directions</i>
54	<i>Rresurface the Haul road from the Pudding Creek Tress Bridge to McKerricher Park.</i>
55	<i>MTA bus stop to serve MacKerricher State Park access and Potter Valley Tribe future recreational facilities, connecting with downtown</i>
56	<i>Access to beach from the Potter Valley Tribe's Noyo-bida Ranch. The PVT has camping facilities, and holds several events with 100+ people camping for 3-7 days. Speedingtraffic is dangerous for those accessing the MacKerricher State Park parking access.</i>
57	<i>Access to beach from the Potter Valley Tribe's Noyo-bida Ranch. The PVT has camping facilities, and holds several events with 100+ people camping for 3-7 days. Speeding traffic is dangerous for those accessing the MacKerricher State Park parking access. There are also long range plans for development of additional campground facilities.</i>
58	<i>MTA bus stop to serve MacKerricher State Park access and Potter Valley Tribe future recreational facilities, connecting with downtown</i>
58	<i>Pave the Haul Road</i>
59	<i>Trail to underpass on east side of Hwy 1. From SW corner of Potter Valley Tribe - Noyo-bida Ranch property, south along CalTrans easement, to existing underpass leading to Pudding Creek Beach</i>

Table 3: City of Fort Bragg and Vicinity, continued

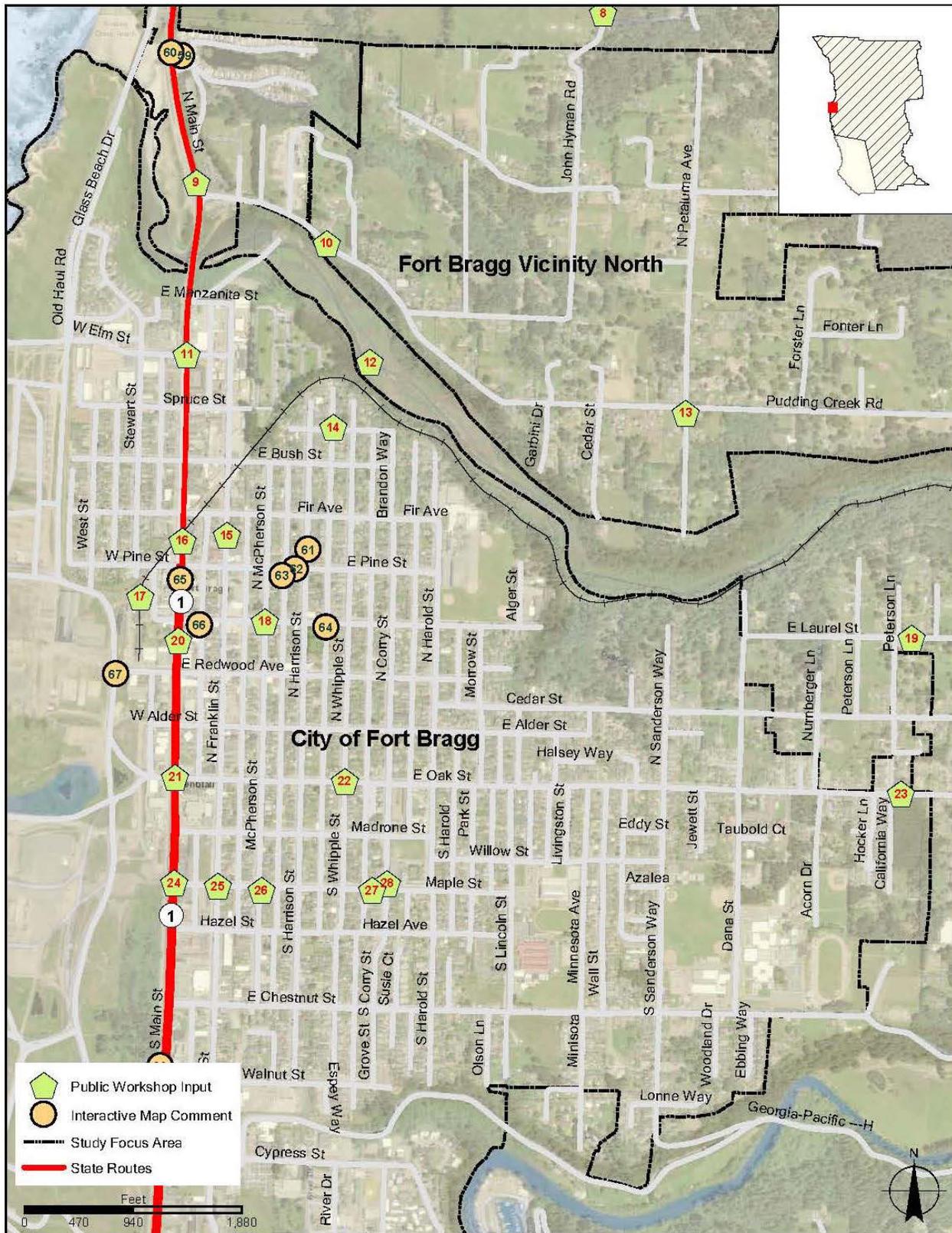
Location	Comment
60	<i>Trail to underpass on east side of Hwy 1. From SW corner of Potter Valley Tribe - Noyo-bida Ranch property, south along CalTrans easement, to existing underpass leading to Pudding Creek Beach</i>
61	<i>Broken sidewalk</i>
62	<i>Broken sidewalk</i>
63	<i>Broken sidewalk</i>
64	<i>Alley west side of Ft. Bragg Public Library has sidewalk with high curb that a wheel chair cannot get over the curb and the telephone pole also hinders access. I sent Randy a photo of the existing situation. Other Alleys have this situation.</i>
65	<i>Cars travelling North to South routinely speed 10 to 15 mph above limits. Pedestrians have been hit there. It is so bad, the brewery has a written policy forbidding employees from crossing there. Lots of tourists crossing from skunk train to tap room. Tractor trailers turning into brewery. Heavy traffic coming from both directions on Main Street.</i>
66	<i>I would like to see a dedicated bike Lane running the length of town on either Franklin Street or McPherson Street. I would ride a bicycle around Fort Bragg however I feel without dedicated bike lanes I feel unsafe.</i>
67	<i>We need to find more ways to connect the Haul Rd. To the downtown area. There are long stretches of the trail where you can see all of the shops and restaurants but cannot easily get to them. We ride the trail often and you can access downtown at the Glass Beach entrance and not again til the Headlands. Maybe an access path at the Skunk Train or Mendo Mill.</i>
68	<i>No sidewalks or crosswalks all the way to the bridge from Chestnut St.</i>
69	<i>Highway 20 (from mile 2-0) needs a safe bike/pedestrian path into the City of Fort Bragg. I would like to safely travel by bike with my children into town, but high speeds on 20 and lack of separated pathway make it feel unsafe to travel this way. I know in the past there have been ideas about connecting the trail to the south that goes through Jackson State Forest or even opening up a trail across Old Haul Road on the North to cross Noyo River.</i>
4	<i>Need some necessary ped access to Mackerricher S.P. here.</i>
7	<i>Highway Crossing is needed.</i>
9	<i>There is an existing culvert undercrossing North of Pudding Creek Road and Highway 1 Intersection.</i>
11	<i>Need Safer Ped Crossing at E Elm St. and Main St.</i>
14	<i>Traffic control or ROW needed at the intersections of Winifred St. & N Harrison St. and Winifred St. & Perins Way.</i>
15	<i>Strong Need for Stop Sign at the intersection of Fir St and N Franklin St.</i>

Table 4: City of Fort Bragg and Vicinity, continued

Location	Comment
16	<i>Priority lists for Main St. #1 = Pine Street Intersection #2 = Redwood Ave Intersection #3 = South Main Street Sidewalks on westside</i>
17	<i>Brewery expansion and Skunk Train facility expansion project is in process.</i>
18	<i>Need stop sign at N McPherson St & W Laure St intersection.</i>
19	<i>Need to add missing sidewalks, parking and bike lanes between Dana St. and Monson(?) @ Water Plant. Could combine with Safe Route to School Project.</i>
20	<i>Need to make sure all traffic lights on Hwy1 have chips working for blind Need Ped scramble at hwy1& W Kayre St. and hwy1 & W Redwood Ave Intersections.</i>
21	<i>Need longer light for people to cross Hwy1 at W Oak St.</i>
22	<i>Lightning is needed at the intersection of Oak St and Whipple St</i>
23	<i>It is a pedestrian danger zone on Sherwood Road from Rasmussen Ln to Monsen Way. Kids going to school are frequent in this roadway,</i>
24	<i>Possible stop light and new connection point to Mill Site are needed at Mapple Street and Main Street Intersection. This comment is supported by other people.</i>
25	<i>A 4 way stop sign at the intersection of N Franklin St. & Maple St. is needed.</i>
26	<i>Water Running underneath (Formally Maple Creek)</i>
27	<i>The traffic on Maple St. is too fast betwee S Mcpherson St.and S Lincoln St.</i>
28	<i>A stop sign is needed at the north side of Maple St & S Corry St. Intersection.</i>
29	<i>Many of the sidewalks on Myrtle St. Woodward St. Hazelwood St. are in place. Nice job so far.</i>
30	<i>Add Missing sidewalk on south side of Boat Yard Drive.</i>
31	<i>Need a controlled stop at existing crosswalk location on Boat Yard Drive.</i>
32	<i>The Bridge over Hare Creek is a high danger zone.</i>
34	<i>Dangerous for Pedestrians & Cyclists tfrom roundabout south to Pearl Drive/Pine Beach area. Need safe crossing and shoulders.</i>



Map 1: City of Fort Bragg and Vicinity Interactive Map and Workshop Comment Locations, 1 of 3



Map 2: City of Fort Bragg and Vicinity Interactive Map and Workshop Comment Locations, 2 of 3

Table 5: City of Ukiah and Vicinity Interactive Map and Workshop Comments

Location	Comment
168	<i>Traffic control here would be great. Trying to bike to the college is dangerous</i>
169	<i>Redemeyer should have a bike path. As of now, we are unable to bike to work due to no shoulder and vehicles driving over the speed limit</i>
170	<i>BIKE LANE AND GUTTER IN SAME PLACE</i>
171	<i>Improved lighting, and signs reminding drivers that many pedestrians, including children, walk along the West end of Standley and across the bridge over Gibson creek. Keeping the berries and other bushes trimmed (City) so pedestrians can walk close to the side of the road.</i>
172	<i>Create a traffic light/intersection to make traffic slower and more safe for cyclists and peds as cars come off of the 101 ramp from the South bound direction entering Ukiah, It is difficult to see cyclists, pedestrians, and other cars when turning right or left from the exit ramp. This could also ease traffic coming off the North 101 exit ramp entering Ukiah as well.</i>
173	<i>The traffic lights on Empire Dr. and then at Kuki Ln. are so ill-timed that it makes for dangerous vehicle violations to "make" the next light -- definitely a safety issue for pedestrians, bicyclists, and vehicles alike.</i>
174	<i>There is no safe bike lane or shoulder in this area.</i>
175	<i>There should be a crosswalk across N. Bush Street here at Capps Lane for walking high school students</i>
176	<i>Sidewalks need improvement and visibility for children crossing needs to be improved</i>
177	<i>need crosswalk at the intersection</i>
178	<i>Existing but unimproved paths along Orr Creek lead pedestrians to a mid block crossing. An elevated crossing with or with out some kind of signalization here would slow traffic and allow safe crossing for pedestrians. It is over 300 feet to the nearest intersection with ""legal"" crossing.</i>
179	<i>A stop sign at this intersection would greatly reduce vehicle speed on N. Bush Street and allow for safer vehicle, bicycle, and pedestrian crossing</i>
180	<i>The sidewalk is very narrow and has extreme driveway elevation changes and slopes that make it difficult to walk on the sidewalk. Many people end up walking in the narrow street to be able to navigate it better</i>
181	<i>There are several areas around this corner that are missing sections of sidewalks</i>
182	<i>The sidewalk is very narrow, making it harder to walk with a friend to get to the rail trail. One of us often has to walk in the street along here.</i>
183	<i>This is a really difficult intersection for bike riders, pedestrians, and vehicles. It's difficult for everyone to figure out how to cross it safely.</i>

Table 6: City of Ukiah and Vicinity Interactive Map and Workshop Comments, continued

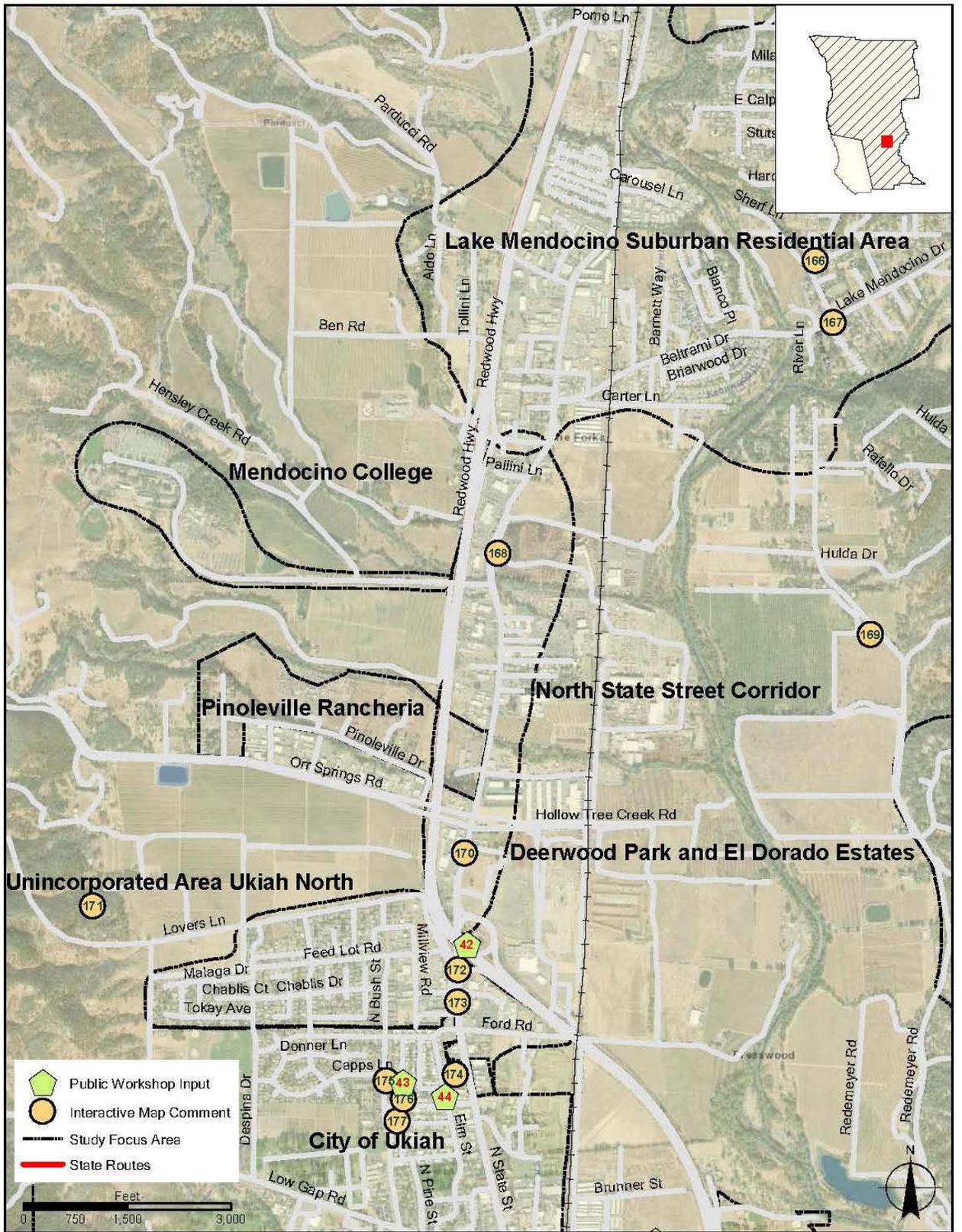
Location	Comment
184	<i>WHY DOES PRIORITIZATION SWITCH PATTERNS IN DOWNTOWN UKIAH WEST SIDE? THE CITY IS BUILT FOR NORTH SOUTH PRIORITY ORIENTATION (WITH STOP SIGNS ON EW STREETS) THEY ARE SWITCHED HERE TO GET PEOPLE TO HIGHWAY FASTER, NOT SAFE, NOT SENSIBLE.</i>
185	<i>Barnes St north of Standley - no sidewalk on either side of the street.</i>
186	<i>power poles restrict width of sidewalk</i>
187	<i>West Church no sidewalks</i>
188	<i>no sidewalks and heavy pedestrian traffic with narrow road</i>
189	<i>No sidewalk on either side of street</i>
190	<i>no sidewalk on S. Highland from Highland Court to Clay St. Walking route for many pedestrians.</i>
191	<i>intermittent sidewalk</i>
192	<i>It's really difficult to ride my bike southbound along here, especially when there are parked cars, because I have to ride in the vehicle traffic lane. Perhaps paint to show a shared vehicle/bicycle lane would help.</i>
193	<i>The route to the pedestrian overpass needs maintenance, lighting, and signage. This is a great and safe place for pedestrians to cross the freeway but any don't even know it exists. The entire corridor from here to Riverside park needs improvement.</i>
194	<i>Needs sidewalk!!! On both sides of the street.</i>
195	<i>The traffic light for this marked bike lane is on a sensor which doesn't detect bicycles. I suggest removing this sensor or returning to a timed traffic light. The sensor creates a confusing and dangerous dynamic for drivers and cyclists -- for example, a cyclist on Gobbi has to either wait on the corner for traffic from the freeway to stop at the light, or "become a pedestrian" to activate the crosswalk light, both of which can be confusing to drivers or inexperienced cyclists.</i>
196	<i>BIKE LANE IN DISREPAIR! CAR LANES PAVED. BIKE LANE NOT. GUTTER ON TOP OF BIKE LANE.</i>
197	<i>ROUNDBABOUT! Queing crazy and dangerous for us cyclists who can't wait!</i>
198	<i>South State St from Perkins to Talmage has a wide but poorly maintained sidewalk. This could be widened and improved to allow two-way ped/bike traffic.</i>
199	<i>COMPLETE STREETS ON STATE ST, 2 MOVING CAR LANES ONLY! Parking, BUSses, PED ISLAND, BIKE LANES NOW!</i>
200	<i>S State St Hastings to Jefferson existing paths on east side of street can be improved to provide two way separated bike/ped routes.</i>
210	<i>This area has almost no crosswalks. It is VERY car-centric when you're shopping in an area that you feel compelled to drive your car from one side of the mall area to the other side in order to shop in a nearby store.</i>

Table 7: City of Ukiah and Vicinity Interactive Map and Workshop Comments, continued

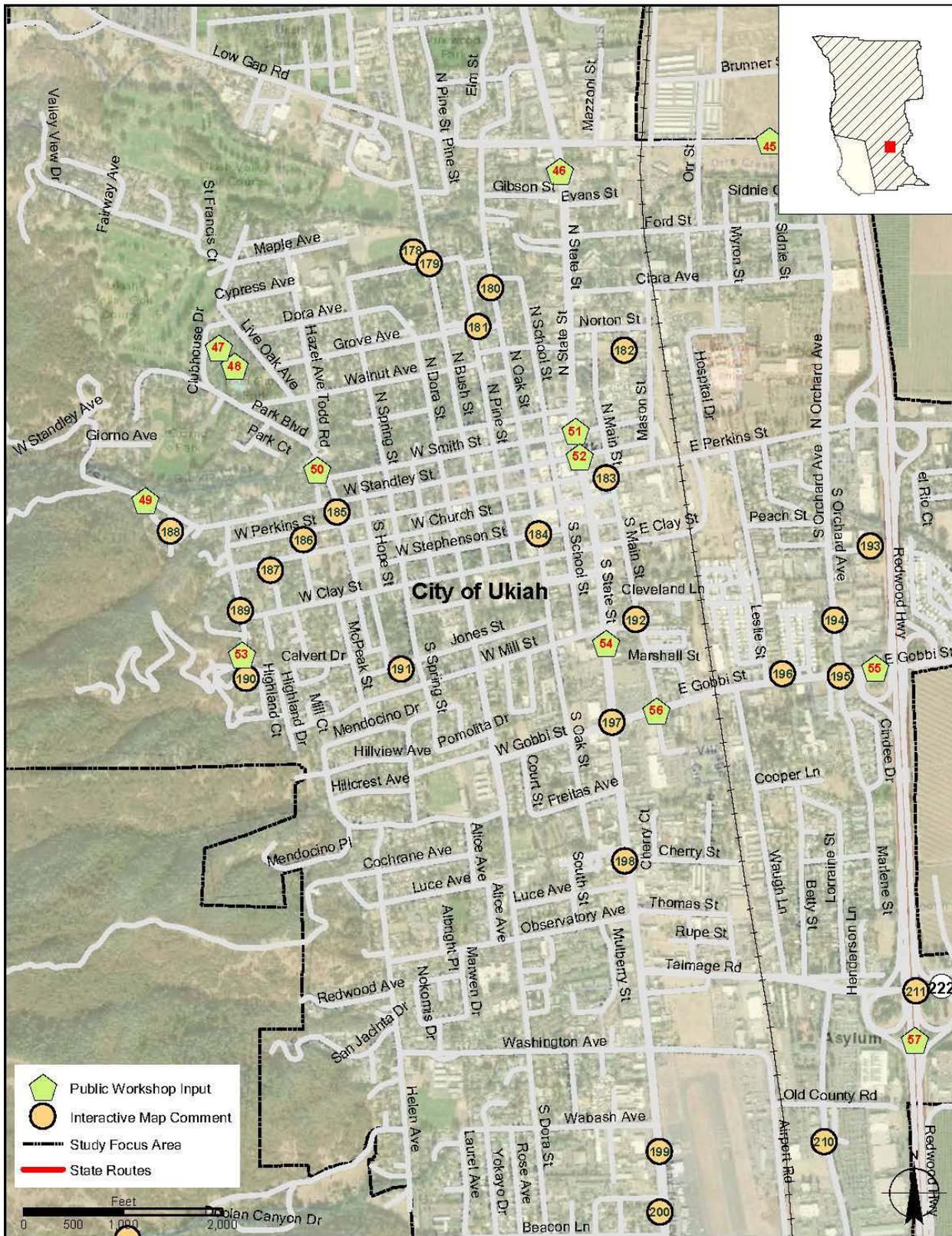
Location	Comment
211	<i>Talmage Road is incredibly dangerous for bikers and walkers. Bike lanes that are removed from the edge of the road, bike and walker signals and signs, sidewalks, speed limit reductions by 20-30 mph!, lighting for night, and tall trees on the sides of the road to signal drivers to slow down must be implemented on this road to avoid future deaths. Many have died already. This could prevent the deaths of K-12 students at the elementary schools and everyone else who bikes or walks on Talmage.</i>
42	<i>The underpass of Hwy 101 on N State St. is a dangerous area for Peds and Bikers. The bike lane is not useable.</i>
43	<i>Sidewalks and roads are in bad condition in Lockwood Dr and Elm St, plus children who walk to school don't have good visibiliy because of number oof cars parked.</i>
44	<i>Elm St. is a bad street and has bad sidewalks.</i>
45	<i>Needs sidewalk on both sides of Brush St.</i>
46	<i>The entire State St. needs bike lanes.</i>
47	<i>Think of it as a pedestrian traffc circle.</i>
48	<i>Dangerous walking path around Todd Grove Park.</i>
49	<i>Sidewalk needed on south side of W Stanley St.</i>
50	<i>Need sidewalks on west side of N Barnes St. fro W Standley St to Todd Rd.</i>
51	<i>Need better/cleaner crosswalks at W Henry St. and N State St.</i>
52	<i>Combine walking path to RR Trail and Hospital from S state St and E Smith St. Intersection.</i>
53	<i>It is very dangerous for pedestrians on S Highland Ave.</i>
54	<i>State St. need bike lanes and biker warning signs.</i>
55	<i>It is very dangerous for bikers on/off ramp to Hwy101. Need biker waring signs and bike lanes on E Gobbi St.</i>
56	<i>Turning right out of Ukiah Natural Food Co-op parking lot (onto Gobbi St.) needs some pedestrian improvements.</i>
201	<i>PUBLIC TRAIL SPANNING WEST SIDE</i>
202	<i>Safer areas to walk: Improve housing</i>
203	<i>Improve housing please</i>
204	<i>need sidewalks</i>
205	<i>There should be more lighting along S. State Street near Talmage and southward. It's difficult to see pedestrians and bicyclists who are often walking/rolling at night along this stretch</i>
206	<i>S Dora from south of Grace Hudson School to where it becomes Oak Court Rd has TERRIBLE sidewalk and south of there and looping up the hill to the west there are no sidewalks. All of this is common family strolling, dog walking, andexercise walking area.</i>
207	<i>Walking or biking safe traffic control for Animal Care Services visitors.</i>

Table 8: City of Ukiah and Vicinity Interactive Map and Workshop Comments, continued

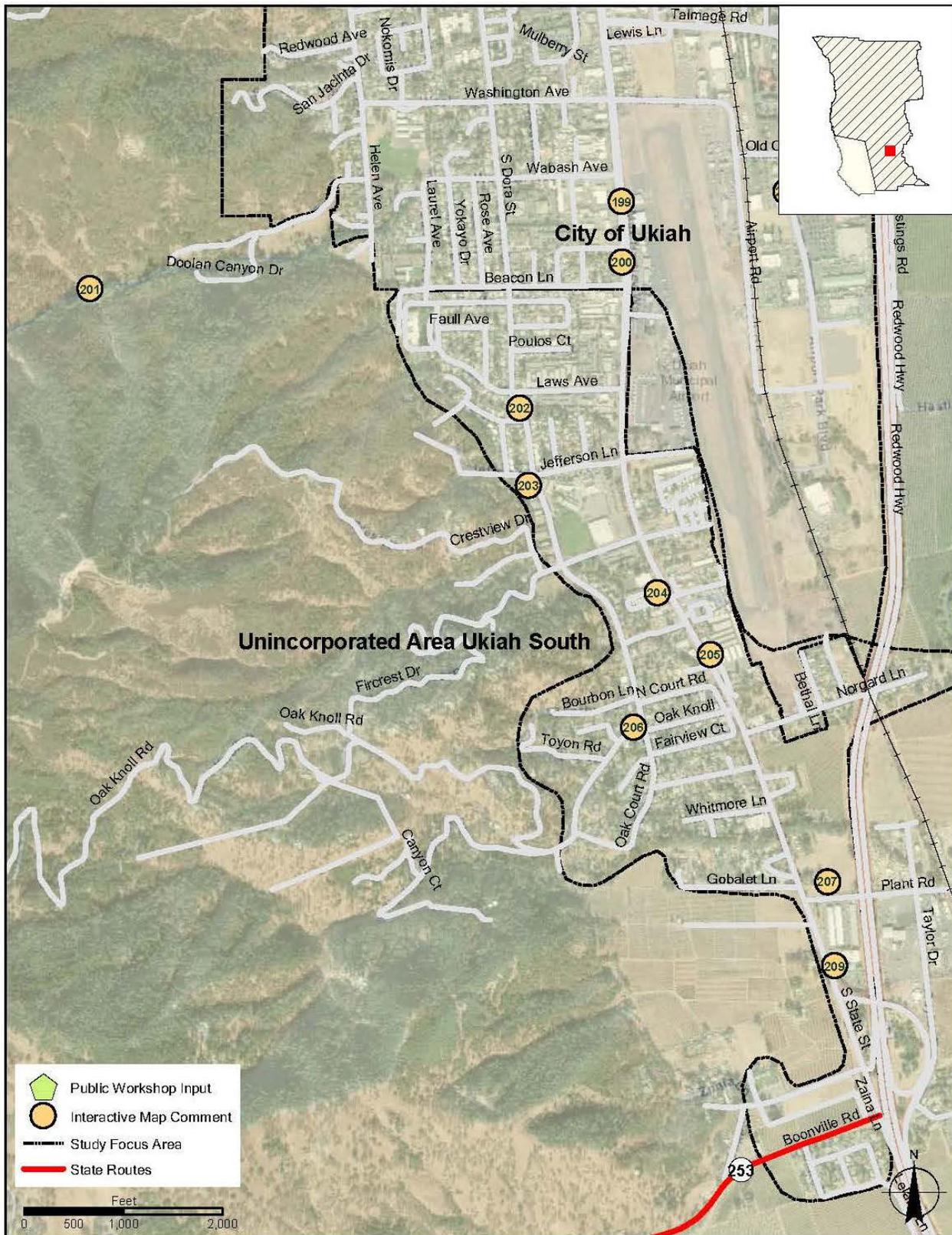
Location	Comment
209	<i>A safer way to bike to the Ukiah Valley Athletic Club would be great! Any kind of rail trail and bike path extension that would make it easier to get there from downtown area of Ukiah without riding on ill-lit, minimal shoulder, fast-traffic streets would be great.</i>
212	<i>Improvements to Riverside park and increasing popularity of Rusty Bowl BMX increase need for improvements with sidewalks or preferably buffered lane.</i>
57	<i>Bike Lane in both direction of Vichi Springs Rd serves as Ped access to river. Needs some maintenance since it overgrown and pushes peds and bikers into traffic.</i>
59	<i>Need Biking lanes and lights on Baboock Ln.</i>



Map 4: City of Ukiah and Vicinity (North) Interactive Map and Workshop Comment Locations, 1 of 3



Map 5: City of Ukiah and Vicinity (central) Interactive Map and Workshop Comment Locations, 2 of 3



Map 6: City of Ukiah and Vicinity (South) Interactive Map and Workshop Comment Locations, 3 of 3

Table 9: Talmage Area Interactive Map and Workshop Comments

Location	Comment
213	<i>The Talmage 101 overpass is a less than ideal option for cyclists and pedestrians. Most people traveling from Talmage (including the growing population of Dharma Rhealm Buddhist Univ students) will choose to use babcock lane. Making this a good connector to the pedestrian overpass is critical.</i>
214	<i>I suggest adding "sharrows" (shared bike/car arrows) and "share the road" signs on Babcock Lane. Despite being a designated bike lane and key connection to the pedestrian bridge, the road is narrow enough that cyclists (and pedestrians!) often bike/walk in the traffic lanes.</i>
215	<i>In loving memory of Xamuel Lara Jr. I humbly request that the city address the greater need for overall pedestrian and cycling safety. The loss of life due to pedestrian, bicycling, and vehicular accidents are tragedies that we must take every step to prevent. Losing a loved one is not easy and I wish no one else would feel this pain. Please invest in developing immediate and longterm measures, such as provding bike lanes and safety corridors for pedestrians and bicyclists alike as a start.</i>
216	<i>My brother was killed on this road last month. We are beyond devastated. I don't want this tragedy to repeat itself. Like others I would like a bike lane/crosswalk for bicyclists and pedestrian safety.</i>
217	<i>Appointed leaders need to take steps in facilitating a safe rural way of life inside and out of town boundaries. Two fatalities have plagued us and many others will occur if preventive steps are not taken. We all owe this to our growing and striving community for current resident and others that may come with our growth. Many residents use bicycles as a primary means of transportation, the county must take steps to enable a safe riding experience in order to prevent future fatalities.</i>
218	<i>Please add a turn bay for the Eastbound left turn from Talmage Road to Babcock Ln. There are several factories along Babcock Ln so these vehicles would stop in the middle of Talmage Road at the intersection of Hastings Rd waiting for a gap to make a left turn to Babcock Ln. I have seen many near accidents due to such abruptly stop in the middle of Talmage Road heading to east. Having a turn bay at the place will help so much in terms of the safety here. This is a very wide intersection.</i>
219	<i>New crosswalk and bike lane needed along Talmage Road, there was a fatal accident happened in September, 2018, many of our visitors, students take a walk or bicycles from Talmage to Ukiah.</i> <i>Thanks for making a safe environment for our pedestrian and bike riders.</i>

Table 10: Talmage Area Interactive Map and Workshop Comments, continued

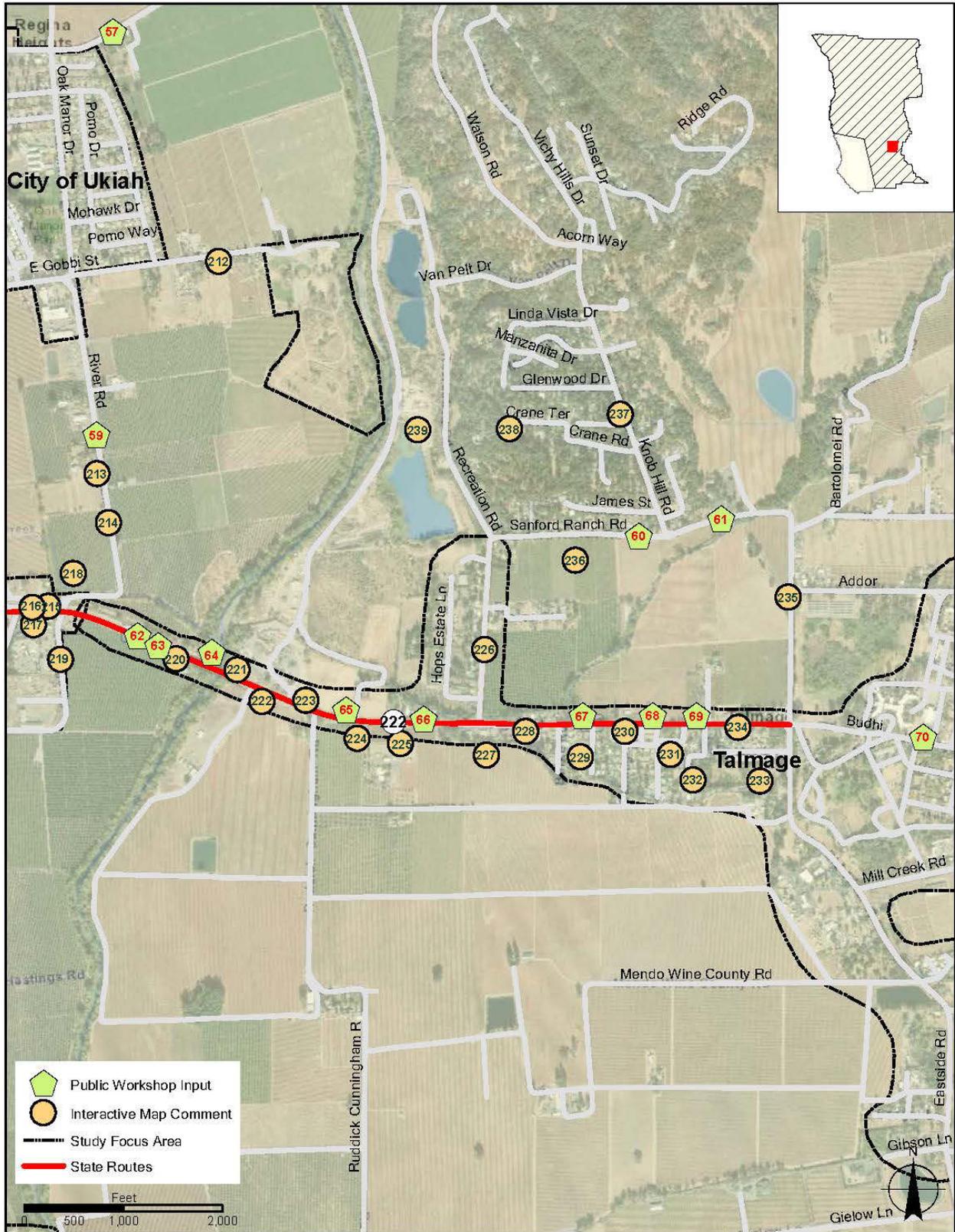
Location	Comment
220	<i>The fact that no specific cycling/bike-lane option is available here is worrying. A clearly marked and preferably protected/divided bike lane along Talmage Rd from State St through to the DRBU Campus and Old River Rd would be invaluable. Improved safety and convenience for cyclists would encourage riding and walking and reduce accidents.</i>
221	<i>Along the Talmage Road, some areas are wide enough to have a sidewalk and a bike lane. It's essential to have such facility so the kids can have safer access to the K12 school at the end of the Talmage Road (east end). Thank you so much.</i>
222	<i>Dharma Realm Buddhist University is growing and now has a campus on the west side of Ukiah. It is imperative we make this a safe route. There is room here for a separated bike/ped path on one side of the road.</i>
223	<i>Please: 1. Build a bike lane along Talmage Road (Highway 222), 2. Reduce speed from 50mph to 35mph 3. Build a sidewalk Thank you so much.</i>
224	<i>More lighting along Talmage Road. Some areas are completely dark in evening. Thank you.</i>
225	<i>Dharma Realm Buddhist University is growing and more students and staff are commuting along Talmage road. The road has a high speed limit of around 45 MPH. Without a bike-lane, this route is dangerous.</i>
226	<i>Please add sidewalk on Sanford ranch road. Many people walk the Sanford ranch and Talmage road loop, often times with young children.</i>
227	<i>Sidewalk and bike lane needed in this area.</i>
228	<i>Talmage road has four pedestrian fatalities per your report. A bicyclist was killed here just a few weeks ago. The Dharma Realm Buddhist University (DRBU) is growing and is predicted to continue to grow. DRBU also has a campus on the west side of Ukiah. We can expect to see more students and faculty making the trek from one campus to the other. There is adequate room for a separated bike/ped lane. This should be a HIGH priority.</i>
229	<i>Please install sidewalk and bike lane on Talmage Road between Highway 101 and City of Ten Thousand Buddhas Campus.</i>
230	<i>We can expect increased foot traffic to the stores in Talmage as the Dharma Realm Buddhist Univ continues to grow. Bike / ped separated lane here. There is room for it and, with a few improved crossings a path on one side of the street will meet the communities needs. Perhaps with sidewalk on the other side of the street between Burke Road and Old River Road.</i>

Table 11: Talmage Area Interactive Map and Workshop Comments, continued

Location	Comment
231	<i>Many pedestrian activities at the intersection of Talmage Road, Old River Road/Sanford Ranch Road because there is a Buddhist University, K-12 schools, California Conversation Corp (CCC with 100 students/staff nearby), Mendocino County Office-Education (MCOE), Dominican University of California - Ukiah Center. The Talmage Store is the only place that these residents, students, teachers, staff can walk to shop and eat there. Please improve the conditions of the Talmage Road.</i>
232	<i>Need sidewalk or other paved section away from cars for people to bike and walk safely.</i>
233	<i>Bicycle lane for people of all ages especially the school children.</i>
234	<i>This entire stretch of road over talmage is very narrow. I'd love to bike to town, but, especially when with my wife, this is a very hazardous path. Cars are often driving pretty fast and if there is a car incoming from the other side there really is not enough space for a car and bicycle on the same lane, but the cars will still go through and push you off the road. Also the off road part is often gravel full and/or full of potholes so it's easy to fall.</i>
235	<i>Sidewalk please.</i>
236	<i>Need sidewalk or protected shoulder for walking. Throughout the day I see many people walking the loop around Sanford Ranch Road and Talmage Road.</i>
237	<i>Please install sidewalk on Knob Hill Road. Many people walk in this community, but the traffic on Knob Hill Road makes it very difficult.</i>
238	<i>Dangerous blind intersection, esp. for bike riders and pedestrians, previou deaths</i>
239	<i>School bus stop. Heavy cocentration of children. Walk and bike lane would improve safety.</i>
58	<i>Dangerous biking especially around on ramps/off ramps at south of US 101 and Talmage Road intersection. (pin dropped off map)</i>
60	<i>Lots of people walking on Sanford Ranch Rd, need shoulders.</i>
61	<i>Need shoulders on Sanford Ranch Rd.</i>
62	<i>Need to improve pedestrian safety on Talmage Rd. Lower speed limit and better lighting.</i>
63	<i>Students communte by bike on Talmage Rd.</i>
64	<i>Students, Staff Community between 2001 Talmage Road R Ukiah, by bike, fatal collision. Need Bike path and better pedestrian safety on Talmage Road.</i>
65	<i>Need separated Bike Path on Talmage Road.</i>
66	<i>Need to Slow traffic or need Bike Pedestrian Lane (Class I Path) on Talmage Road.</i>
67	<i>Lots of Pedestrian activities on Talmage Road, need to slow traffic</i>
68	<i>Traffic on Talmage Road need to be slowed to at least 20-30 mph.</i>

Table 12: Talmage Area Interactive Map and Workshop Comments, continued

Location	Comment
69	<i>Talmage is a student community, need lights for night.</i>
70	<i>Dharma Realm Buddhist University is also a K-12 School, a naturally significant cultural/religion site. It is a significant place of employment.</i>



Map 7: Talmage Area Interactive Map and Workshop Comment Locations

Table 13: City of Willits and Vicinity Interactive Map and Workshop Comments

Location	Comment
94	<i>Develop creek side walking.</i>
95	<i>Walking path to Brooktrails</i>
96	<i>Add trees along sidewalks from commercial to high school</i>
97	<i>This crossing is often dangerous</i>
98	<i>slightly raised brick crosswalk(tabletop) and curb extensions at all four corners of streets from Humboldt St east to Madden Street.</i>
99	<i>Commercial St intersection.A slightly raised brick crosswalk(tabletop) in all directions with hardscaped planted curb extensions at all four corners.From Commercial street south to Wood Street-Backin diagonal parking on one side and parallel parking opposite side.This arrangement would alternate with each block effectively slowing the traffic down and creating more parking.Bike traffic moves with vehicle traffic in the same lane with reduced traffic speed. curb extensions at all intersections.</i>
100	<i>Green arrow needed in east/west direction at Commercial and Main. I have personally almost been hit in the crosswalk more than 3 times in the last year and have seen other instances involving other peds.</i>
101	<i>There are a number of comments here suggesting one way traffic to ""create more parking."" This is not consistent with a pedestrian project. One way streets tend to increase traffic speeds and there is no demonstrated need for additional parking.</i>
102	<i>This is a perfect spot for a slightly raised crosswalk(tabletop) of brick the width of Van Lane. It would require blocking off the Main St entrance to the parking lot so there is no interference with pedestrians. The city has this in their plans.</i>
103	<i>Change entire of Mendocino St to one way west bound traffic and continue sidewalk west of Humboldt Street to Main St along fence at Caffe77. Currently pedestrians walk behind cars backing out of Cafe 77 parking.This would greatly improve pedestrian safety and open the street up to more downtown parking along most of Mendocino St.This has been proposed by the city already.</i>
104	<i>Get rid of the bike lane that goes through town.</i>
105	<i>Additional lighting located in between the lights currently on Main St. New light posts would be much lower and brighter with high efficiency bulbs.</i>
106	<i>Humboldt street to be a pedestrian walk way between the post office and park.</i>
107	<i>One way east bound traffic on Wood street from North St to Main St. create more downtown parking and delivery truck parking. This has been proposed by the city.</i>
108	<i>Brick Van lane from Main St west to North street and make it one way the whole way. It is very narrow and lends itself to one way traffic the whole way. Brick all of Muir Lane.This would be an obvious pedestrian zone along with slow one way vehicle traffic.</i>

Table 14: City of Willits and Vicinity Interactive Map and Workshop Comments, continued

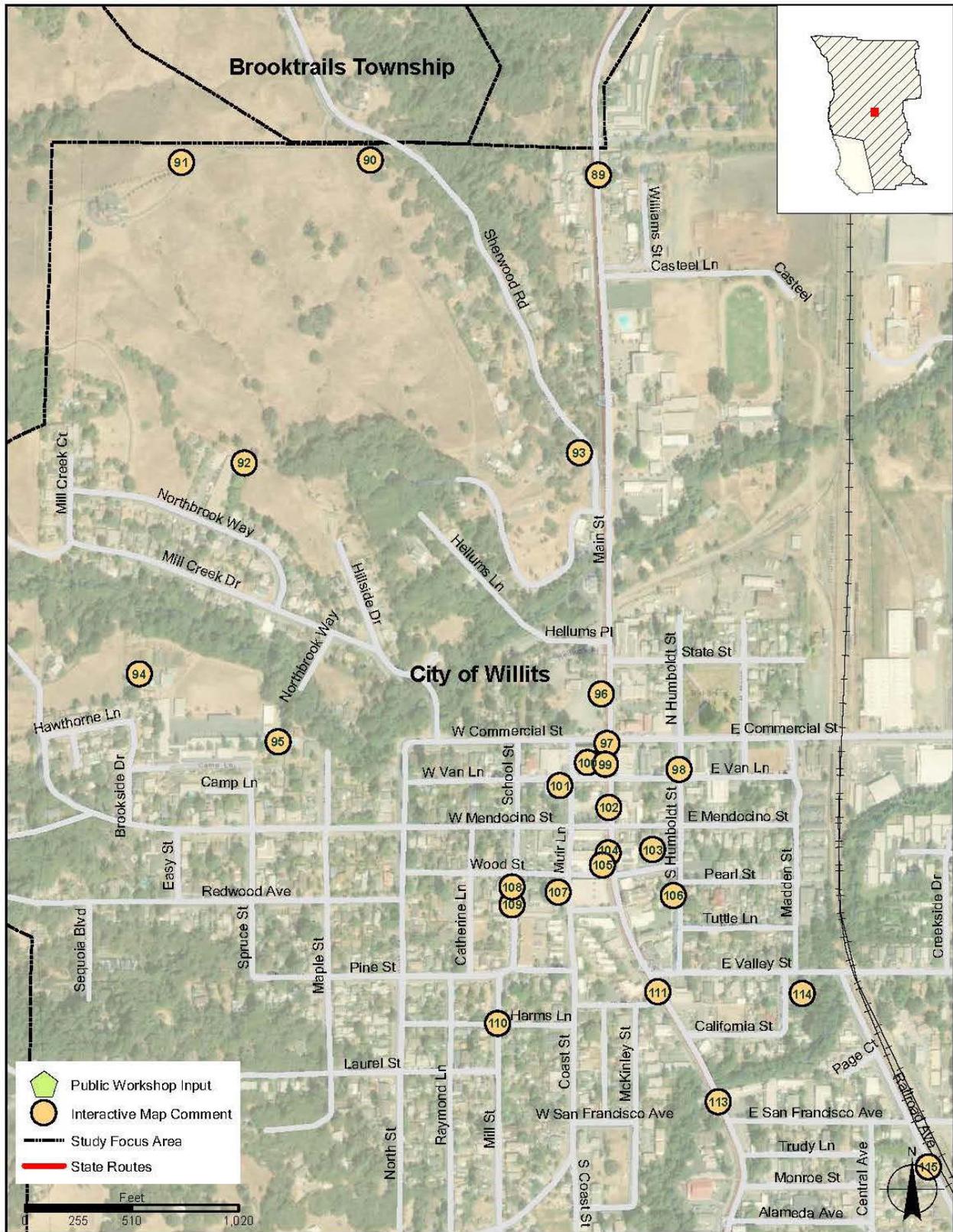
Location	Comment
109	<i>Additional lighting is needed in these back alleys along with road surface upgrades.</i>
110	<i>Remove stop signs and install small roundabouts on all side streets east and west of Main St throughout all of town. School buses and trucks must be considered which would not allow roundabouts in some areas. Reference Queen Anne district of Seattle Wa. This has been done for many years. Greatly improves pedestrian safety.</i>
111	<i>Slightly raised brick crosswalk (tabletop) at the post office in the north-south and east-west direction. Curb extensions in directions where possible to lessen pedestrian exposure to traffic.</i>
113	<i>Add trees along sidewalks in area near mariposa</i>
114	<i>There is no ADA curb here.</i>
115	<i>New sidewalks needed. Current state of disrepair is visible from skunk train. There is frequent pedestrian traffic along the railroad tracks; sidewalks would get people off the tracks themselves and thus serve as a safety measure. Water control measures needed to protect from flooding and sidewalks would provide better drainage.</i>
116	<i>This is an alternative route to the library. Road surface upgrades on this road and Boscabelle are sorely needed.</i>
117	<i>Important for safety</i>
118	<i>New sidewalk needed. This street is bordered by streets with sidewalks. Its current state of disrepair is visible from the skunk train. It receives a lot of pedestrian activity. Sidewalks would assist water control during annual flooding.</i>
119	<i>This street receives a lot of pedestrian traffic, including people walking to the Safeway shopping center. It is very dark.</i>
120	<i>Create a walking path along the creek.</i>
121	<i>Pedestrians cross this area of main street all the time. They usually cross at the tracks or a little further south.</i>
122	<i>install an art piece or other (locomotive, caboose?) in the middle of the street just north of the hwy 20 intersection light. This lets motorists know they are entering downtown and pedestrian traffic area.</i>
123	<i>creek walking path</i>
124	<i>Very dangerous crossing-heart to say fast coming traffic from the west</i>
125	<i>Dangerous crossing. Need signal, pedestrian flashing beacon, or other attention-getting mechanism to slow and stop cars. There is a school nearby and children are not allowed to ride bikes and they are discouraged from walking because of this intersection</i>
126	<i>Dangerous crossing. Need signal, pedestrian flashing beacon, or other attention-getting mechanism to slow and stop cars. There is a school nearby and children are not allowed to ride bikes and they are discouraged from walking because of this intersection</i>
127	<i>Speed bump on Crest Dr would help reduce the speeding vehicles that are a danger to the children from Blosser Lane Elementary school.</i>

Table 15: City of Willits and Vicinity Interactive Map and Workshop Comments, continued

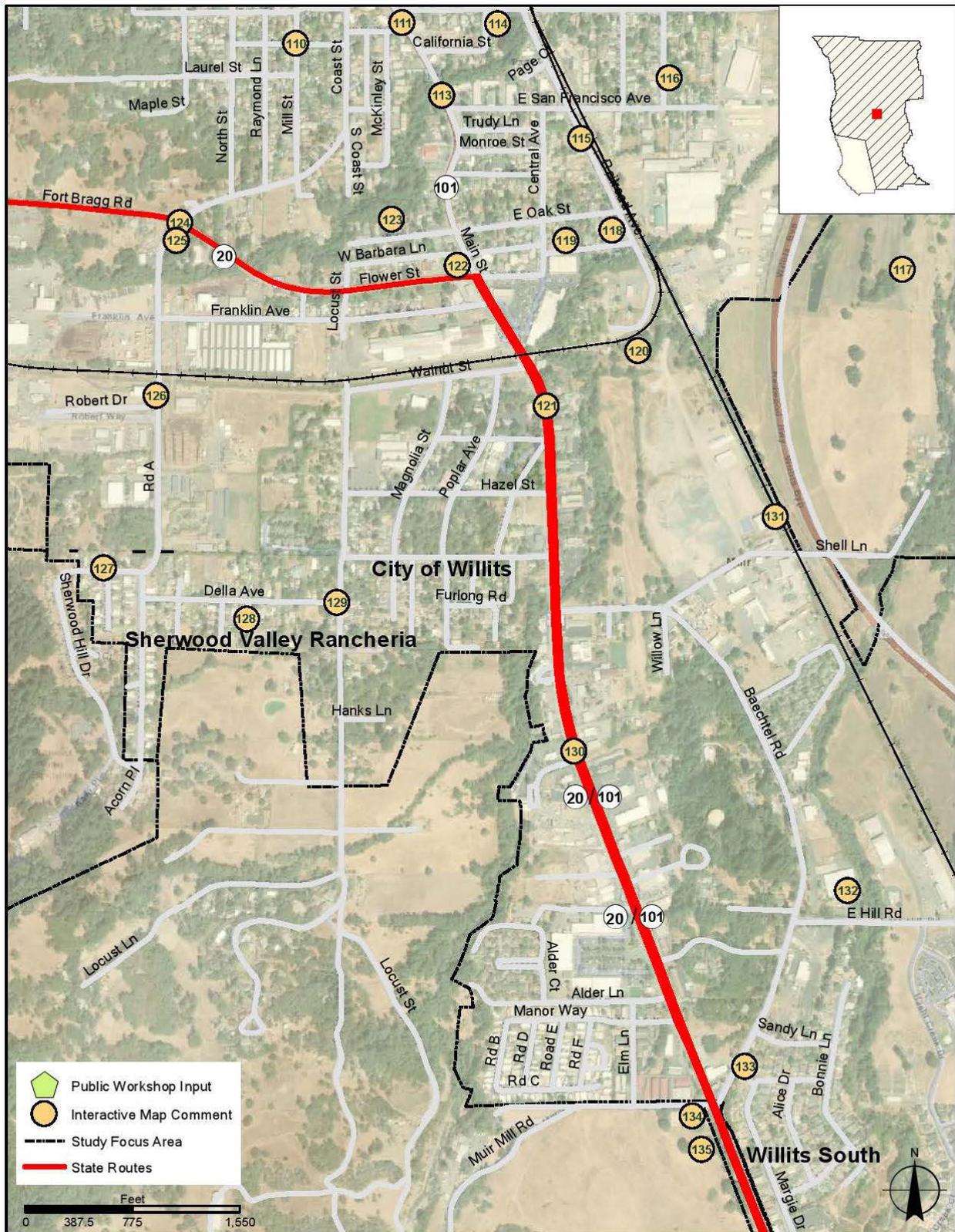
Location	Comment
128	<i>Della needs a sidewalk. High volume of kids going to Blosser elementary.</i>
129	<i>All Della Ave needs a sidewalk, but the curb from Locust St to Della Ave is extremely dangerous for pedestrians.</i>
130	<i>Existing crosswalk is still very dangerous, even with improvements made a year or two ago - needs an actual "walk/don't walk" traffic signal.</i>
131	<i>Create a pedestrian loop along the railroad tracks/creek</i>
132	<i>This intersection needs control. East hill and w hospital traffic, bicyclist have a hard time here.</i>
133	<i>no sidewalk</i>
134	<i>crosswalk needed</i>
135	<i>Agree with need for pedestrian infrastructure here. Add roundabout and signalization of some kind.</i>
136	<i>Add crosswalks and sidewalks where needed for safety. I rarely go into town, but am speaking out for others who are concerned for bikers and pedestrian safety. (pin dropped off map to SW)</i>

Table 16: Brooktrails Township Interactive Map and Workshop Comments

Location	Comment
89	<i>install an art piece or other in the middle of the road to introduce motorists to downtown Willits and to alert them to upcoming pedestrian zones starting with the high school.</i>
90	<i>Need pedestrian path to/from Brooktrails. No shoulder, winding narrow road. Many people walk and bike for transportation because they have no other options.</i>
91	<i>Need pedestrian path to/from Brooktrails. No shoulder, winding narrow road. Many people walk and bike for transportation because they have no other options.</i>
92	<i>A trail of some sort on this southern slope would be a meaningful connectivity solution here. Perhaps property owners would be willing to donate land if the improvements were paid for by a grant.</i>
93	<i>The new Sherwood Road intersection at Main Street should have sidewalks installed, even if they abruptly end, at least to start a project in this area. Sidewalks from Willits High School up to Brooktrails would be good.</i>



Map 8: City of Willits and Vicinity and Brooktrails Township Interactive Map and Workshop Comment Locations, 1 of 2

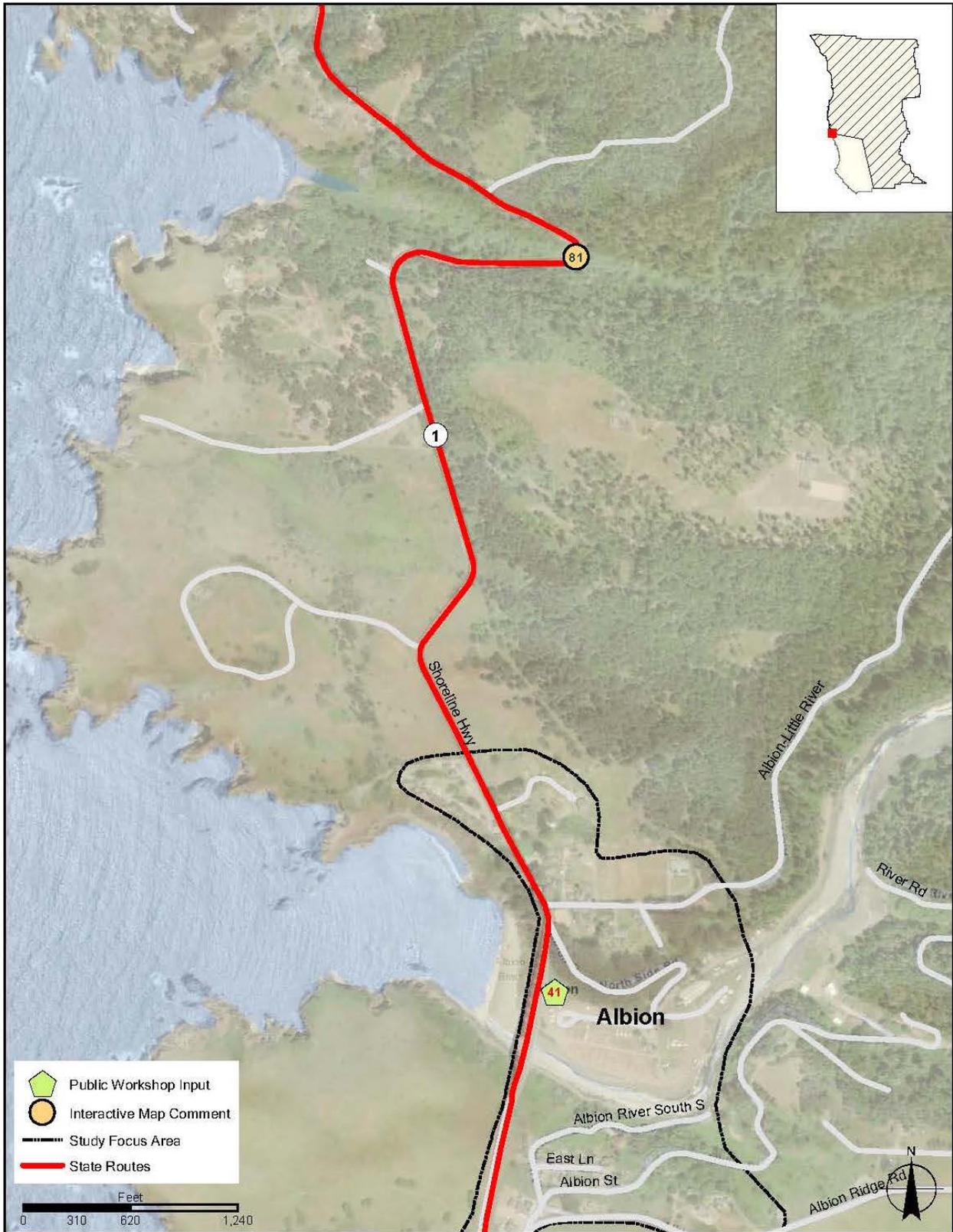


Map 9: City of Willits Vicinity Interactive Map and Workshop Comment Locations, 2 of 2

Unincorporated Communities and Developed Areas

Table 17: Albion Area Interactive Map and Workshop Comments

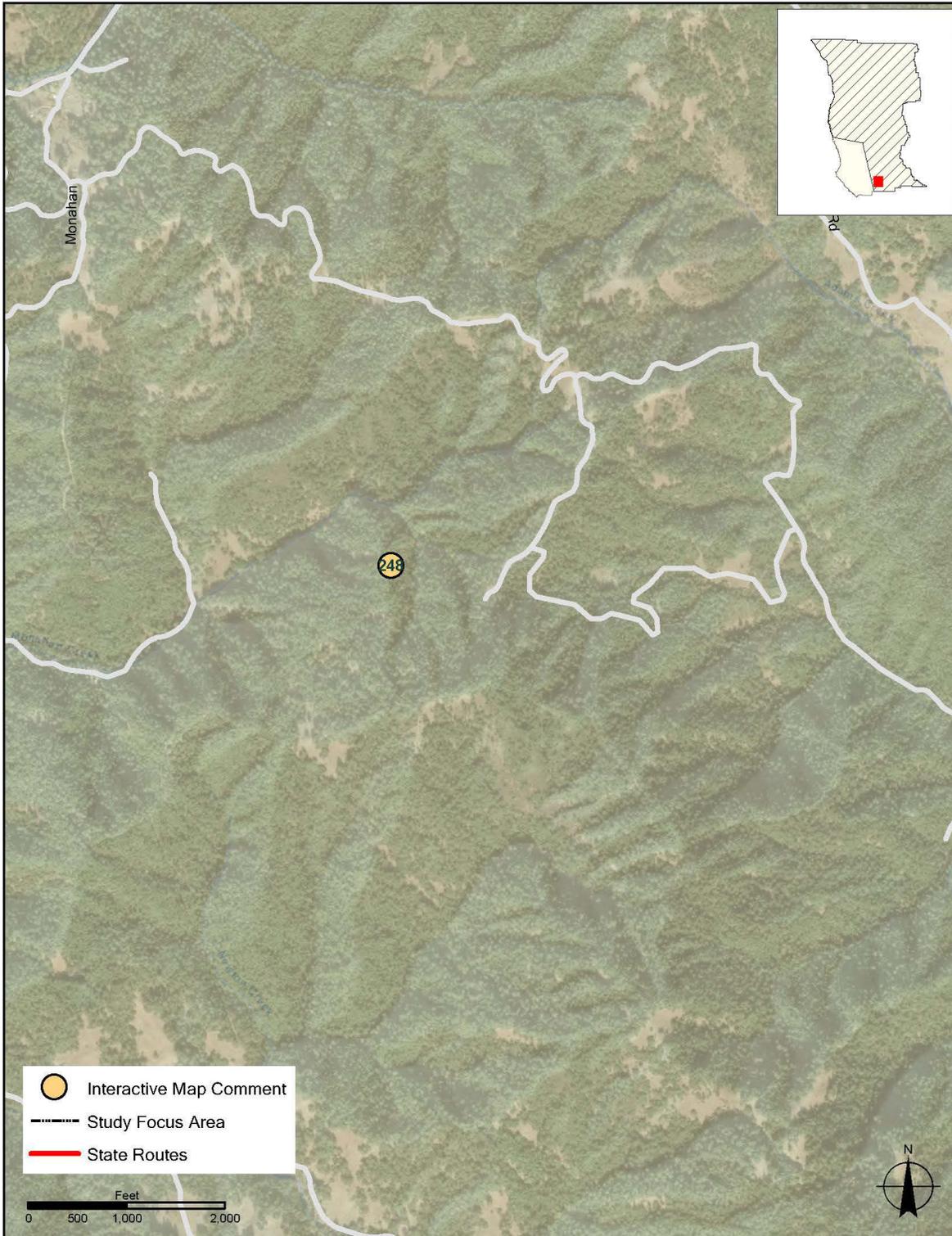
Location	Comment
81	<i>Dark Gulch is one of the most dangerous areas of Highway 1. Slowed traffic often leads to unsafe passing. In the winter, it's the scene of frequent slides and black ice. Fix it!</i>
41	<i>Alternative route for bikes and peds at Albion. See architects plans at albioncab.wordpress.com</i>



Map 10: Albion Area Interactive Map and Workshop Comment Locations

Table 18: Boonville Area Interactive Map Comment

Location	Comment
248	<i>It is very unsafe to cross Highway 128 in Boonville and Philo. (pin dropped off the map)</i>



Map 11: Boonville Area Interactive Map Comment Location

Table 19: Caspar Area Interactive Map and Workshop Comments

Location	Comment
70	<p><i>There are many public & private events at Caspar Community Center. Many Caspar residents on the East side of the highway or South Caspar would like to walk or bike to the Center but don't because the highway just makes it too dangerous. Crossing Caspar Creek bridge on foot is just crazy, & on a bike it's not much better. We need a safe way to get from Caspar town to Caspar Beach, & from East or South Caspar to town & to Jughandle Beach.</i></p>
71	<p><i>We residents of Caspar love our Milky Way nights. We see the glow growing from Fort Bragg & Mendocino & we do not want to add to it where we live. Dark Sky friendly lighting only, please! http://darksky.org/our-work/lighting/lighting-basics/</i></p>
72	<p><i>Caspar is a Dark Skies town. There shouldn't be any street lighting here, and outdoor lighting MUST not be visible from the ocean side (in keeping with Coastal Commission rules.)</i></p>
73	<p><i>Walking space across Caspar Creek bridge (the only way to cross Caspar Creek at high tide) is minimal, and cars whiz by without attention to walkers. A low-level crossing (Coastal Trail?) could connect Caspar with Caspar South and beyond.</i></p>
	<p><i>Mendocino County services are missing in Covelo. Seems we are the last ones to receive services even though we pay our taxes just like everyone else. We need public transportation. Also, the bike/walk path was studied several years ago and is badly nee</i></p>

Table 20: Covelo/Round Valley Area Interactive Map and Workshop Comments

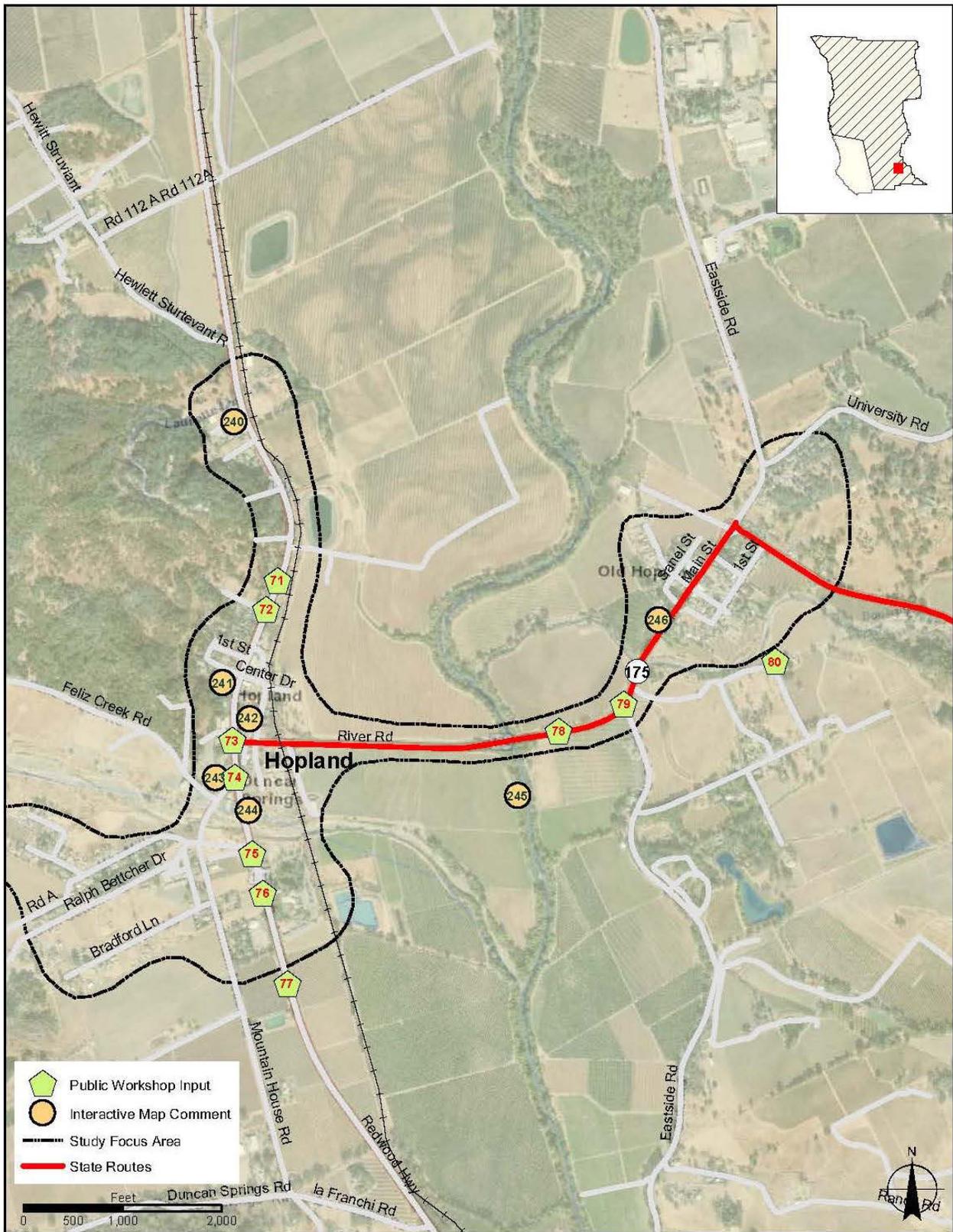
Location	Comment
1	<i>Very dangerous area in Covelo my sister was hit and killed by a drunk driver on this stretch of road it has always been dangerous</i>
2	<i>Street lights might even be good for the pedestrians walking from bigger lane to town it would be safer and pedestrians would be visible to vehicle traffic</i>
3	<i>Bike lane and pedestrian lane for the safety of walkers and bikers to dangerous for pedestrians on this stretch of road in Covelo</i>
4	<i>Mendocino County services are missing in Covelo. Seems we are the last ones to receive services even though we pay our taxes just like everyone else. We need public transportation. Also, the bike/walk path was studied several years ago and is badly needed (some residents have been killed on hwy, 162 by vehicles between town and northward on hwy. 162), It is not safe to walk there. Post office needs a crosswalk.</i>
5	<i>Walking area on south side of road on East Lane in Covelo. Traffic study for speed limit. Post limit if below 55. Should be about 40mph for the first 1/2 mile. Kids walk this area every school day.</i>
6	<i>Need some form of traffic calming measure such as a sidewalk pop out on Commercial Street (Hiway 162). Often speeds on this street are exceeding 40mph and the parked cars/trucks prevent entering the intersection safely because you can't see whats coming.</i>
7	<i>Need a crosswalk to the post office.</i>
8	<i>Marked crosswalks needed, all 4 corners. Post office and library on corners, k-5 charter school is next to post office, across the street from library. People crossing constantly on a street where drivers often drive at high speed (55mph) A 25 mph limit sign would also be handy.</i>
9	<i>Improved sidewalks Howard Street. Wide enough for bikes or bike lane.</i>
10	<i>Pedestrians walk on the shoulder here, to get to/from school/work/shopping. I have seen kids actually jump out of the way of speeding vehicles who offtrack around the curve.</i>
1	<i>Pedestrians got injured and killed along SR 162 in Covelo.</i>
2	<i>Crosswalk is needed on Howard St. at the post office.</i>
3	<i>Kids are walking in herd behind parked cars between library and elementary school. (on Main St. between Howard St. and Greely St,)</i>



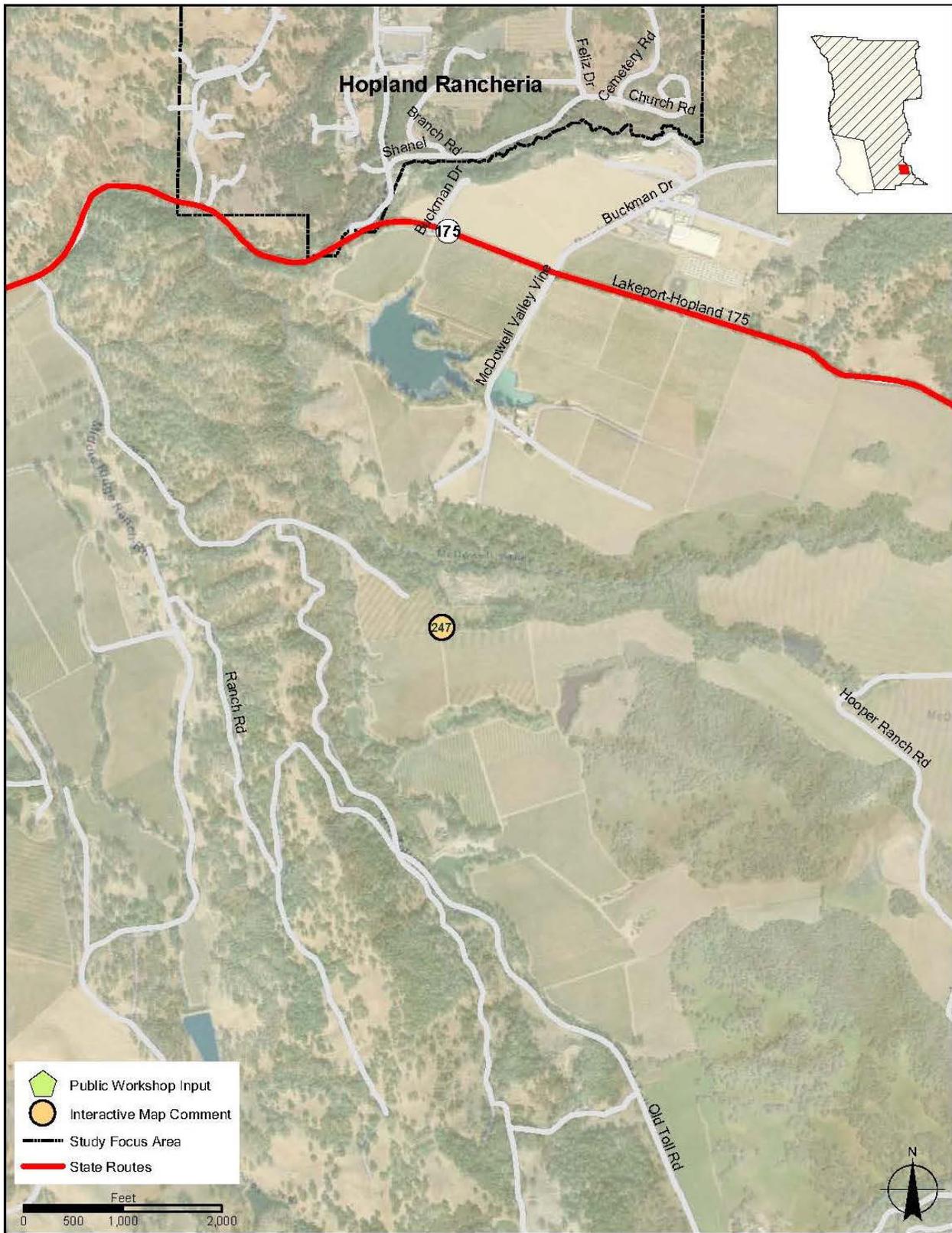
Map 13: Covelo/Round Valley Area Interactive Map and Workshop Comment Locations

Table 21: Hopland and Hopland Rancheria Area Interactive Map and Workshop Comments

Location	Comment
240	<i>Lighting where the speed reduces from 55 to 45 to 35 within a short span, would help motorist obey the speeds and reduce the accidents within the downtown corridor.</i>
241	<i>Better established bike and pedestrian paths for the 101 corridor to increase positive tourism and safe access for the local community.</i>
242	<i>The previous Cal Trans studied showed that access across the crosswalks on 101 are not ADA safe.</i>
243	<i>There was a recommended and locally well-supported roundabout recommendation to address the issues of reducing speeds, correcting the pedestrian crossing and allow for more effective and safer motorist right of ways. It would be great to see a commitment to helping pedestrians and motorist stay safe within this small town.</i>
244	<i>The previous Cal Trans studied showed that access across the 175/101 intersection is way too long for the safe crossing of a pedestrian - especially for those who use a wheelchair.</i>
245	<i>Walking safely across the road where the bridge is located is critical for the pedestrian's safety.</i>
246	<i>The previous Cal Trans studied showed that access across the 175 intersection is not safe for the crossing of a pedestrian - especially for those who use a wheelchair.</i>
71	<i>Need safe zone or median at the north side of County Porch Antiques at Hopland.</i>
72	<i>Need pedestrian crossing in front of County Porch Antiques at Hopland.</i>
73	<i>Need a roundabout at the intersection of River Road and Redwood Highway.</i>
74	<i>Add Crosswalks on Mountain Houe Rd and Redwood Highway near the intersection of Redwood Highway and Mountain House Rd.</i>
75	<i>Need to reinforce left turn law of Redwood Hwy.</i>
76	<i>It could cause ped accidents when cars turn into Real Goods.</i>
77	<i>Need a ped sign on Redwood highway at about 300 feet south of Real Goods.</i>
78	<i>Need bike path on north side of River Rd.</i>
79	<i>Need a roundabout at the intersection of Eastside Rd and River Rd.</i>
80	<i>There is an old airplane bypass at the south side of old Hopland.</i>
247	<i>Need a walking/biking trail from Hopland Reservation to downtown Old Hopland. Also need to contact google and mapquest and ask them to include on their driving directions to Lake County that HWY 175 is inaccessible for semi trucks after 5 miles from Old Hopland. It's getting ridiculous the number of semis blocking the road and creating a hazard on 175, and creates an evacuation block in case of wildfires.</i>



Map 14: Hopland Area Interactive Map and Workshop Comment Locations



Map 15: Hopland Rancheria Area Interactive Map and Workshop Comment Location

Table 22: Laytonville Area Interactive Map and Workshop Comments

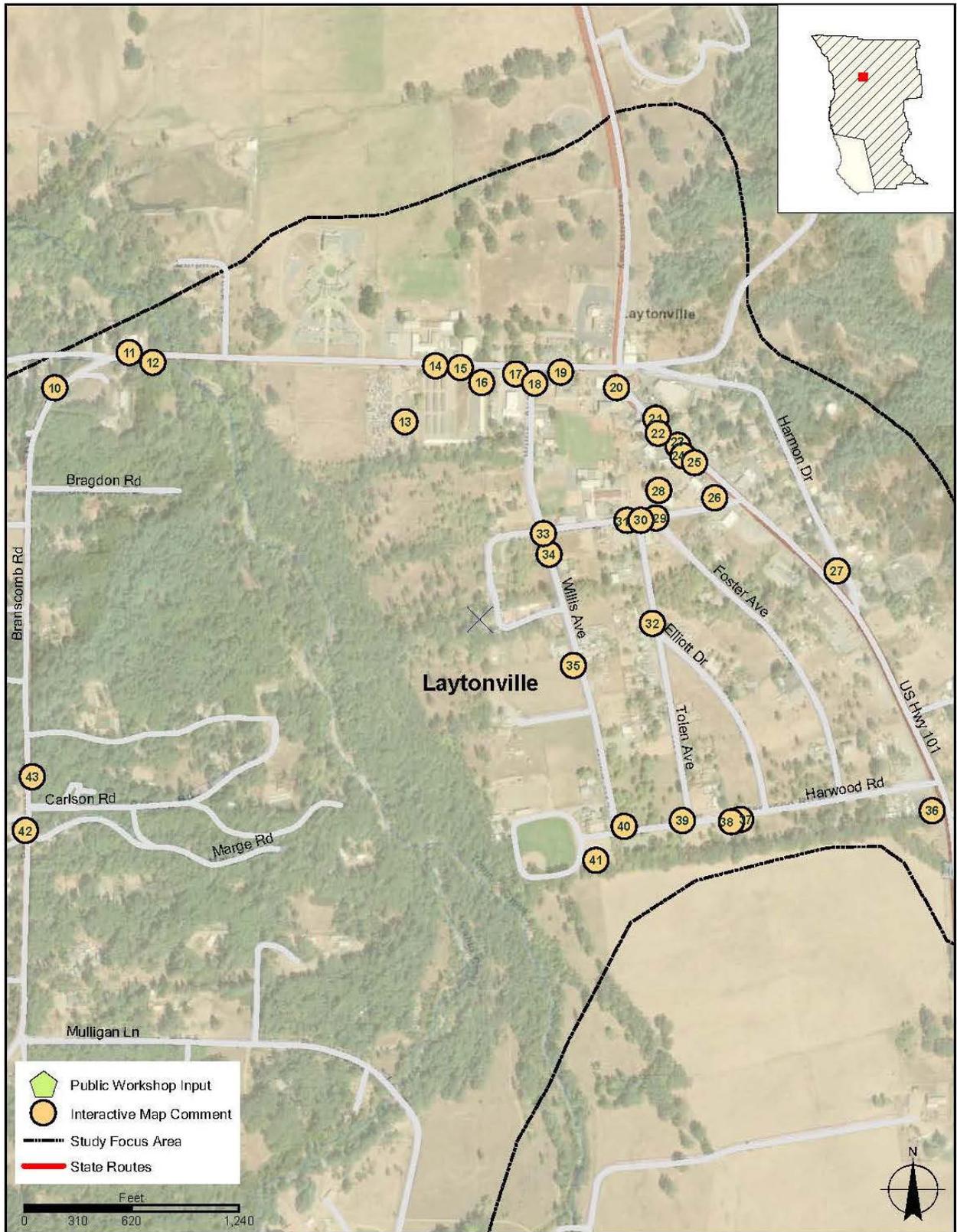
Location	Comment
11	<i>barrier between Branscomb Road and the pedestrian trail is needed for safety</i>
12	<i>Speed indicator sign! People come around this corner very fast and I think if there was one of those signs that tell you how fast you're going it would help. The driving bridge is narrow and there is often pedestrian traffic near the Feed Store and the High School. The speed limit in front of the High School is 25, so it would be great if folks were reminded to slow down. I received 70 signatures on a petition asking for this in just a few hours. 1 person declined.</i>
13	<i>Signage for School Area should be posted between Branscomb Road and the Feed Store</i>
14	<i>Better sidewalks on first half of Branscomb Road from Highway 101 to Laytonville High School. Most of the year they are covered with dirt, rocks and debris.</i>
15	<i>Crosswalk from Tin Gym to unofficial parking area -parents park across street and kids and families run across Branscomb Road.</i>
16	<i>A sidewalk from the high school, elementary school to town is needed as kids walk on the side of the road.</i>
17	<i>Need sidewalk to connect the sidewalk in front of high school and crosswalk at Hwy. 101</i>
18	<i>High visibility crosswalk needed at Branscomb and Ramsey -- this is a school route used by children daily</i>
19	<i>crosswalk between LVHC & Dental office & Pharmacy</i>
20	<i>Traffic light needed to slow traffic in this area. You cannot see the crosswalk and people blast through town.</i>
21	<i>We should have a light up crosswalk with a high visibility sign for the crosswalk across 101 in front of Geiger. Drivers don't obey the speed limit through here and often times don't stop for pedestrians.</i>
22	<i>Need safety improvements and lightning to current crosswalk.</i>
23	<i>Need pedestrian initiated flashing light to stop traffic so pedestrians can cross Hwy. 101 in the crosswalk.</i>
24	<i>Need lighting at crosswalk</i>
25	<i>This crosswalk should have flashing lights on the signs, with a button to turn them on.</i>
26	<i>continue sidewalk, street tree and street light treatment on West side of US 101 from Savings Bank to Ramsey Rd.</i>
27	<i>Lots of employees work in old Mendo Sun building. People need to cross the highway. Dangerous. We need sidewalks all the way down 101 where there are businesses.</i>
28	<i>Need more sidewalks on 101 corridor</i>
29	<i>Crosswalk from Foster Avenue to Post Office</i>
30	<i>We need a sidewalk on the north side of Ramsey Road between US 101 and Willis Avenue to provide safe access for elementary school children going to and from the school. The sidewalk should also extend to the north on the east side of Willis avenue to the existing sidewalk north of the intersection of Willis Avenue and Ramsey Road.</i>

Table 23: Laytonville Area Interactive Map and Workshop Comments, continued

Location	Comment
31	<p>No stop signs/yield signs at any of the residential street ends (Tolen to Ramsey, Tolen to Harwood, Elliott to Harwood, Elliott to Tolen, Foster to Harwood, Foster to Ramsey)</p> <p>Tolen traffic doesn't have a stop sign at Ramsey, this is where the crosswalk and parking area are for the school!</p>
32	<p>Speed Bumps needed! Many drivers use these streets as a shortcut/bypass to avoid the center of town. Also, the Big Chief restaurant, located at the corner of HWY 101 and Harwood Road, serves alcohol... customers drink and drive regularly and opt to drive through this neighborhood instead of on the highway, to avoid the the center of town / CHP. Drunk drivers can be spotted most nights, careening down the streets through the nearby residential areas.</p>
33	<p>There is no crosswalk at the 4 way stop of Ramsey & Willis Avenue.</p>
34	<p>No sidewalk to Harwood Park, Healthy Start where many school and community activities take place. We have to walk in the road with kids!</p>
35	<p>Currently, children and others must walk in the roadway to get to school sports games/practice and after-school activities held at Harwood Park/Family Resource Center. A new skate park is being built in this area too... there will soon be increased youth foot traffic along this stretch.</p>
36	<p>Should be sidewalk on 101 all the way to Harwood road to connect all the businesses</p>
37	<p>Lighting for new skate park</p>
38	<p>A new skate park is being built on Harwood Road... there will soon be increased foot traffic. Currently, pedestrians must walk in the roadway. Harwood Road and Willis Avenue are very busy roads; they are used as a short cut to bypass the bustle of downtown Laytonville and kids must walk in the roadway to get to Harwood Park and the Family Resource Center for school sports and after-school programs.</p>
39	<p>Pitch black on moonless nights! I have actually crashed my bike here, because I could not see where the road was at night. Nighttime events like Roller Rink Skate Night at Harwood Park every Friday night during the school year means families with young children are in this area at night. Also, a skate park is being built across the street here too... there will be special nighttime events at the skate park in the future.</p>
40	<p>This curve is really dangerous, poorly marked and often driven at high speeds by those looking to avoid the main road. Next to a community center and skate park with lots of elders and kids. We need a better solution for traffic here and there are no sidewalks</p>
41	<p>There should be some sort of enforcement in place to prevent long term parking, excessive loitering, and camping out here. With some of the transients and druggies who like to hang around here, I am uncomfortable bringing my children here to play. When I took my son to play at the playground there 2 years ago, a man had a crossbow next to his vehicles that he was waving around.</p>

Table 24: Laytonville Area Interactive Map and Workshop Comments, continued

Location	Comment
42	<i>Crosswalk at North Road/Branscomb</i>
43	<i>Clean up pedestrian path. Lots of trash / fallen branches / leaf debris / dirt along the asphalt ped path... I have seen kids on bikes swerve into busy Branscomb Road to avoid fallen branches. Kids on skateboards avoid the path entirely and instead skate in the street, since the ped path is covered in so much dirt, etc.</i>



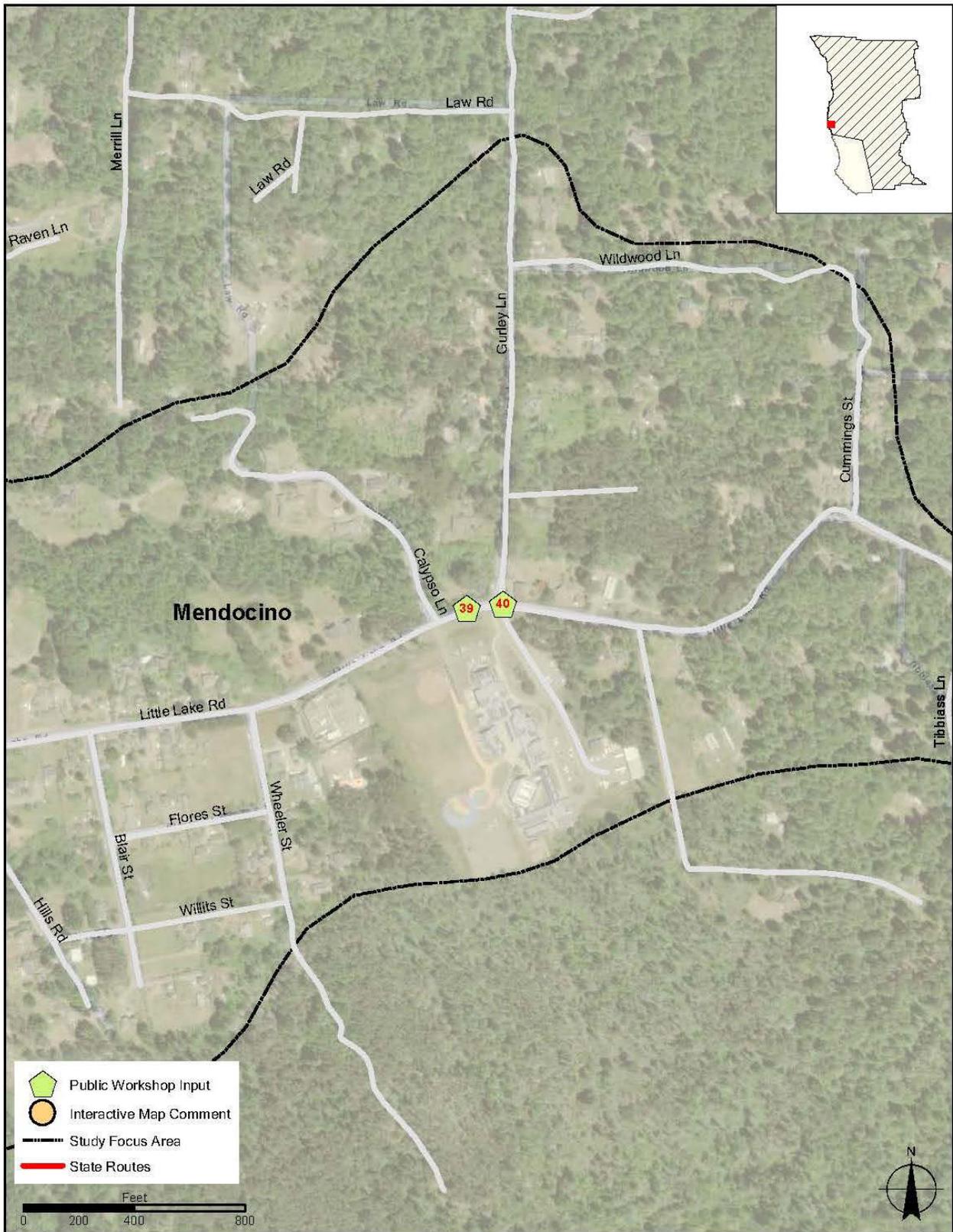
Map 16: Laytonville Area Interactive Map and Workshop Comments

Table 25: Mendocino Area Interactive Map and Workshop Comments

Location	Comment
74	<i>no nighttime illumination throughout most of the town.</i>
75	<i>In Mendocino, all along Kasten needs attention, from Art Center to Main St. There is much traffic on this route with very poor walk way designation or existence. Side walk needs to go all way in front of Art Center with proper drainage so you don't have to step into wide puddles during rainy season. I visit Mendocino often for cultural events. I realize historical regulations cause most of Mendocino's problems but there can be improvements for safety. Ft Bragg where I live is good.</i>
76	<i>No sidewalk, deep drain divots, no markings</i>
77	<i>street drain directly in front of entry to building with deep divot around it, no visible night-time warnings/paint stripes, etc. Similar drains occur in numerous places around Mendocino village</i>
78	<i>The sidewalks on Albion St just east of Kasten are awful. I have fallen there more than once.</i>
79	<i>Extremely high curbs, very dangerous for elders and handicaped individuals</i>
80	<i>Hoping to create a trail from the village of Mendocino (near Mendocino Presbyterian Church) to the parking lot and Big River Haul Road on the east side of the highway, passing under the Big River Bridge. This would allow for a safe pedestrian, bike, ADA access from the village to a high use recreational area. Keeping peds off the highway would be a safety priority. See www.facebook.com/H2Htrail for discussion that has happened and some map ideas.</i>
33	<i>The intersection of Hare Creek Road and Hwy1 is dangerous for cyclists.</i>
33	<i>There is a rough downward gravel path on west side of Lansing St. between Cahto St. and Covelo St.</i>
35	<i>The parking lot entrance at School St. need some pedestrian/biker improvements.</i>
36	<i>The Community Center of Mendocino is a major pedestrian destination.</i>
37	<i>The sidewalks need to be repaired on Pine St.</i>
38	<i>Bike/Ped path needed between village and Haul Road.</i>
39	<i>The shuolder is too narrow between Calypso Ln and Gurley Lane.</i>
40	<i>High Speed west bound traffic and dagerous school crossing at the intersection of Little Lake Rd and Gurley Ln Inersection.</i>



Map 17: Mendocino Area Interactive Map and Workshop Comment Locations, 1 of 2



Map 18: Mendocino Area Interactive Map and Workshop Comment Locations, 2 of 2

Table 26: Orr Springs Road and Redwood Valley Area Interactive Map and Workshop Comments

Location	Comment
137	<i>Please, please drive on Orr Springs/ComptcheUikiah road - soooooo many ruts and potholes. I drive from Mendocino to Ukiah on that road 3 times a week, and it's horredous. Gorgeous drive, but trteacherous. Please stop filling sporatic potholes, and fix the road! Thank you. (pin dropped off map to N)</i>
138	<i>safe pedestrian walk way needed on East Rd/West Rd loop in Redwood Valley!</i>
139	<i>Road curves just south of Tomki fork on West Rd have no setback, endangering walkers and bikers. Bery dangerous on blind curves.</i>
140	<i>Very narrow and dangerous for bikers and pedestrians a much needed bike and pedestrian trail is needed from held road to school street for the safety of people</i>
141	<i>Section of East Road, where the river is so close to the road that there's a gaurdrail right next to the traveled way, with no shoulder, making this the worst safety issue for walkers and cyclists trying to enjoy one of the best/most popular routes in the east side of Redwood Valley. The route is a double loop because Roads D, E. and I all connect between East Road and Colony Drive. The other roads of the loops have plenty of issues but this one is by far the worst.</i>
142	<i>This section of Road E, a very popular walking and cycling route, is very narrow, winding, brushy, and hazardous due to limited sight distances. The windy section of Colony Drive, just off the Road E intersection, to the east, is similarly narrow and blind.</i>
143	<i>bike and pedestrian shoulder needed--either by widening road base or narrowing auto space.</i>
144	<i>Sidewalk from downtown Redwood Valley Valley would extend to Lion's Park.</i>
145	<i>Walking path on the old railroad tracks.</i>
146	<i>Bike trail on the old tracks.</i>
147	<i>speed limits need to be enforced</i>
148	<i>Enforcement of existing speed limits needed! A regular presence of CHP or other LEO would go a long way in reducing the increasing traffic going faster and faster. In the past year, TWO deer were hit and killed in front of the Grange building. If a deer can be hit, a human will be next. I also observed a hit/run in broad daylight by a speeding pickup truck, also in front of the Grange. Let's get Law Enforcement on board!</i>
149	<i>Enforcing the existing speed limits on this section of East Rd, from Lions Park to School Way intersection is needed. A law enforcement presence on a regular/irregular basis would go a long ways in reducing speeding vehicles. Two deer have been hit and killed in front of the Grange this year. If this can happen to a deer, humans are next. I've also observed a hit/run by a speeding pickup in midday in front of the Grange. People need to slow down or there will be pedestrian killed.</i>
150	<i>More lighting needed in our little downtown.</i>

Table 27: Orr Springs Road and Redwood Valley Area Interactive Map and Workshop Comments, continued

Location	Comment
151	<i>Intersection lighting and well marked crosswalks needed at corner of East Rd and School Way. I've seen several cars zoom right through this intersection at dusk/dawn/night!</i>
152	<i>We need sidewalks in our little downtown! This was unanimous at our last Redwood Valley Municipal Advisory Meeting.</i>
153	<i>good addition</i>
154	<i>Intersection lighting and well marked crosswalks needed here at the corner of West Rd and School Way.</i>
155	<i>Intersection lighting and well marked crosswalks needed at this increasingly busy intersection!</i>
156	<i>traffic light to ease traffic since the new Coyote valley gas/service station has majorly increased traffic here.</i>
157	<i>There needs to be a street light at North State St. and West Rd., as many people go to the casino/gas station.</i>
158	<i>Needs sidewalk or shoulder all along Bel Arbres between Uva and the end of the road.</i>
159	<i>A lot of us residents walk for exercise, walk our dogs, and ride bikes in this neighborhood. Despite a 25 mph speed zone, many vehicles ignore the signs, making it scary at times to walk here. The traffic of work trucks, vans, and semi-trailers associated with the businesses at the industrial zone at the end of Bel Arbres Dr., make it even more hazardous in this neighborhood. This traffic has increased recently. Sidewalks and speed bumps would make walking safer for our families and pets.</i>
160	<i>Enforcement of existing speed laws needed from Road B to intersection of East Rd and School Way. IF no LEO help available, then speed bumps?</i>
161	<i>paved walking path in the right of way to the east side of East rd. there is already space along much of east rd</i>
162	<i>Bicycle paths in Redwood Valley!</i>
163	<i>We need street lighting at the intersection of Road A and East Rd. We also need it at the entry point off of East Rd to Little Bakers Market/Pizza Etc/McCartys Bar. I would put a light also at the corner of Road 144 and East Rd.</i>
164	<i>New sidewalk needed.</i>

Table 28: Calpella Area Interactive Map and Workshop Comment

Location	Comment
165	<i>The moore street bridge is dangerous and poor lighting make walking in Calpella dangerous.</i>



Map 19: Orr Springs Road Interactive Map Comment Location



Map 20: Redwood Valley Area Interactive Map and Workshop Comment Locations, 1 of 2

Table 29: Sherwood Valley Area Interactive Map and Workshop Comments

Location	Comment
82	<i>pedestrian path needed from "the valley" communities to/from town. Cars drive very fast on these narrow, windy roads and many people walk/bike for transportation</i>
83	<i>Walking path needs to be added.</i>
84	<i>pedestrian path needed from "the valley" communities to/from town. Cars drive very fast on these narrow, windy roads and many people walk/bike for transportation</i>
85	<i>I would love a trail paved or granite that ran through the valley. Car traffic is dangerous and there is no shoulder to safely walk or ride on. With the proposed rail trail to town and the existing hospital trail, it would be nice to provide access for residents out in the valley to safely utilize these areas. In my ideal world, Willits would have recreational trails throughout our beautiful valley for bike riding, jogging, walking and bird watching.</i>
86	<i>pedestrian path needed from "the valley" communities to/from town. Cars drive very fast on these narrow, windy roads and many people walk/bike for transportation</i>
87	<i>pedestrian path needed from "the valley" communities to/from town. Cars drive very fast on these narrow, windy roads and many people walk/bike for transportation</i>
88	<i>Lots of residents out walking dogs or jogging</i>

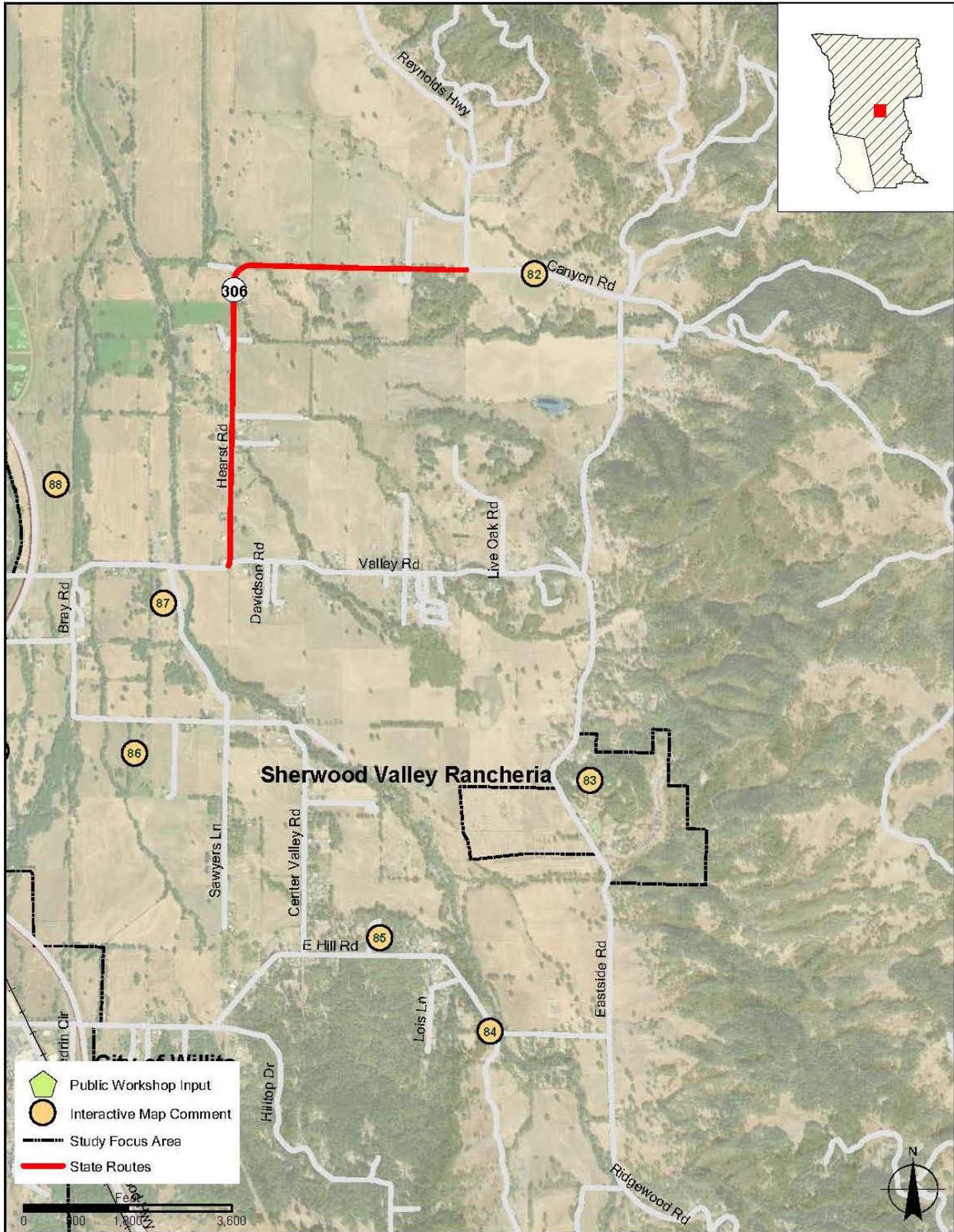


Table 30: Westport Area Interactive Map and Workshop Comments

Location	Comment
44	<i>Sidewalk or paved path on west side of Route 1 from village of Westport north to Pete's Beach (Westport Union Landing State Park). This is a heavily used route by both locals and tourists.</i>
45	<i>We need a shoulder on HGH One from just north of Westport near Wages Creel to just south of Union Landing near Howard Creek.</i>
46	<i>Sidewalk from Main Street along North side of Abalone east to Community Center. This is a very high use route that lacks any existing sidewalk.</i>
47	<i>Don't know where I on the map. We need a wide shoulder or any shoulder from Westport to Union Landing State Beach.</i>

