

A. Introduction

The following chapters provide design, policy and phasing recommendations for Laytonville to establish a strategic framework for the realization of the vision and goals described in Part I of this report.

Throughout the planning process, Laytonville's residents and stakeholders have articulated a clear and powerful vision for their community and its future. The remainder of this report, Chapters 3-9, will discuss the accessibility, identity, safety, sustainability, growth and vibrancy of Laytonville's Town Center and will provide a set of recommendations to address and further the community's objectives.

The framework provided reflects the community's desire to provide multi-modal connections, enhance Laytonville's image and identity, mitigate the impact of regional traffic and strengthen the local economy. The recommendations are intended to offer effective strategies and clear methods

for Laytonville to utilize as it plans for its future and seek to address key community issues.

B. Outline

The following section provides a brief overview of the chapters included in Part II of this report and issues addressed in each.

- **Chapter 3** outlines potential improvements to Laytonville's network of streets and corridors to create safe, multi-modal routes that provide accessibility and connectivity across the community for all of its users.
- **Chapter 4** describes methods for creating and enhancing the identity and character of Laytonville's Town Center.
- **Chapter 5** provides recommendations for improving safety and con-

nectivity along Highway 101 by mitigating its impact on adjacent properties while enabling it to function as a regional connector.

- **Chapter 6** presents potential opportunities and scenarios for new development and uses within the Town Center to help create a welcoming public space that effectively meets the needs of the Laytonville community.
- **Chapter 7** provides guidance for the design and character of the built environment along Highway 101, as well as strategies for improving the public environment within the highway's right-of-way.
- **Chapter 8** outlines potential opportunities for economic growth and community development within Laytonville and offers strategies for capitalizing on its existing assets.
- **Chapter 9** presents potential sce-

narios for waste treatment facilities within Laytonville’s Town Center and provides suggestions for both long- and short-term solutions.

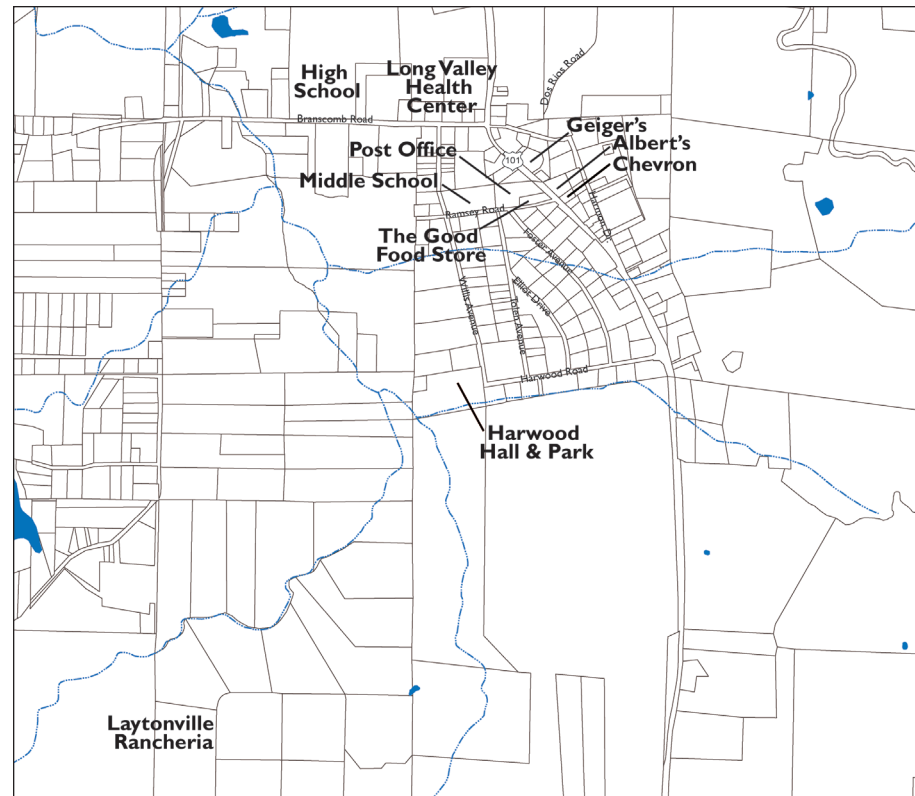
- Chapter 10 includes appendices to this report, including:
- Appendix A: Community Service Provider Notes
- Appendix B: Senior Focus Group Notes
- Appendix C: Downtown Business & Property Owner Notes
- Appendix D: Youth Focus Group Notes
- Appendix E: Tribal Focus Group Notes
- Appendix F: Branscomb Road Recommendations
- Appendix G: Design Modifications Memo
- Appendix H: Branscomb Trail Accessibility Guidelines
- Appendix I: Livable Streets Toolbox

Accessibility and connectivity are essential components of the community's vision for the future of Laytonville and its Town Center. The following chapter outlines potential improvements to Laytonville's network of streets and corridors to create safe, multi-modal routes that provide accessibility and connectivity across the community for all of its users.

A. Locating the Dots

To increase connectivity and improve accessibility across Laytonville, it is essential to determine where the existing amenities, services and other common destinations are located. These key locations form nodes of activity within Laytonville and play an important role in the formation of the community's current and future circulation patterns.

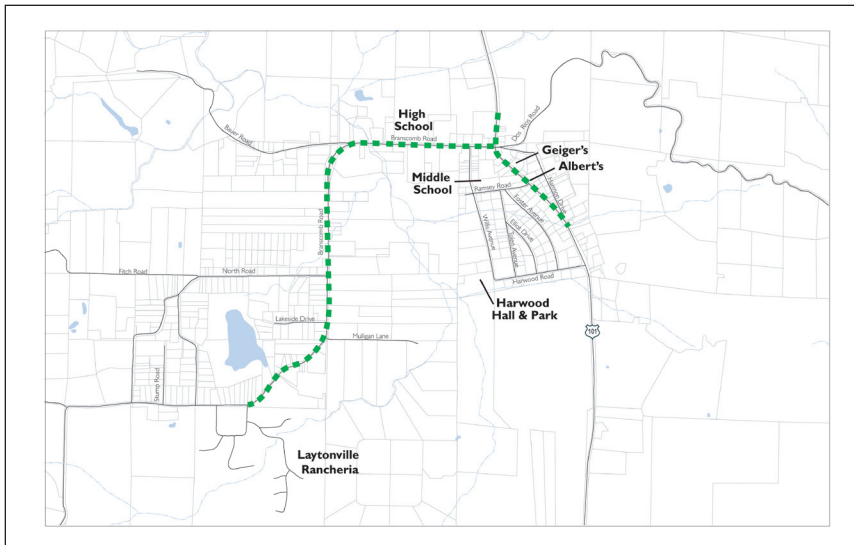
Through extensive community input and local observations, the following locations were identified as primary destinations or gathering points for community members: Harwood Hall, Cahto Rancheria, Laytonville Middle School, Laytonville High School, Geiger's Market, Good Food Store, Post Office, Long Valley Health Center, Chevron and Albert's.



The location of each of the key destinations described above and illustrates their relative position to each other within Laytonville.

B. Making Connections

Strategic improvements to Laytonville’s existing network of streets, system of trails and informal corridors will significantly improve accessibility to these key locations and enable residents to safely and efficiently access vital community resources. Establishing a strong multi-modal network across Laytonville, effectively connecting its existing activity nodes, will considerably enhance the Town Center’s economic and civic position within the larger community and foster new activity within Laytonville’s core.



The primary route for local traffic through Laytonville and the relative position of each of the key destinations.

C. Recommendations

1. Establish a Multi-Use Trail along Branscomb Road

The following recommendations are based on information gathered during multiple field surveys, community workshops and public walking tours and are intended to improve the informal footpath connecting Reservation Road to Laytonville High School. Once completed, the multi-use trail will provide a safe and convenient connection for pedestrians, bicyclists and equestrians along Branscomb Road.

The trail will be constructed in phases, beginning with the Safe Routes to School Project outlined in Chapter 1. Phasing priority should be based on gaining the most benefit over the longest distance in order to improve pedestrian safety conditions. An additional benefit of this approach is that funding for small pedestrian facility gap closures is more probable in later phases of the project. Phasing priority is recommended as follows: 1) improve the walkway from the High School to the Cahto Rancheria per the specifications below, 2) add minimum 6-foot sidewalks from Highway 101 to Laytonville High School (1300 feet), and 3) build a separate pedestrian/equestrian bridge over Ten Mile Creek.

For additional analysis and specific design recommendations, refer to Appendix F in Chapter 10 of this document for the complete report.

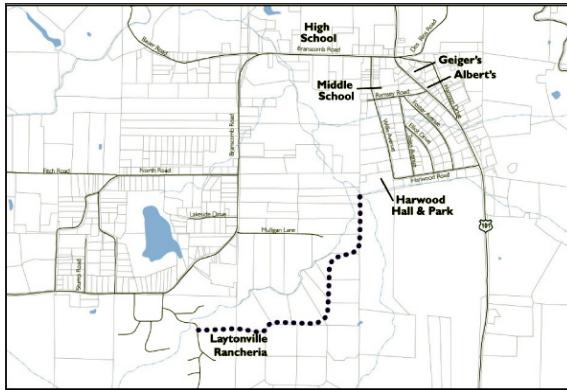
- Provide a continuous non-motorized connection between the Cahto Reservation and Route 101.
- Where feasible, follow the same alignment as the informal footpath, unless it is necessary to deviate from it in order to improve safety.
- Where possible, separate the walkway from the roadway to enhance user comfort and safety.
- Design walkway to be accessible to persons with disabilities (minimum width of four feet, with a desired width of six feet).
- Sustained grades should not exceed five percent. Above five percent, platforms (five feet by five feet) should be provided for every 30 inches of rise up to twelve percent.
- Providing maintenance concerns are addressed, the walkway surface from the High School to the Cahto Rancheria should be crushed rock (compacted to ADA-required surface tolerances) for consistency with the community character.

2. Improve and Extend Coyote Trail

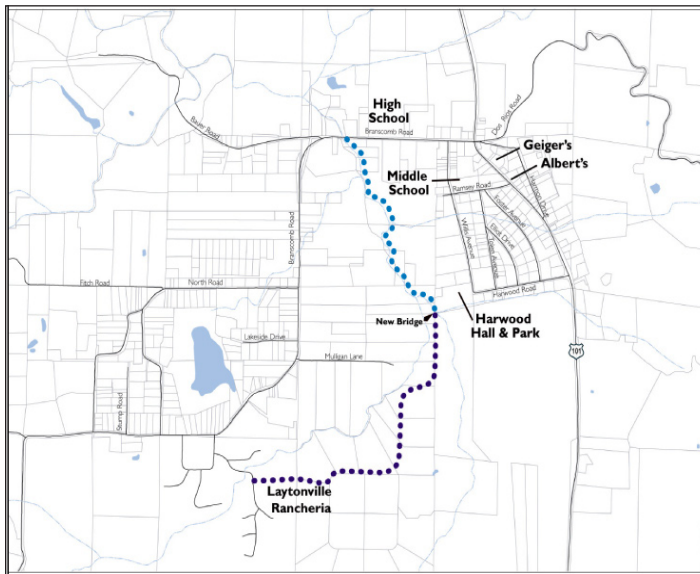
Coyote Trail provides an important pedestrian, bicycle and equestrian connection for residents of the Cahto Reservation, Mulligan Lane and the surrounding area.

Serving as an informal path between the Reservation and the High School, Coyote Trail currently extends east and north from Cahto Drive to the southwest corner of Harwood Park. During community workshops and focus groups, students, seniors and homeowners expressed interest in improving this trail system. Multiple land owners on Mulligan Lane offered to provide trail easements through their properties to accomplish improvements. As Coyote Trail serves as a nature trail along an important riparian corridor, it should remain unpaved.

- Improve trail conditions with landowner consent.
- Where feasible and appropriate, widen and grade the existing trail to safely accommodate pedestrians, bicyclists and equestrians.
- Provide signage at entrances and access points to the trail.
- Incorporate design features (e.g. permanent gateway, bollards and signage) at trailheads to prevent the use of any motorized vehicles along Coyote Trail.
- Construct a bridge over the creek at the trail's



The current alignment of Coyote Trail.



Proposed extension of Coyote Trail along Ten Mile Creek.

existing termination point adjacent to Harwood Park to enable year-round access.

3. Develop Ten Mile Creek Regional Trail Concept

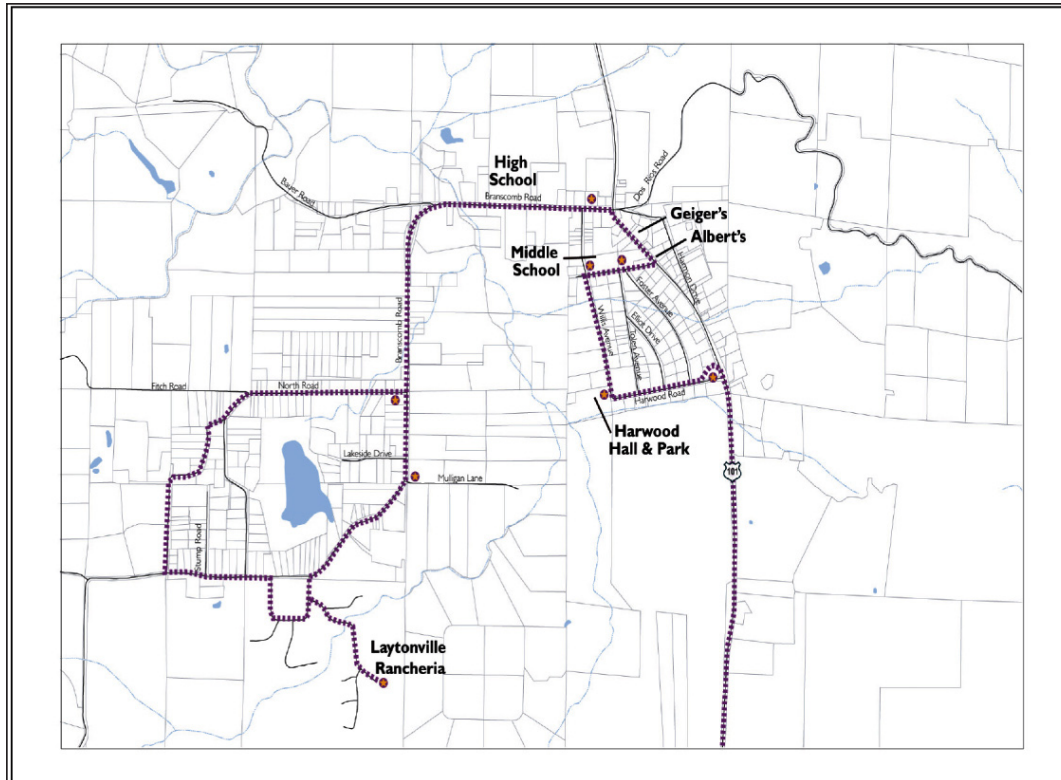
The development of a regional trail linking Ten Mile Creek to the surrounding area will provide the Laytonville community with exciting new opportunities for recreation, regional connectivity and increased nature-tourism in the future. Additionally, the extension of Coyote Trail along Ten Mile Creek north and south through Long Valley will offer access to the area's abundant natural beauty.

- Extend the existing Coyote Trail north along Ten Mile Creek up to Branscomb Road and the High School.
- Coordinate with property owners and residential developers who will be developing properties adjacent to Ten Mile Creek.
- Analyze potential connections and alignments for a regional trail system.
- Collaborate with surrounding communities to determine greatest regional benefit.
- Develop a phased trail concept plan.

4. Expand Bus Service

Public transportation is an important component of an economically and environmentally sustainable community. Reducing vehicular traffic and congestion, parking demand and pollution, as well as enabling residents without private

vehicles to access the Town Center, bus service is an important aspect of Laytonville’s continued success. As the Town Center develops and additional opportunities for retail, services and community-oriented amenities are realized, it will be important to expand the existing bus service to meet the area’s changing transportation needs.



The existing bus service, indicating the current route and stops, within Laytonville.

- Consider modifying and expanding existing MTA bus routes to accommodate future uses.
- Increase frequency of bus service as the Town Center develops.

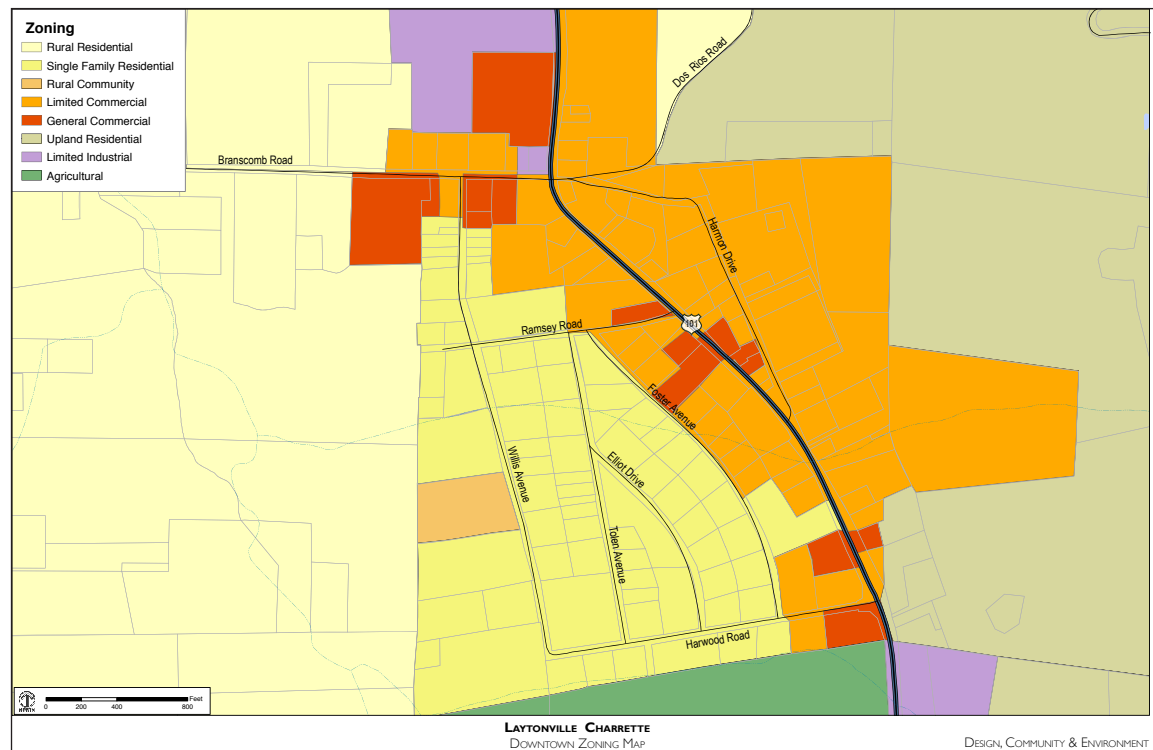
Since transit service priorities countywide are determined by the Mendocino Transit Authority (MTA), any request for expanded transit service would need to be submitted to MTA, or to MCOG at the annual “Unmet Transit Needs” hearing.

Functioning as Laytonville’s Main Street and primary commercial corridor, Highway 101 plays a significant role in the community’s image and circulation patterns. Establishing distinct boundaries for the Town Center and enhancing its identity will help distinguish it from the surrounding area. The following chapter describes methods for indicating the extents of Laytonville’s Town Center, as well as for enhancing its identity and character.

A. Focus Area

A key component of the community’s vision for its future is the establishment of a clearly defined Town Center with distinctive qualities visually indicating its function and position within the larger community. Highway 101’s dual function as a regional connector and the town’s main street poses a unique challenge for the community as it develops its Town Center.

Therefore, a close examination of the Highway 101 corridor through Laytonville is critical to understanding the forces shaping the area. The Focus Area encompasses Laytonville’s main activity centers, the Highway 101 corridor connecting them, the intersection of Highway 101 and Branscomb/Dos Rios Roads and the adjacent areas.



The general boundaries and zoning of town.

B. Transitions

As with the identification of key locations and connections across Laytonville, the community provided extensive feedback regarding the location of transition points along Highway 101. These points indicate where physical transitions currently occur and cause natural speed changes.

Transition points represent appropriate locations for gateway features, enhanced signage, and changes in the posted speed limit. Additionally, the identified transition points demarcate a change in uses, density and design along Highway 101, signaling the transition into and out of the Town Center.



The locations of Laytonville's key transition points.

C. Recommendations

1. Create Gateways

Gateways provide important visual cues to both local and regional drivers, create opportunities to highlight historic and natural features, and enhance the image and identity of the Town Center. The creation of key gateways along Highway 101 will signify entry into Laytonville's Town Center, further establishing its boundaries and distinguishing it from the surrounding area.

- Create prominent gateway features at key intersections and transition points.
- Utilize gateway features to increase awareness of physical and land use changes and to slow traffic accordingly.
- Incorporate public art, sculptures, special landscaping treatments, enhanced signage, historic elements, signature lighting or street furniture in designated gateway locations.
- Position gateways to maximize visibility along the Highway 101 corridor without reducing driver safety.
- Establish gateways at the following locations:

- a) Southern Gateway into Laytonville near Long Valley Lumber
 - b) Northern Gateway into Laytonville near Boomer's
 - c) Southern edge of the Laytonville Town Center at Harmon Triangle
- Square off the intersection of Harmon Drive and Highway 101 to increase safety and enhance the Town Center gateway.



An illustrative photo simulation of a landscaped median as a potential gateway treatment for the Northern Gateway into Laytonville's Town Center.



An illustrative photo simulation of a potential gateway treatment for the Southern Gateway into Laytonville's Town Center at the Harmon Triangle.



The locations of the proposed Town Center gateways.



Gateway in Rio Dell, Humboldt County.



Historic gateway at Branscomb Road and 101.

2. Improve Signage

Providing orientation and transition cues, signage communicates important information to the community, visitors and through-travelers alike. Signs support area businesses by calling attention to available goods and services, while contributing to a home-town atmosphere. Signage can communicate important information about the community, significantly impacting its character and identity.

- Incorporate distinctive, attractive and visible signage to enhance the Town Center's image.
- Install a sign at the crossroads of Branscomb/ Dos Rios Rd. and Highway 101 highlighting the route to the coast.
- Utilize signage and banners to announce community events in order to promote community engagement and bolster community pride.
- Engage local talent to design and paint signs.



A sign in Willits, CA indicates a route to the coast.

For additional guidance regarding the design and placement of signage, refer to Chapter 7, Design Guidelines, of this report.

3. Develop Distinctive Streetscaping

The inclusion of distinctive and consistently placed landscaping elements creates a sense of place, enhances the identity of an area and provides an attractive buffer between the right-of-way and adjacent uses.

- Provide visible and continuous landscaping along Highway 101 between the Southern and Northern Gateways.
- Establish a coherent and consistent palette for landscaping along Highway 101 within the Town Center.
- Utilize landscaping features to visually narrow the right-of-way and encourage reduced driving speeds through the Town Center.
- Incorporate student art into sidewalks and streetscapes in the Town Center to create a distinct sense of place.

For additional recommendations regarding the use and placement of landscaping within the Town Center, refer to Chapter 7, Design Guidelines, of this report.



Tiles made by High School students could be incorporated into sidewalks.



Sidewalk art in Encinitas, CA.

Highway 101 carries a significant amount of regional traffic through Laytonville that neither begins nor ends within the community, including interstate cargo, recreational travelers and other through traffic. During peak periods, there are 820 trips an hour, and on average, nearly 6,000 trips per day through the downtown area. The following chapter provides recommendations for improving safety and connectivity along Highway 101 by mitigating its impact on adjacent properties while enabling it to function as a regional connector.

A. Increase Safety

Throughout the visioning process, the Laytonville community stressed the need for increased safety measures along Highway 101 and expressed a desire to develop strategies to slow traffic through the Town Center and to improve the pedestrian environment. Laytonville's Town Center encompasses many of the area's main activity generators, including the middle school and high school, and increased safety surrounding these uses is a high priority for the community.

B. Promote Accessibility

High-speed, high-volume traffic corridors like Highway 101 can effectively sever neighborhoods and hinder connectivity. The implementation of strat-

egies to mitigate the negative impact of Highway 101 by creating clear and accessible cross-corridor connections will foster a more coherent Town Center. Additionally, improvements to Highway 101 will encourage increased pedestrian activity and support economic development within the Town Center. A range of strategies, including physical interventions, roadway modifications and improved community perceptions of accessibility, will enable Highway 101 to function as Main Street, as well as a regional connector.



The locations of some of the key destinations within the Town Center.

C. Recommendations

1. Reduce Posted Speed Limits

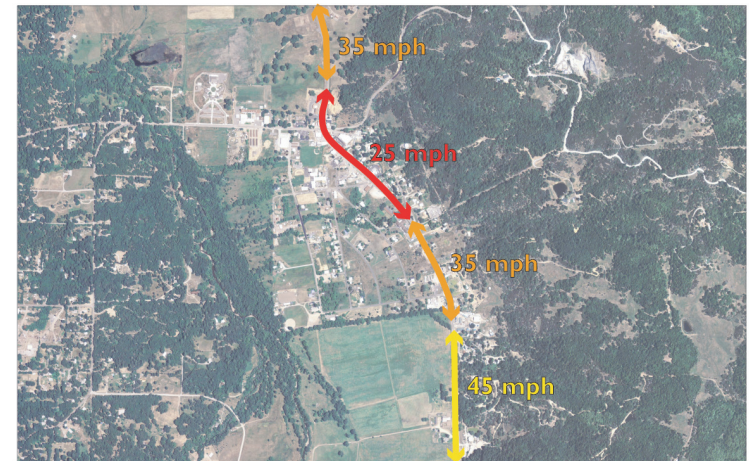
The collision rate on Highway 101 in Laytonville is higher than the statewide average for similar roadways. According to State Department of Transportation's District 1 Traffic Safety Program, the number one cause of accidents is speeding, followed by failure to yield. The District 1 Traffic Safety Office has recommended that this community planning effort focus on effective speed reduction, an approach that will result in increased traffic safety in the community of Laytonville.

Changes in the posted speed limit, especially when accompanied by gateway features or other visual cues, will help slow traffic before it reaches the Town Center and increase driver awareness along Highway 101. Reduced speeds will improve safety for all modes of transportation, improve accessibility, decrease traffic noise and improve the quality of the pedestrian experience within the Town Center.

To facilitate the reduction in posted speed limits, a speed

zone study (Engineering and Traffic Survey) must be conducted in accordance with State law, and the results submitted to Caltrans. Laytonville will be eligible for this Caltrans-conducted study following construction of the improved Branscomb/Highway 101 intersection.

- Step down speed limits at transition points along Highway 101.
- In conjunction with planned improvements, consider new speed limits at the following locations:
 - a) South of Harwood Road and north of Boomers: 45



Locations of the recommended speed limit zones along Highway 101 within the town.

MPH Zone

- b) Between Harwood Road and Harmon Triangle: 35 MPH Zone
- c) Between Boomers and Harmon Triangle: 25 MPH Zone

2. Visibly Demarcate Shoulders along Highway 101

Colored shoulder treatments that visually narrow road widths and indicate a change in conditions cause drivers to reduce driving speeds. Shoulder demarcation reduces vehicle encroachment into pedestrian and bicycle travel lanes and visually warns all users of potentially high-conflict areas. Additionally, the use of colored shoulders establishes a clear buffer between motorized traffic and non-motorized activity adjacent to the corridor.

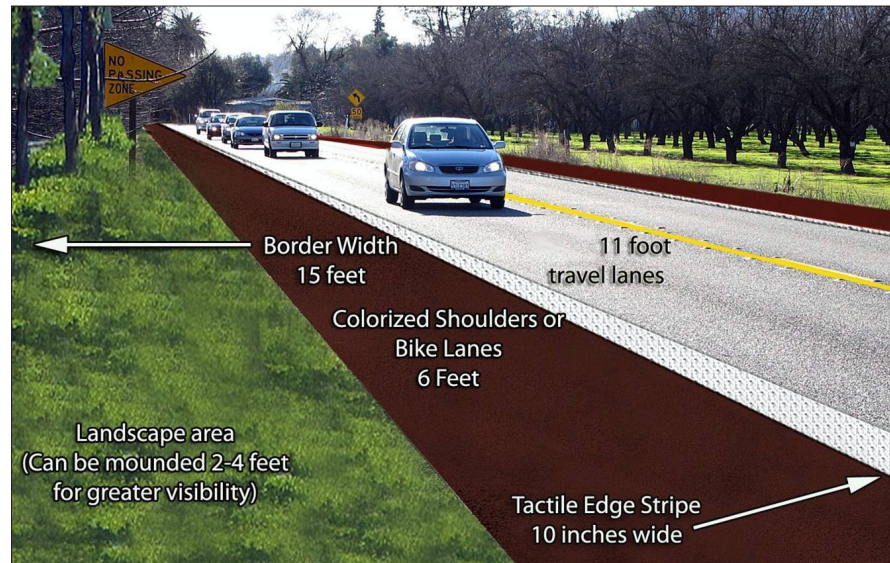
- Add colored shoulder treatment along Highway 101 within the Town Center.
- Utilize a dyed asphalt application, a low-cost and highly-durable method, for the shoulder treatment.

For information and research on colored shoulder treatments, refer to a Memo prepared by Traffic Engi-

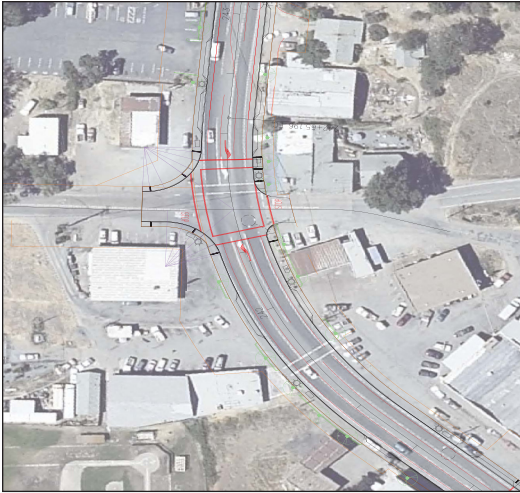
neering Consultants Fehr and Peers in Appendix G.

3. Improve the Branscomb Road/Highway 101 intersection

The Branscomb/Dos Rios Roads corridor serves as the primary east-west connector across Laytonville and is the only four-way intersection on Highway 101 within the Town Center. Currently, this intersection poses serious safety and traffic concerns for the Laytonville community and is being reviewed as part of Caltrans' Highway 101 Improvement Project.

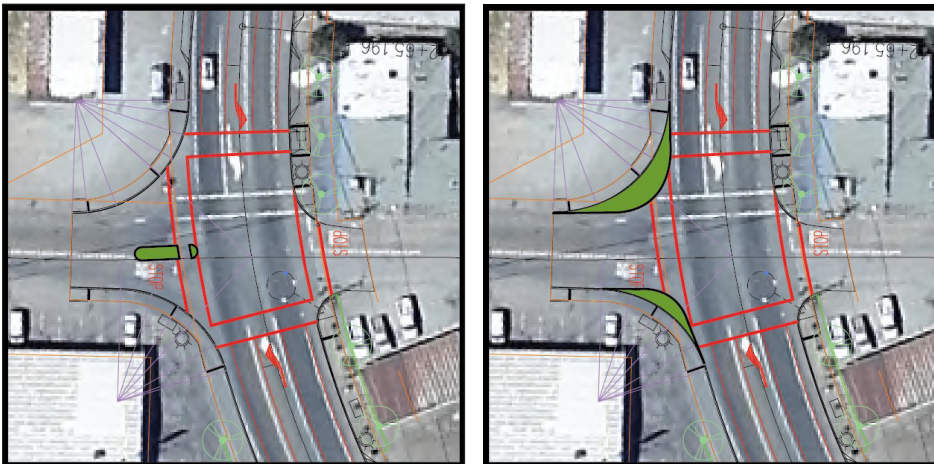


This image illustrates the use of colored shoulder treatments in a photo simulation.



In addition to Caltrans' plans to install sidewalk improvements, pedestrian-scaled lighting, street trees, eight foot sidewalks and crosswalks, eleven foot travel lanes and five foot shoulders, the following recommendations are intended to further the community's vision for a safer and more accessible Town Center.

- After intersection improvements are made at the Branscomb/Highway 101 intersection and monitoring has occurred, consider adding a pedestrian refuge island at the west leg of the intersection on



Illustrations of alternative concepts for the intersection of Highway 101 and Branscomb/Dos Rios Road.

Branscomb Road to reduce the pedestrian crossing distance and provide a safe waiting area within the crosswalk. The pedestrian refuge island should be five to six feet in width and include an end "cap" at the intersection for enhanced safety. Alternatively, smaller curb radii on both the northwest and southwest corners would make it easier for pedestrians to cross at this intersection.

- If pedestrian refuge islands are not feasible, add decorative crosswalk markings across Branscomb Road near the school and at Willis Avenue to encourage pedestrians to cross Branscomb Rd. before the Highway 101 intersection.
- Investigate the possibility of replacing the intersection with a round-about in the future. A one-lane roundabout would require 100'-130' of right-of-way. The Branscomb Road/Route 101 intersection is located in existing horizontal and vertical curves, thus the minimum horizontal and vertical sight distance standards may be difficult to meet.

4. Improve Crosswalk Visibility

There are currently five crosswalks in downtown

Laytonville on Highway 101. They do not meet Federal Highway Administration (FHWA) guidelines for high-visibility crosswalks. Concurrent with the Caltrans Safety Project scheduled for construction in 2008, a Transportation Enhancement (TE) project will construct higher-visibility crosswalks that will include a thermo-plastic treatment with a faux-brick façade. The mid-block crossing currently located on the curve of Highway 101 will be relocated immediately to the south, from the Bank of Willits to Geiger's Market.

As identified during community workshops and the walking audit, the establishment of improved crosswalks, including the use of pedestrian refuge islands, will provide essential cross-corridor connections and significantly improve Town Center accessibility. Crosswalks and pedestrian refuge islands provide clearly designated locations to cross Highway 101, reducing the potential for conflict between vehicles and pedestrians and increasing overall safety. These improvements will increase non-motorized activity within the Town Center and help foster community development.

- Conduct a focused traffic study on pedestrian refuge locations to determine that parcel access and circulation are not adversely impacted.
- Provide raised median pedestrian refuges at key

locations along Highway 101. The need for refuges would need to be evaluated on a case-by-case basis. As with all improvements within the State Highway Right of Way, Caltrans' Traffic Safety review and consideration through the Encroachment Permit process would be required.

- Incorporate design features, such as landscaping or signage, to enhance the visibility of crosswalks.



The key locations for crosswalks and pedestrian refuge islands within the Town Center.



The proposed phase I improvements along Highway 101.

- Add pedestrian-scaled lighting at crosswalk locations along Highway 101. Pedestrian-scaled lighting enhances the pedestrian environment and is not the same as “intersection lighting” but would still require Caltrans review through the Encroachment Permit process. Pedestrian-scaled lighting development and maintenance costs would be the responsibility of the County Lighting District.
- Relocate and improve crosswalk on Ramsey Avenue in front of the Elementary School to increase visibility.
- Where feasible, add pedestrian refuge islands or bulb-outs to crosswalks on Willis, Ramsey, and Branscomb Roads.

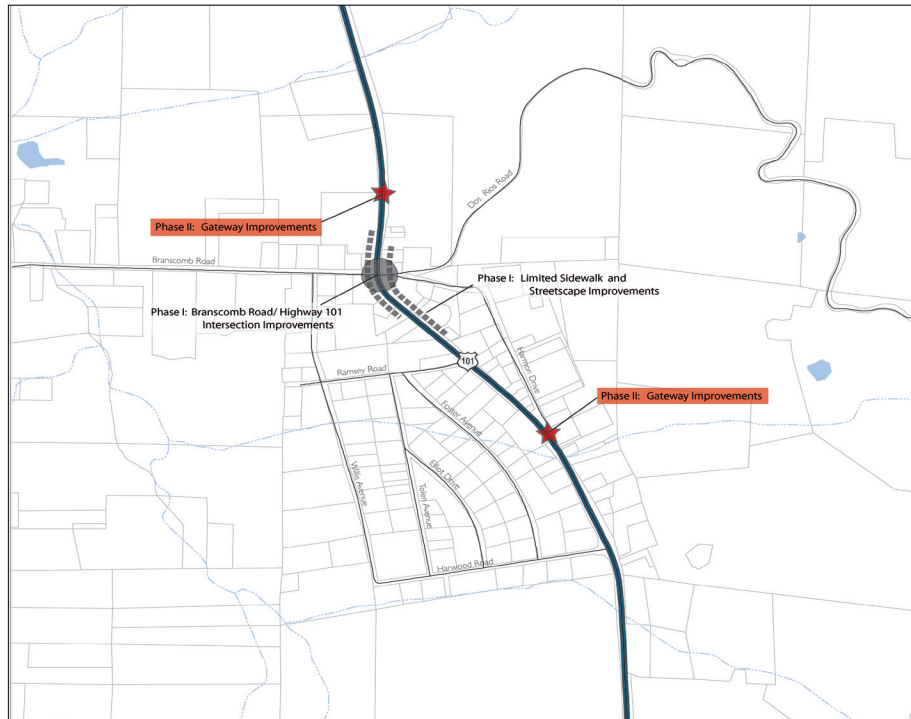
D. Phasing Recommendations

This section provides recommendations for project phasing within the Town Center.

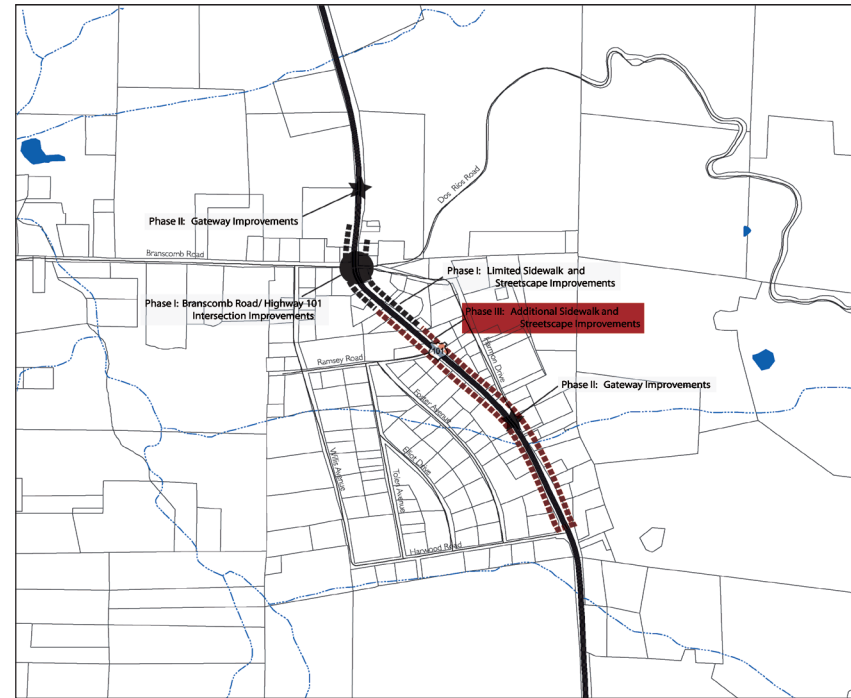
1. Highway 101 Improvements

- Phase I: Improvements to the intersection of Branscomb Road with Highway 101, including the Caltrans Highway 101 Safety Project and concurrent TE project that will provide sidewalks, street trees and pedestrian-scaled lighting from Boomers to the Laytonville Inn on the west side of the Highway, and from the Laytonville Garage to Albert’s on the east side of the Highway. Conduct a speed zone study for speed limit reduction upon completion.
- Phase II: Gateway improvements signifying the northern and southern edges of the Town Center. Step down speed limits at transition points along Highway 101 upon completion. Study pedestrian refuge island locations for impacts to parcel access and circulation.
- Phase III: Add colorized shoulder treatment throughout downtown. Continue

sidewalk and streetscape improvements along Highway 101, including pedestrian crossings with pedestrian refuges.



The proposed phase II improvements along Highway 101.



The proposed phase III improvements along Highway 101.

