

# Gualala Downtown Streetscape Enhancement

## Online Public Survey Results

### Executive Summary

An online public survey was conducted in support of the Gualala Downtown Streetscape Enhancement virtual informational meeting held on January 14, 2021 by Caltrans and MCOG. Prior to the public meeting, a presentation preview video was made available on YouTube along with early access to the online survey. The Gualala Downtown Streetscape Enhancement online survey received 189 total responses. In this document, we have omitted data for three personally identifying survey questions (name, email address, and phone number). However, we do aggregate zip code data to help reflect the general vicinity of survey participant residences.

### Survey Participant Summary

- 92% of participants either saw the virtual public meeting preview video on YouTube, attended the virtual public meeting on January 14, 2021, or viewed the archived meeting recording on YouTube.
- 89.4% of survey respondents identified their residence as within regional vicinity of the project area: the towns of Gualala, The Sea Ranch, and Point Arena.

### Supportive Survey Answer Summary

- Responses were **very supportive of 5-foot wide sidewalks in both directions between Center Street and Ocean Drive** with 81% generally supportive, 8% neutral, and 11% generally opposed.
- Responses were **very supportive of adding landscaping to the project** with 70% generally supportive, 15% neutral, and 15% generally opposed.
- Responses were **very supportive of project Alternative 4** with 61% generally supportive, 5% neutral, and 34% generally opposed.
- Responses were **very supportive of bike lanes in both directions between Center Street and Ocean Drive** with 53% generally supportive, 21% neutral, and 26% generally opposed.
- Responses were **supportive of adding a continuous two-way left turn lane between Center and Church Streets** with 52% supportive, 16% neutral, and 32% opposed.
- Responses were **somewhat supportive of retaining on-street parking between Church Streets and Ocean Drive** with 42% generally supportive, 21% neutral, and 37% generally opposed.
- Responses were **somewhat supportive of adding bollard lighting to the project** with 41% generally supportive, 26% neutral, and 33% generally opposed.

### Mixed Survey Answer Summary

- Responses to **retain parking on the “east side from Church Street to Ocean Drive (northbound)” received the most support** with 29.7%; followed by a tie between “Do not retain on-street parking” and “west side, Center to Church (southbound)” at 23.4%.
- Responses were **mixed regarding adding a continuous two-way left turn lane between Church Street and Ocean Drive** with 40% generally supportive, 19% neutral, and 41% generally opposed.

- Responses were **mixed regarding retaining on-street parking between Center and Church Streets** with 45% generally supportive, 11% neutral, and 44% generally opposed.

#### Opposed Survey Answer Summary

- Responses were **opposed to the “No Build” alternative to not move forward with a project** with 21% generally supportive, 4% neutral, and 75% generally opposed.
- Responses were **opposed to matching the Gualala Town Plan without amendment** with 21% generally supportive, 14% neutral, and 65% generally opposed.
- Responses were **opposed to adding a meandering sidewalk with a 12-foot landscape strip to the project** with 29% generally supportive, 17% neutral, and 54% generally opposed.

Below is a list of the online survey questions followed by details of question response counts, including charts and written comments. At the end of this report, the contact information for the Gualala Downtown Streetscape Enhancement project is listed.

## List of Survey Questions

Please click on a question link below to go directly to a specific survey result (electronic version only).

[Q1. I have viewed the Gualala Downtown Enhancement project YouTube presentation and/or attended the January 14, 2021 online public meeting for this project. \(Mandatory\)](#)

[Q2. What is your residential zip code? \(Mandatory\)](#)

[Q3. How did you hear about the Gualala Downtown project virtual public meeting? \(Select all that apply\)](#)

[Q4. We should add a continuous two-way left turn lane between Center Street and Church Street.](#)

[Q5. We should add a continuous two-way left turn lane between Church Street and Ocean Drive.](#)

[Q6. We should maintain on-street parking between Center Street and Church Street.](#)

[Q7. We should maintain on-street parking between Church Street and Ocean Drive.](#)

[Q8. If on-street parking were to be retained in one of the following project area segments, which area would you prefer?](#)

[Q9. Any additional comments regarding your on-street parking choice above? \(Open Ended\)](#)

[Q10. Do you support a 5-foot wide Class II Bike Lane in the northbound and southbound directions from Center Street to Ocean Drive?](#)

[Q11. Do you support adding a continuous 5-foot wide sidewalk in both the northbound and southbound directions from Center Street to Ocean Drive?](#)

[Q12. Do you support the project adding landscaping?](#)

[Q13. Do you support a meandering sidewalk with a 12-foot minimum landscape strip from Center Street to Ocean Drive?](#)

[Q14. Do you support including bollard lighting in the project?](#)

[Q15. Do you support the newly presented project Alternative 4?](#)

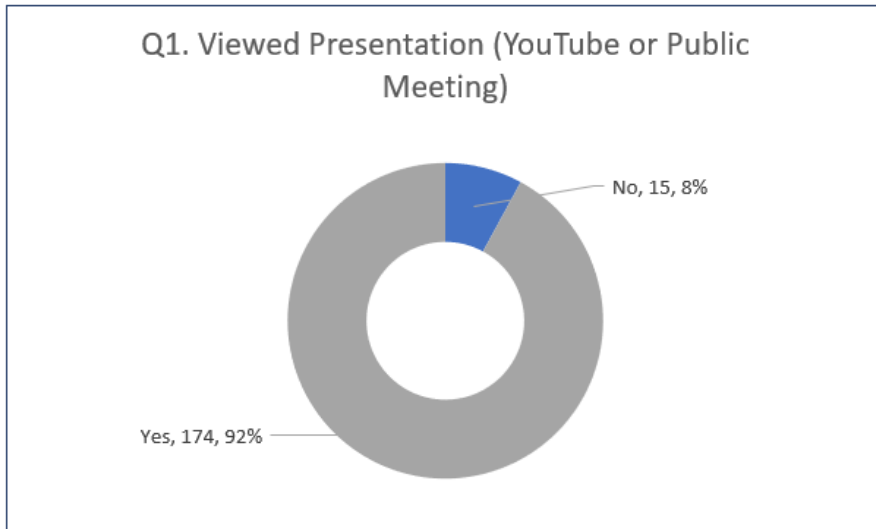
[Q16. Do you support matching the Gualala Town Plan without amendment, as presented?](#)

[Q17. I recommend we leave downtown Gualala as is \(the No Build alternative\).](#)

[Q18. Please provide any additional comments in the box below. Comments may also be sent to the project team in a separate correspondence. \(Open Ended\)](#)

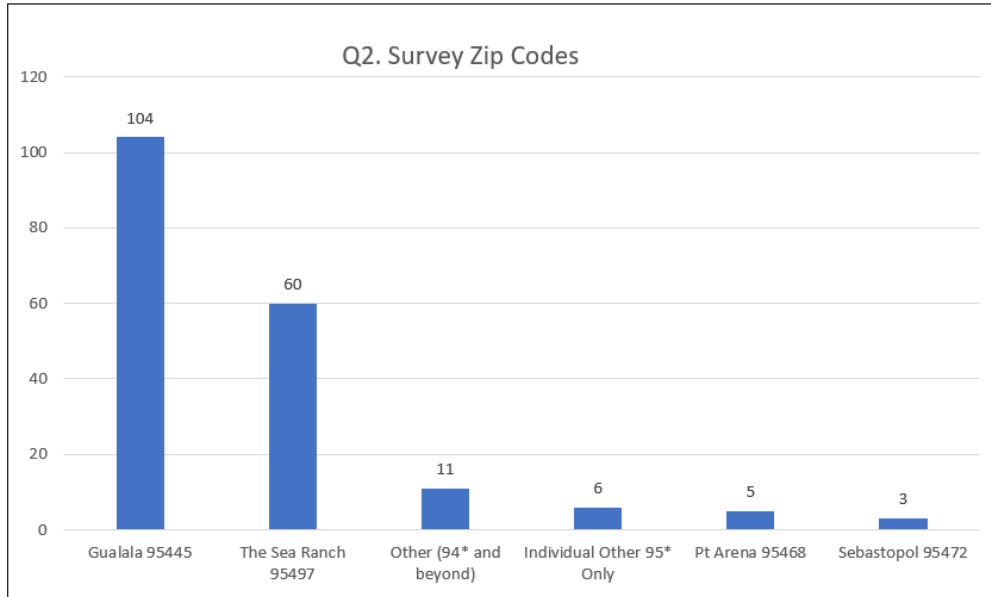
## Survey Question Results

Q1. I have viewed the Gualala Downtown Enhancement project YouTube presentation and/or attended the January 14, 2021 online public meeting for this project. (Required Question)



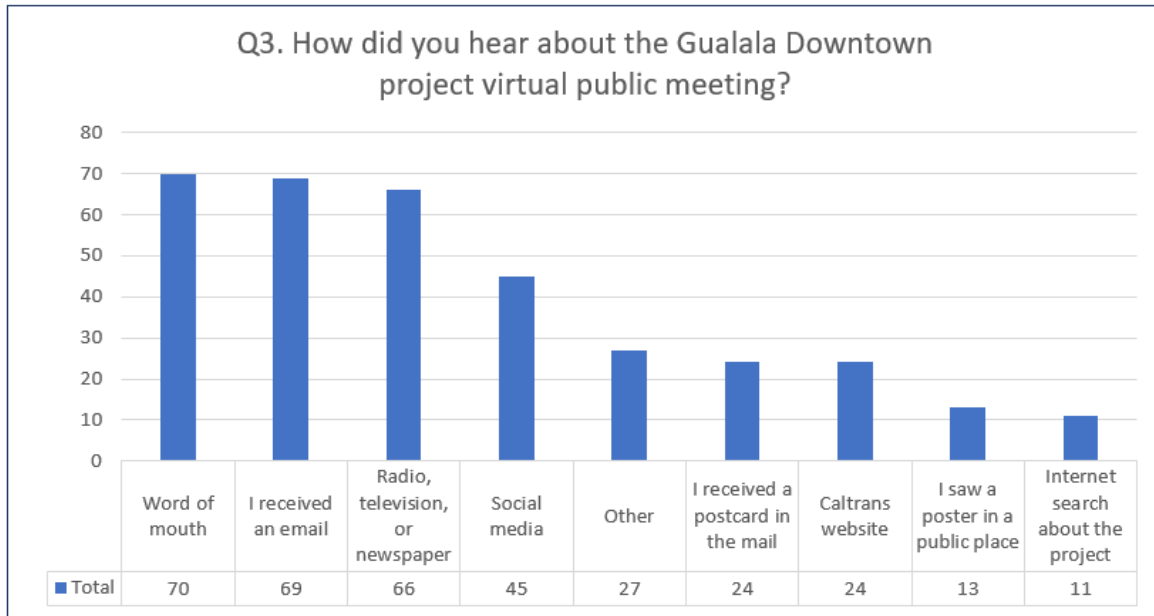
Question 1 was required to help identify the percentage of those who viewed the recent informational presentations. Prior to taking this online survey, 92% of participants either saw the virtual public meeting preview on YouTube, attended the virtual public meeting on January 14, 2021, or viewed the post-meeting recording on YouTube.

Q2. What is your residential zip code? (Required Question)



Question 2 was a required question to answer in the survey. Gualala zip code 95445 received 55%; The Sea Ranch 95497 received 31.7%; and the remaining zip codes beginning with “95” together received 7.4%. A group of zip codes beginning with “94” and other miscellaneous zip codes represented 5.8% of survey takers. When considering Gualala, The Sea Ranch, and Point Arena results, 89.4% of survey respondents make their residence in regional vicinity of the project area.

Q3. How did you hear about the Gualala Downtown project virtual public meeting? (Select all that apply)

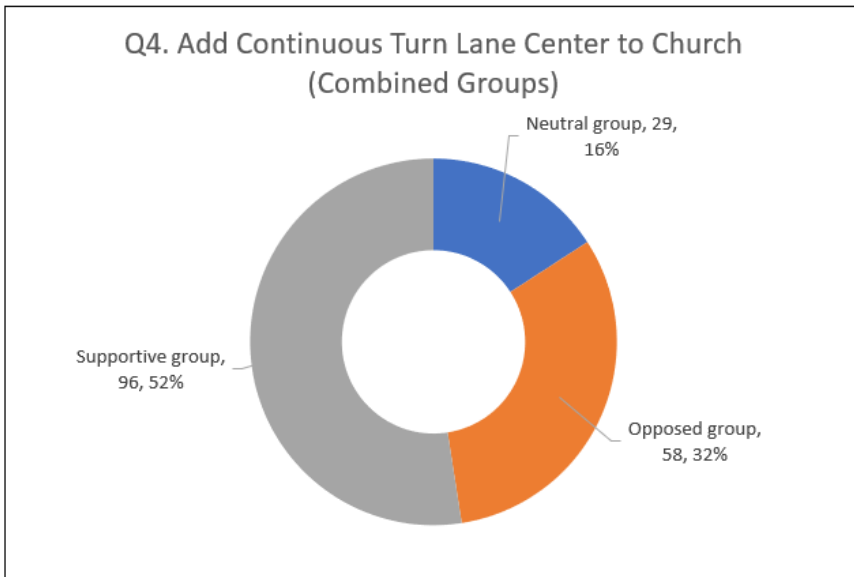
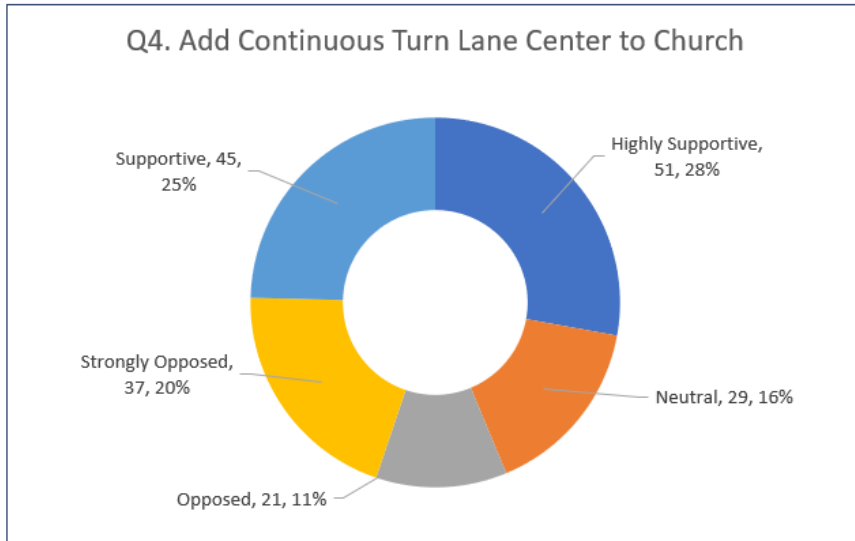


To promote the January 14, 2021 online virtual public meeting and related online materials, several methods of communication were used. These methods included the mailing of over 1,500 postcards to the areas surrounding Gualala and The Sea Ranch, distributing news releases to the local media, social media posts on Facebook and Twitter, emails sent to a list of those who expressed interest in the project, and the placement of 50 posters in public areas.

Question 3 received a total of 189 responses, and respondents were asked to select all options that applied to their experience. Word of mouth (37%), email (36.5%), and mass media (35%) received the largest responses, followed by social media (23%).

Of the 27 “Other” voluntary response text comments (14.3%), Gualala Municipal Advisory Council (GMAC), local homeowners’ association, and prior project involvement/project meeting attendance were the most common answers.

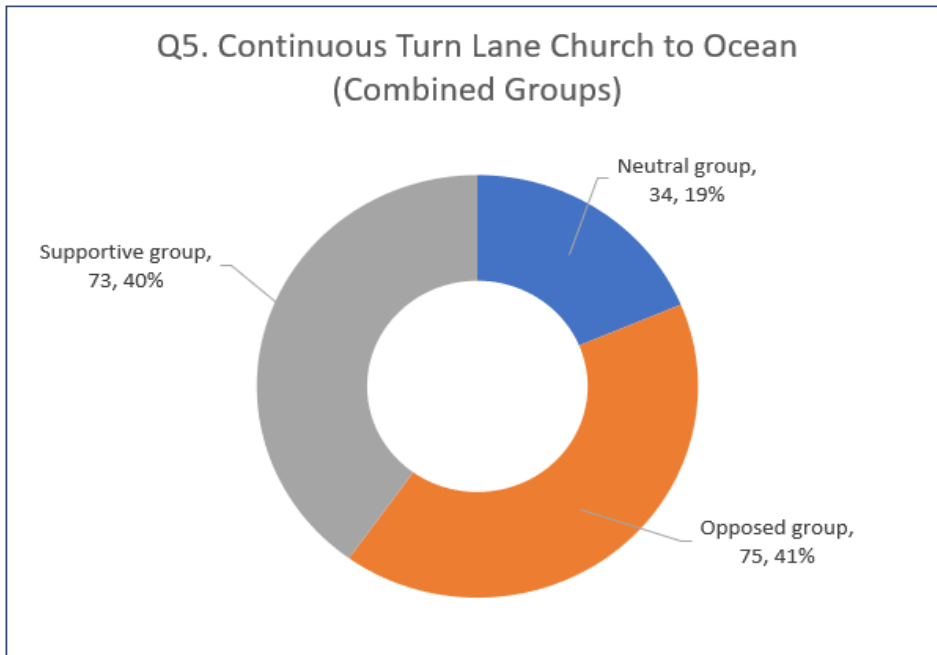
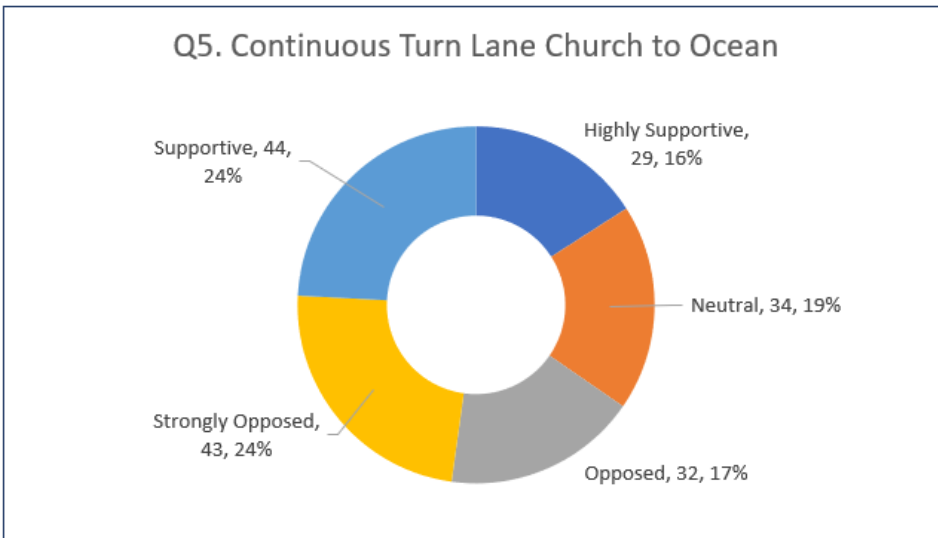
Q4. We should add a continuous two-way left turn lane between Center Street and Church Street.



Question 4 received 183 answers with 6 skipped (no answer provided). This is the first question where two charts will be used for analysis. The first chart will show response count by question choice, while the second chart will group responses by general preference: supportive, neutral, or opposed.

Responses to Question 4 were supportive of adding a continuous two-way left turn lane between Center and Church streets with 52% supportive, 16% neutral, and 32% opposed. Highly Supportive was 28%, and Strongly Opposed was 20%.

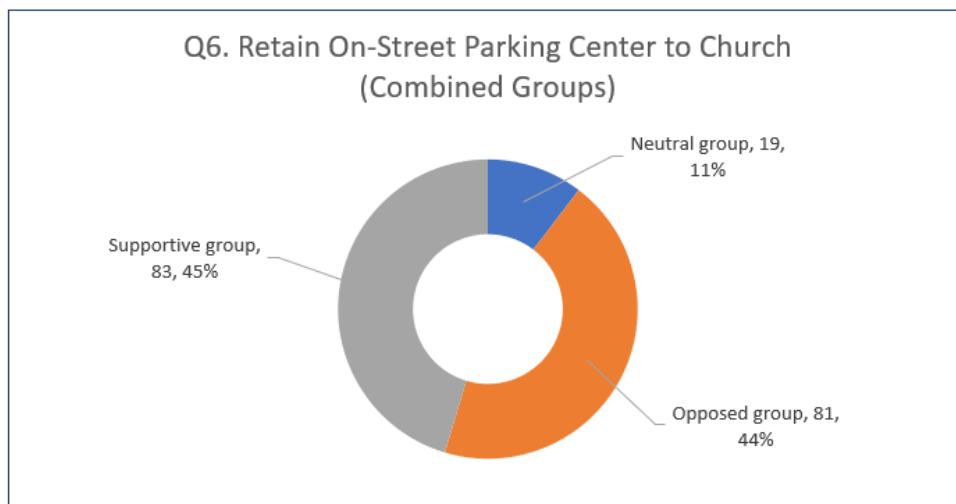
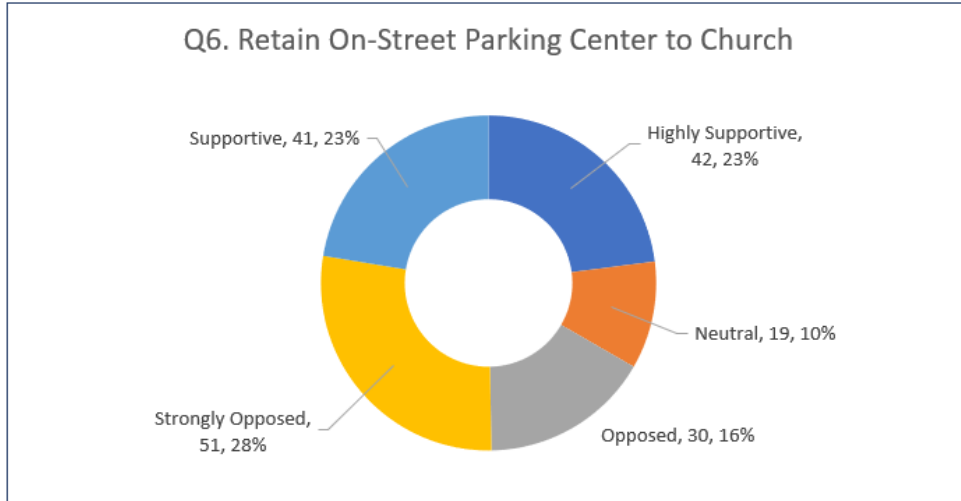
Q5. We should add a continuous two-way left turn lane between Church Street and Ocean Drive.



Question 5 received 182 answers with 7 skipped. Responses were mixed regarding adding a continuous two-way left turn lane between Church Street and Ocean Drive with 40% generally supportive, 19% neutral, and 41% generally opposed. Highly Supportive was 16%, and Strongly Opposed was 24%.

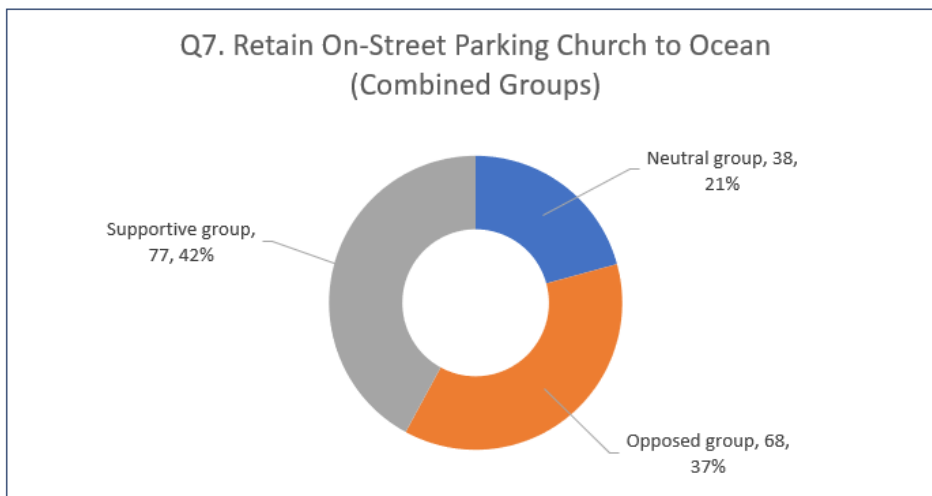
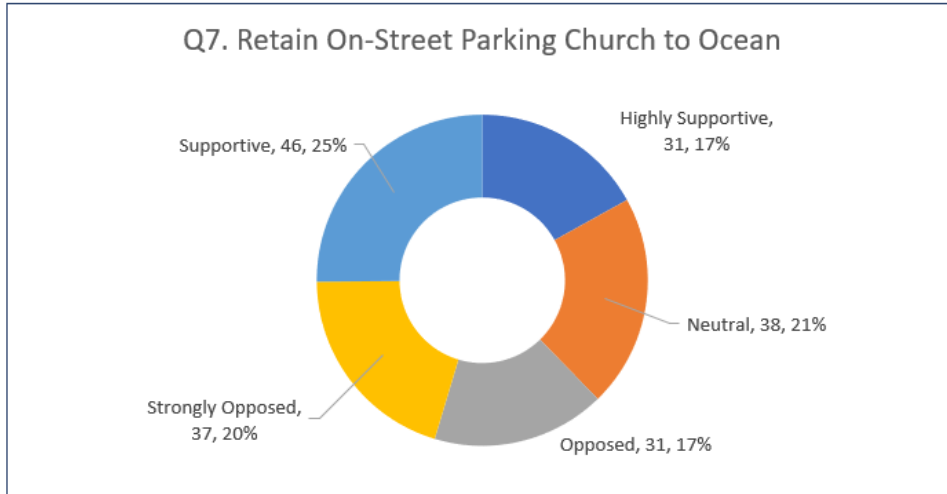


Q6. We should maintain on-street parking between Center Street and Church Street.



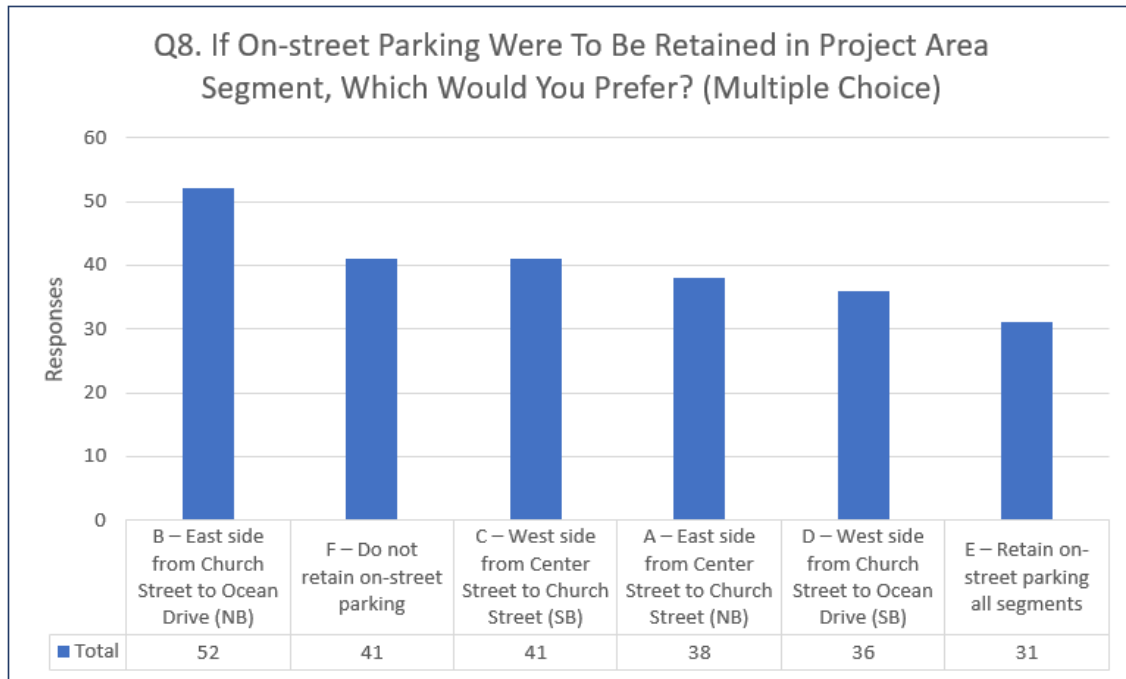
Question 6 received 183 answers with 6 skipped. Responses were mixed regarding retaining on-street parking between Center and Church Streets with 45% generally supportive, 11% neutral, and 44% generally opposed. Highly Supportive was 23%, and Strongly Opposed was 28%.

Q7. We should maintain on-street parking between Church Street and Ocean Drive.



Question 7 received 183 answers with 6 skipped. Responses were somewhat supportive of retaining on-street parking between Church Street and Ocean Drive with 42% generally supportive, 21% neutral, and 37% generally opposed. Highly Supportive was 17%, and Strongly Opposed was 20%.

Q8. If on-street parking were to be retained in one of the following project area segments, which area would you prefer? (Multiple Choice)



Question 8 received 175 answers with 14 skipped. Answer B (retain parking on east side from Church Street to Ocean Drive, northbound) received the most support with 29.7%; followed by a tie between Answer F (Do not retain on-street parking) and Answer C (west side, Center to Church, southbound) at 23.4%. Answer A (east side from Center to Church, northbound) received 21.7%, followed by Answer D (west side Church to Ocean, southbound) at 20.6%. Answer E (retain, all segments) received 17.7%.



<b>3</b>	I do not believe the project has established reasonable cause to expand the right-of-way. I do not support any alternatives that require expansion of the right-of-way.
<b>4</b>	Sebastopol has a continuous left turn lane on Gravenstein highway/Main St. It is confusing and dangerous, in my experience.
<b>5</b>	On street parking next to bike lanes is unsafe.
<b>6</b>	It's illegal to keep on street parking due to the Gualala Town Plan. It's also unsafe, and unnecessary.
<b>7</b>	If any on-street parking is to be retained, require a date- certain for its elimination - within 5 years.
<b>8</b>	There are more spaces if parking is on W side. Have concern about N bound cars needing to flip around to access S bound parking spaces without 3 point turns on SR1. Need a jug handle at N end of project to allow reversing direction.
<b>9</b>	From the Gualala Town Plan: "G3.6-12 No on-street parking shall be permitted on Highway 1. " I would not want this plan to be halted because it does not conform to the GTP.
<b>10</b>	Any on-street parking should be provided in a way that, if eliminated in the future, would provide for the addition of a left turn lane without disrupting existing sidewalk, bike lanes.
<b>11</b>	Plenty of off street parking. Don't need unsafe for walkers and bikers on street parking.
<b>12</b>	I support option 4A.
<b>13</b>	Leave Gualala as currently configured and don't alter anything.
<b>14</b>	There is a lot of off-street parking available in town. Pedestrian safety, cyclist safety, turn lanes, and beautification are great improvements.
<b>15</b>	Opposed to new project streetscape for Gualala. Keep Gualala as is currently with on street parking.
<b>16</b>	We live and work in downtown Gualala and have to pull out of driveways. On street parking, particularly RVs, large trucks, etc. block our view to enter onto the highway.
<b>17</b>	Please maintain on-street parking on the west side of the street from the Breakers Inn north. Especially in front of the Surf market.
<b>18</b>	The east side has plenty of off street parking areas, whereas the west side does not.
<b>19</b>	despite the fears of local business owners the safety and beauty of our town is more important and people WILL walk if they need to.
<b>20</b>	Leave vistas to the ocean open by parking on the East side.
<b>21</b>	I would like to see on street parking on the east side in the entire project space, but there does not appear to be enough room to do that between center and church and retain a center turn option.
<b>22</b>	If parking retained for the sake of John Bower's resisting providing sufficient off-street parking, how long would he have to provide it? 5, 10 15 years?
<b>23</b>	Any parking choices should be INTERIM only. No permanent parking is allowed under the Gualala Town Plan and I do not support seeking a Town Plan Amendment.

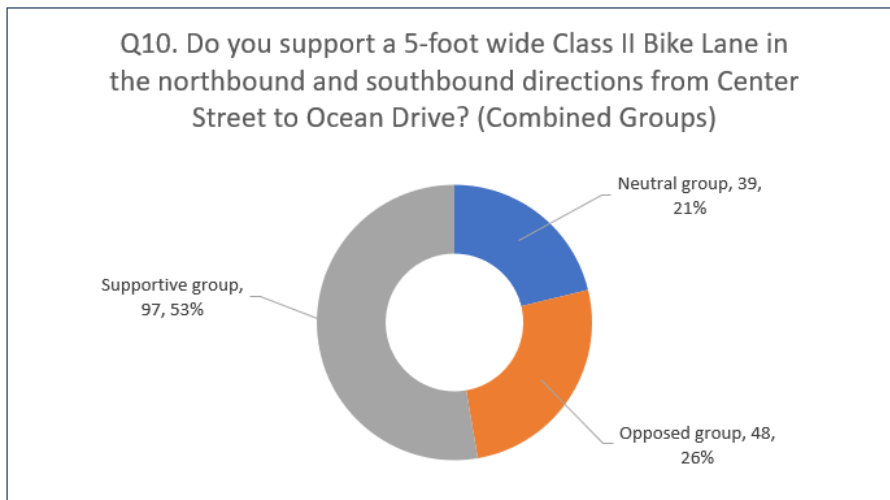
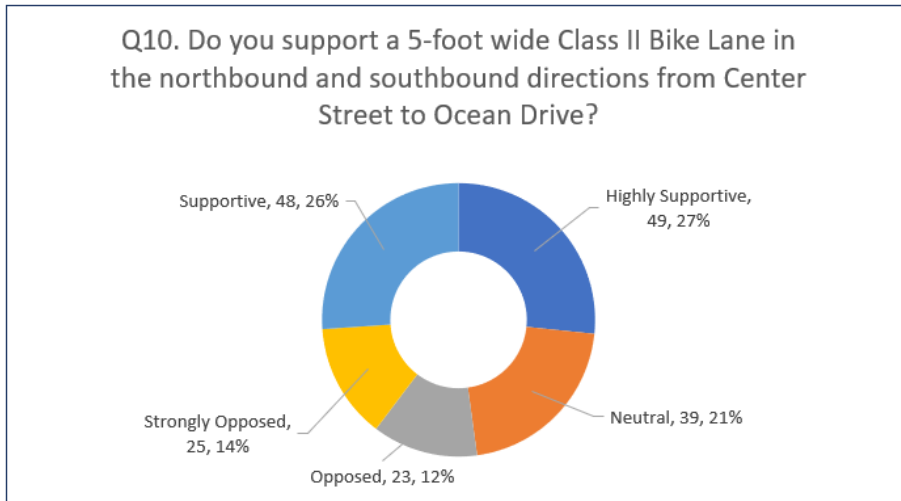
<b>24</b>	We need to get the Bower parking lot built next to Surf. Then on-street parking isn't needed.
<b>25</b>	All on-street parking on the south end is dangerous; at the north end there is ample off-street parking on both sides of the highway, but parking on the west side would be more useful and safer if that option is chosen
<b>26</b>	East side parking on the north end of downtown is redundant. There is adequate off-street parking at the Village Cobblery, etc. On the west side north end, pedestrian access to Trink's is difficult.
<b>27</b>	space/path to walk around/between parked cars is necessary
<b>28</b>	On street parking is too dangerous for all concerned ( motorists-cyclists-pedestrians ) and visually unsightly.
<b>29</b>	Should only be allowed where extra room, like southbound by Trinks, and after Surf Market. video store is now closed. Caltrans should buy and tear down for off street parking.
<b>30</b>	Option 4A is most workable. I don't think we need onstreet parking.
<b>31</b>	The on street parking is what creates a great deal of hazard for drivers, bicyclists, and pedestrians. I also suggest that if we eliminate the on-street parking, we could reduce the bike lane to 3 ft. in each direction.
<b>32</b>	There are 600 off-highway spaces. All development must be consistent with the Gualala Town Plan and zoning code provisions (a segment of the Mendocino County's Coastal Commission - certified LCP), as well as protecting ESHA.
<b>33</b>	Please alleviate on-street parking in the congested areas to improve traffic visibility
<b>34</b>	Keep it out of the very congestive areas because I can't see around the parked cars when pulling out of driveways.
<b>35</b>	The businesses on the east side have large parking lots available (e.g. Sundstrom Mall, Town Cobbler) or are lower-volume businesses (e.g. hair salon, insurance). The north-east part of the project area needs the least parking of the 4 areas
<b>36</b>	I favor plan 4a
<b>37</b>	On street parking is fine, wherever a left turn lane isn't currently needed, as long as done within the 60 foot right of way, and doesn't impact the sidewalks.
<b>38</b>	in my opinion, Surf doesn't need on-street parking. it needs a better paved parking lot.
<b>39</b>	The community has weighed in on this topic, particularly about the need for the parking to be preserved in front of the Surf Center. As an essential business access to the market is necessary for everyone especially for seniors.
<b>40</b>	I believe there's enough off street parking available.
<b>41</b>	On street parking is part of Gualala's charm. Bicycle paths and meandering sidewalks seem like over kill and not the character of the town.
<b>42</b>	There is plenty of parking in many many surface lots.
<b>43</b>	Surf

<b>44</b>	I don't care which side of the road parking is on, but I feel strongly that parking should not replace sidewalks nor bike lanes.
<b>45</b>	Gualala has ample off-street parking. On-street parking creates visual impairment that is hazardous.
<b>46</b>	A couple of the on street parking spots north of the Surf Market exit and north and south of Center St. should be eliminated because large vehicles parked there requires sedan drivers to move into traffic before they can see what is coming.
<b>47</b>	If on-street parking is to be retained in any segment, a FIVE- year certain deadline be established for elimination of all on-street parking.
<b>48</b>	OK to remove some on-street parking to allow room for safe entry and egress.
<b>49</b>	There is adequate parking in village
<b>50</b>	I strongly oppose a third car lane. Caltrans should focus on improving bicycle and pedestrian space.
<b>51</b>	On-street parking interferes with traffic flow, sight access at encroachments, bicyclist and pedestrian safety. On-street parking is not an essential use of the public ROW.
<b>52</b>	You should consider the width of a car with its doors open on both sides. You should also consider how a car, truck or RV impedes your view when exiting a business.
<b>53</b>	Safety is the priority.
<b>54</b>	Most here are aged. They need to park near Surf market
<b>55</b>	Spaces on the southbound side of Hwy 1 are of some benefit to the businesses currently depending on on street parking at the south end of Gualala.
<b>56</b>	I would be OK with no on street parking
<b>57</b>	Push larger vehicles into the parking area just north of Stage Road and stripe those on the main Hwy 1 for cars
<b>58</b>	Parking is far more useful than eliminating a few seconds of waiting for cars to turn left.
<b>59</b>	include bike lanes in both directions
<b>60</b>	By a non-continuous Left Turn Lane, we have room for some parking on west side or the east side. Slope the highway in one direction only, in order to decrease the retaining wall heights.
<b>61</b>	See comments at end of survey.
<b>62</b>	I am firmly opposed to any changes to Alternative 3 .
<b>63</b>	There does not seem to a problem in b
<b>64</b>	On street parking is necessary for delivery vehicles and other larger vehicles.
<b>65</b>	West side preferred
<b>66</b>	there is a HUGE amount, based upon observed demand, of unused, off street parking spaces adjacent to this study area. efforts should be made to foster public use agreements of the owners of that off street parking.
<b>67</b>	I think the appearance and function of Downtown Gualala improvements should not be organized around the specific parking requirements of one business entity.

<b>68</b>	Preserve all current on street and near street parking.
<b>69</b>	our many seniors either do not want to, or can't walk great distances (for them) to get to the businesses on west side of hwy1. we need the west side onstreet parking.
<b>70</b>	It is imperative to keep the parking adjacent to the Surf Supermarket as it is currently used continuously. On the east side of hwy1 between Center and Church keep only the parking in front of the gas stations.
<b>71</b>	Based upon Alternatives 4A and 4B, a hybrid plan with some parking on the east side and some parking on the west side of SR1 from Church Street to Ocean Drive, in a northbound and a southbound direction could be investigated. *( to be cont.)
<b>72</b>	There is enough parking on the east side parking area for all retail and spillover from Surf Super- only a short walk to Surf. Dangerous to try to see around street parked cars.
<b>73</b>	see below.
<b>74</b>	Most visiting cyclists travel north to south so on street parking on the east side is a bit more dangerous
<b>75</b>	It's important to have Saturday parking spots - ON STREET- in front of the Community Center/Farmer's Market, between Center Street and Sundstrom Mall Street..
<b>76</b>	We need on-street parking on the east side of Hwy. 1 in front of the Community Center from Center St. to AT LEAST Sundstrom Mall St. for Community Center/PaynTake and Farmers Market parking on Saturdays.
<b>77</b>	East side Hwy 1 from Church to Ocean has off-street parking that would be blocked
<b>78</b>	The Left turn lane needs to go into Seacliff, NOT Ocean Drive.
<b>79</b>	I would prefer to see continuous sidewalks prioritized over parking if it can't all be accommodated in the plan. Keeping parking on the west side south bound in the vicinity of Surf super is where it is needed most.
<b>80</b>	Downtown needs on street parking for RVs and vehicles towing trailers (travel or construction).
<b>81</b>	Some parking should be kept for people towing travel trailers / truck trailer combo's. It is important that this is at least considered during design.

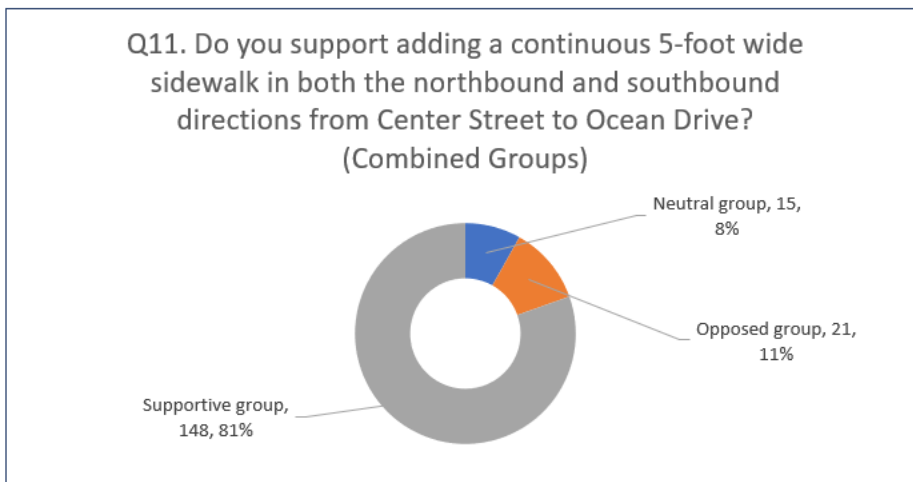
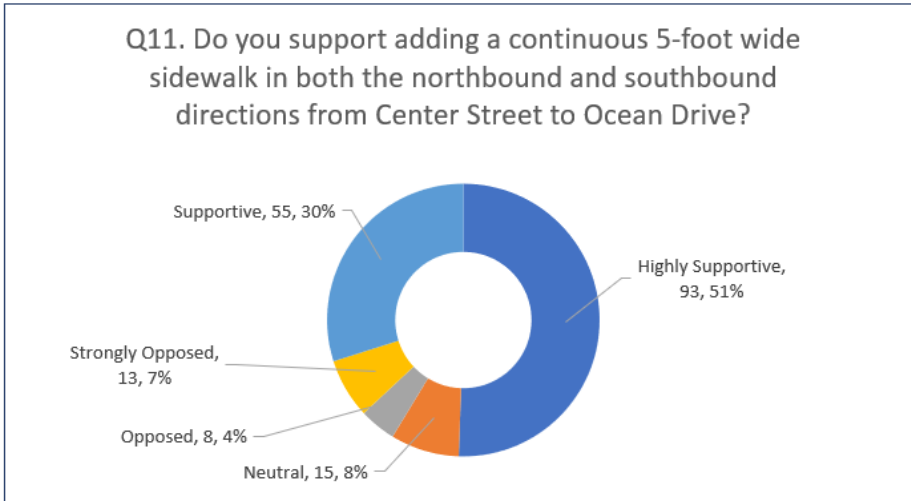


Q10. Do you support a 5-foot wide Class II Bike Lane in the northbound and southbound directions from Center Street to Ocean Drive?



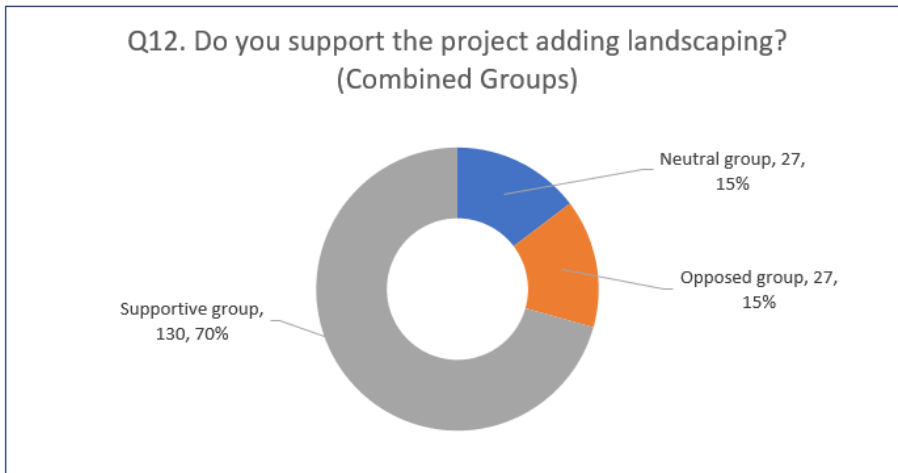
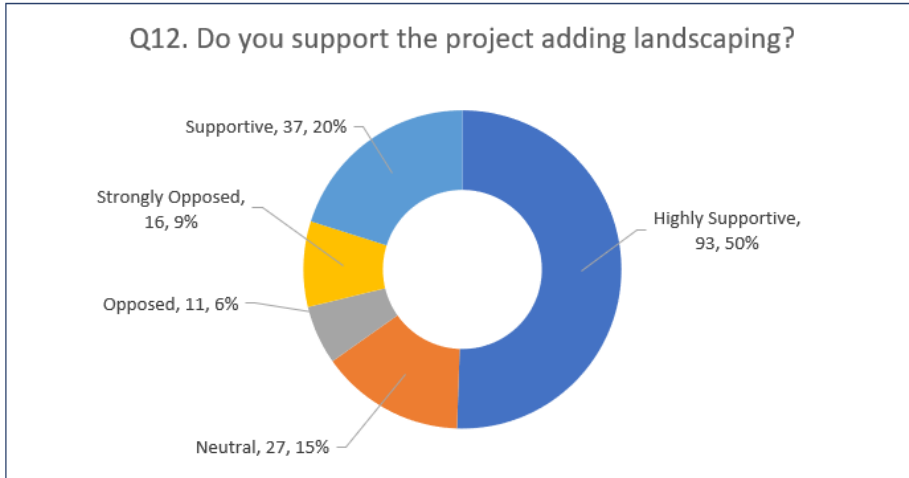
Question 10 received 184 answers with 5 skipped. Responses were very supportive of bike lanes in both directions between Center Street and Ocean Drive with 53% generally supportive, 21% neutral, and 26% generally opposed. Highly Supportive was 27%, and Strongly Opposed was 14%.

Q11. Do you support adding a continuous 5-foot wide sidewalk in both the northbound and southbound directions from Center Street to Ocean Drive?



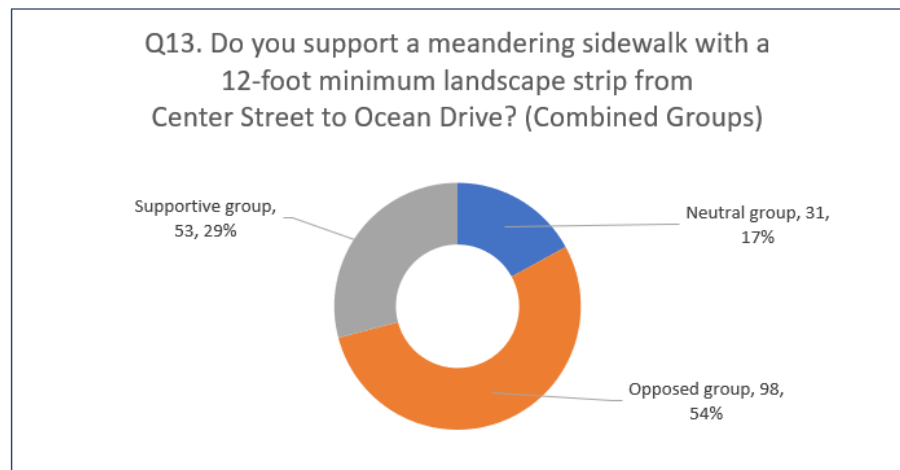
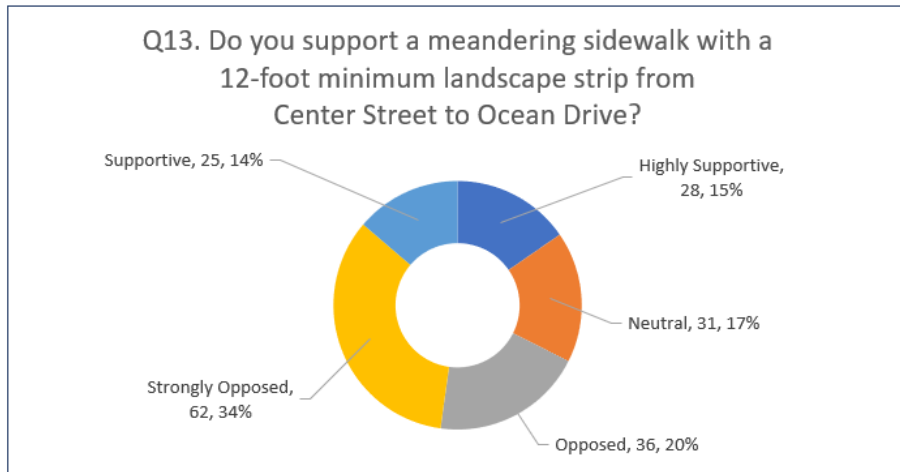
Question 11 received 184 answers with 5 skipped. Responses were very supportive of 5-foot wide sidewalks in both directions between Center Street and Ocean Drive with 81% generally supportive, 8% neutral, and 11% generally opposed. Highly Supportive was 51%, and Strongly Opposed was 7%.

Q12. Do you support the project adding landscaping?



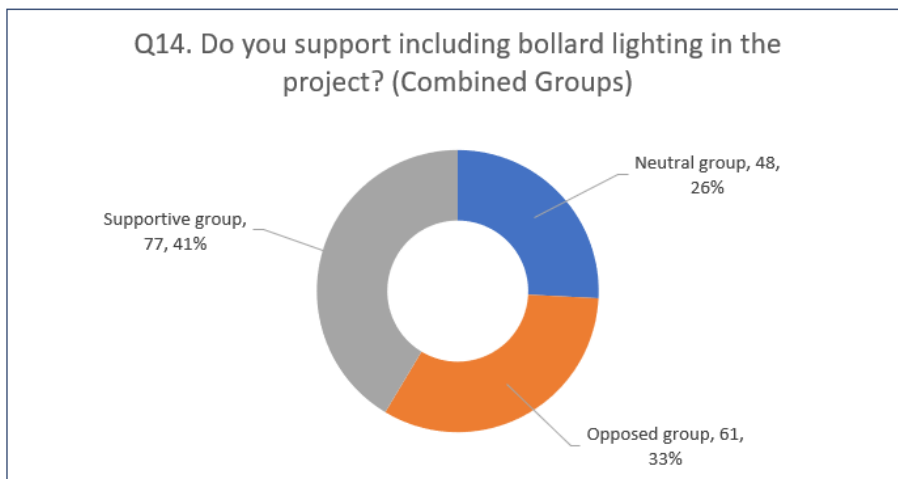
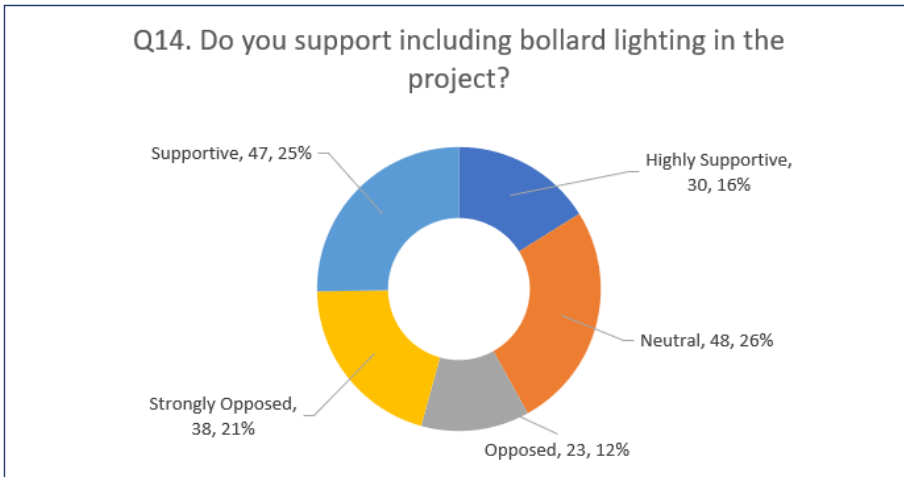
Question 12 received 184 answers with 5 skipped. Responses were very supportive of adding landscaping to the project with 70% generally supportive, 15% neutral, and 15% generally opposed. Highly Supportive was 50%, and Strongly Opposed was 9%.

Q13. Do you support a meandering sidewalk with a 12-foot minimum landscape strip from Center Street to Ocean Drive?



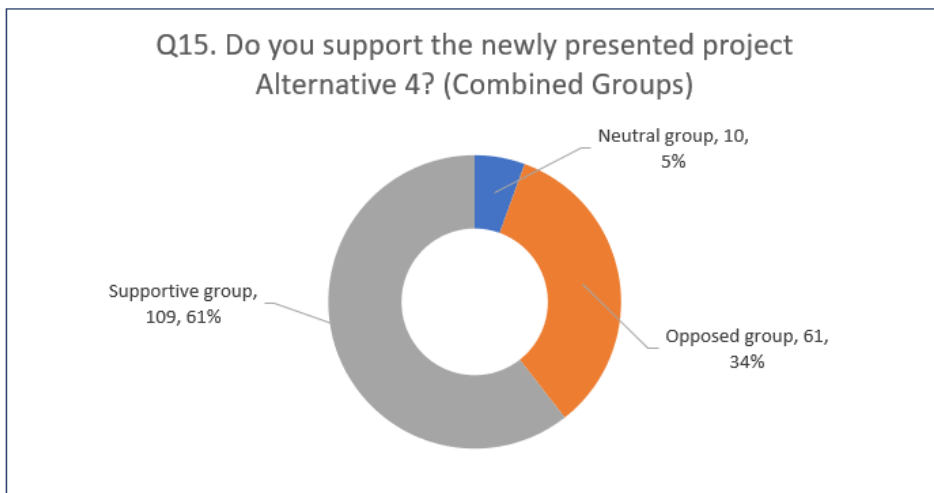
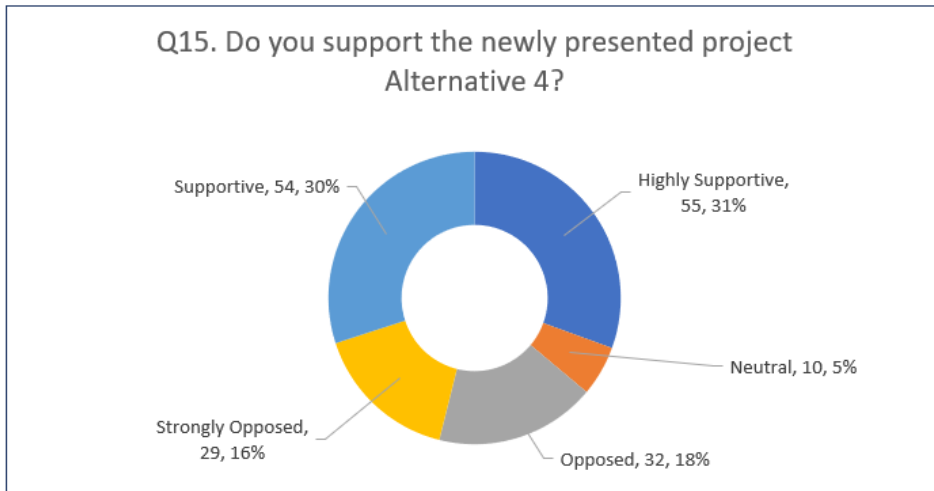
Question 13 received 182 answers with 7 skipped. Responses were not supportive of adding a meandering sidewalk with a 12-foot landscape strip to the project with 29% generally supportive, 17% neutral, and 54% generally opposed. Highly Supportive was 15%, and Strongly Opposed was 34%.

Q14. Do you support including bollard lighting in the project?



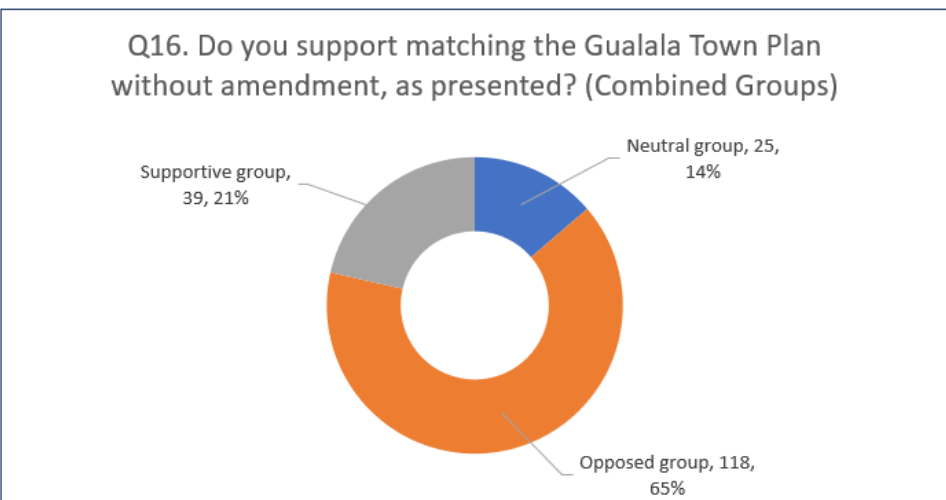
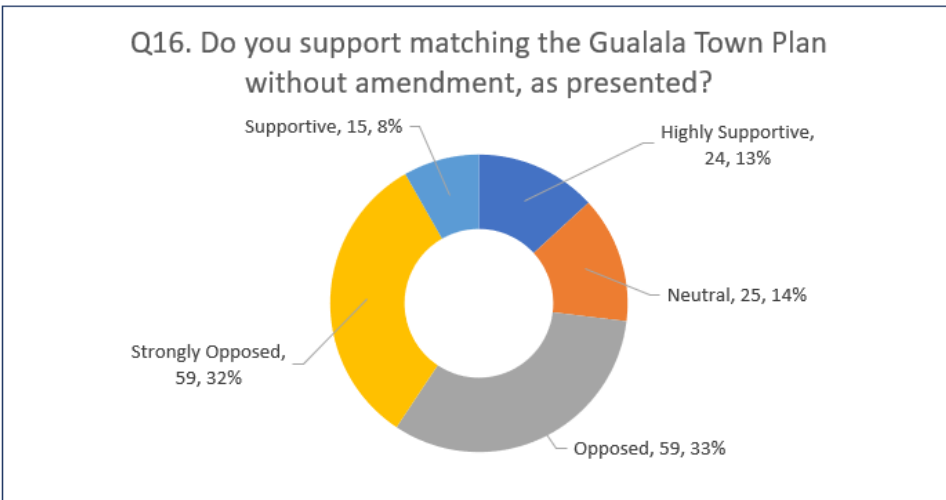
Question 14 received 186 answers with 3 skipped. Responses were somewhat supportive of adding bollard lighting to the project with 41% generally supportive, 26% neutral, and 33% generally opposed. Highly Supportive was 16%, and Strongly Opposed was 21%.

Q15. Do you support the newly presented project Alternative 4?



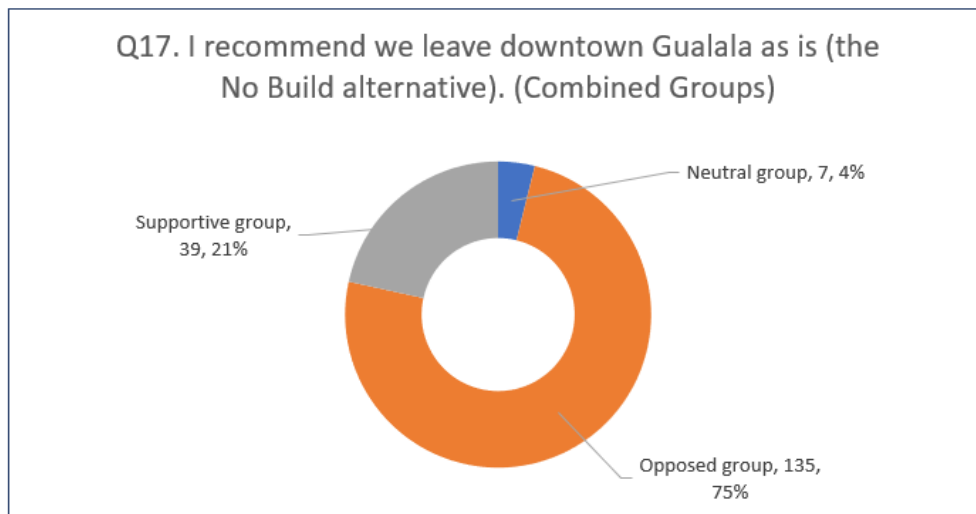
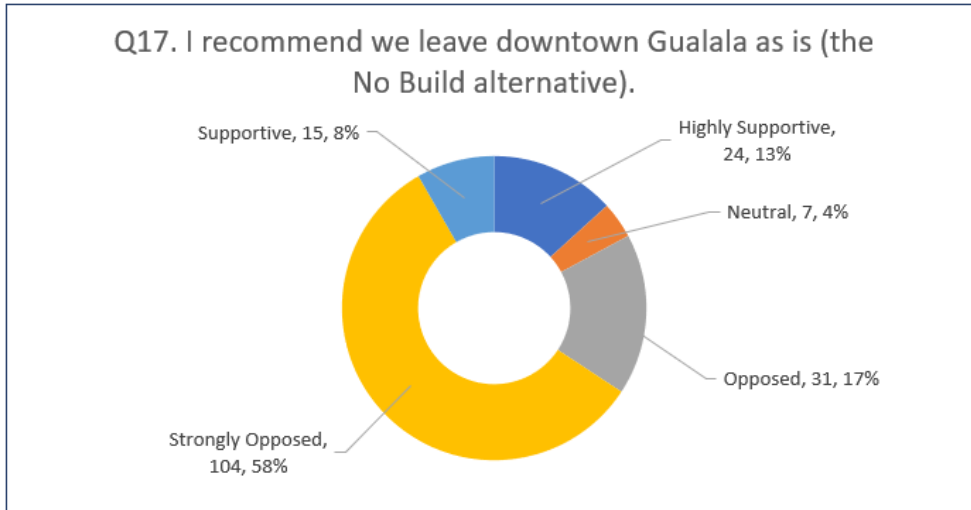
Question 15 received 180 answers with 9 skipped. Responses were very supportive of project Alternative 4 with 61% generally supportive, 5% neutral, and 34% generally opposed. Highly Supportive was 31%, and Strongly Opposed was 16%.

Q16. Do you support matching the Gualala Town Plan without amendment, as presented?



Question 16 received 182 answers with 7 skipped. Responses were not supportive matching the Gualala Town Plan without amendment with 21% generally supportive, 14% neutral, and 65% generally opposed. Highly Supportive was 13%, and Strongly Opposed was 32%.

Q17. I recommend we leave downtown Gualala as is (the No Build alternative).



Question 17 received 181 answers with 8 skipped. Responses were opposed to the “No Build” alternative to not move forward with a project with 21% generally supportive, 4% neutral, and 75% generally opposed. Highly Supportive was 13%, and Strongly Opposed was 58%.





<b>2</b>	\$7-8 million is way too much to spend on this project, and I don't think changing this little stretch of roadway this much would be transformative for our community.
<b>3</b>	"I support Alternative 4A with 1 traffic lanes, 1 lane for interim parking or turns, landscaped sidewalks, speed controls, bike paths on the shoulders, and a MAXIMUM width of 60 feet."
<b>4</b>	4A1 be most supported.
<b>5</b>	also favor 4B1
<b>6</b>	Also supportive of 60 foot right of way, continuous turn lane, no on-street parking. Need some analysis as to whether this is a shortage of parking North of Church Street.
<b>7</b>	Alternate 4 How does southbound traffic access the Standard Station. It is the first gas station approaching from the north. There is double double yellow lines in front of the Standard Station.
<b>8</b>	Alternative 4A please
<b>9</b>	Alternative 4B is a good compromise; I support it. I think two-foot wide landscaping strips will not be enough to make a difference. If you use them, I hope you'll use native, drought-resistant, low-maintenance plants. Gualala needs this streetscape project. The downtown area is hazardous for pedestrians and drivers attempting to exit parking lots and merge with traffic. I hope you won't give up on us because of selfish commercial interests who have stirred up opposition to this plan.
<b>10</b>	And PLEASE no traffic lights or retaining walls!!!!
<b>11</b>	Bike lanes are silly - there are NONE 35 miles S and 45 miles N. Bikes are rarely even seen here. Lit crosswalks would be appropriate. Parking convenience is paramount.
<b>12</b>	Caltrans/MCOG must respect the 20 yrs of sensitive community negotiations before 2019 as the starting point for ANY project. It's "out of line" to re-open all options again. That divides our town.  Caltrans should sign off on the Town Plan width Exception for a 60-foot ROW resulting from those negotiations and follow the remaining requirements as far as practicable. (I think interim parking in 4A could be allowed WITHOUT AMENDMENT if restriping would allow full compliance in the future.)
<b>13</b>	Congestion on weekends is chronic between Center and Church in downtown. The safety of this area is low when so many cars and pedestrians are present. On street parking in this area is a hazard during these periods. I believe some improvement in flow and separation are critical. I think removing on street parking between Center and Church is necessary to improve safety.
<b>14</b>	Continuous center turn lanes are confusing and dangerous. No center lane (as now) slows traffic and is good. Sidewalks are especially needed at the north end of town.
<b>15</b>	Eliminate the East side sidewalk and north boundbike lane where necessary to keep the west side parking adjacent to the Surf and adjacent structures. IF I heard correctly that there is potential to demolish the closed Gualala Video and empty bldg that Dreamcatcher vacated to turn that into parking, then problem solved and the option 4 plans become viable. However, without some street parking the RV and truck parking is a problem. Please keep me informed - I haven't gotten promised updates

16	everything is fine the way it is like the old saying goes " if it ain't broke, don't fix it "
17	Fix this mess once and for all. On street parking is hazardous on entry and exit points. Sidewalks are must , as is some landscaping and subtle bollard lighting. This makes our little town much more user friendly to both residents and tourists. Private enterprise should NOT dictate for the public good.
18	Focus on improving and maximizing pedestrian and bicycle areas. Two lanes is enough for vehicles! We don't need more landscaping or lighting. There is not much space for decent landscaping too.
19	Gualala is a small simple town with no particular traffic or safety issues whatsoever. Small businesses need parking to remain viable. A sidewalk is needed for walking around town. Nobody bikes locally so a bike lane makes little sense as it would only be in town and bikers coming through would not have it the other 30 miles of their ride on hwy 1. A turn lane is absolutely not needed in Gualala.
20	Hate meandering sidewalks in a business district; Not enough room and distracting for pedestrians and cars, would encourage wrong landscaping, which would be costly to maintain. Consistent Five foot width unnecessary. Reduce to 3-5 feet based on foot traffic and width available in right of way. Bike lane only necessary coming south ( 90% going in that direction). Locals don't bike, too hilly unless you have electric bike.
21	I am extremely excited about the streetscape project alternative plan. Gualala has become increasingly crowded and chaotic without traffic controls or turn lanes resulting in dangerous situations for pedestrians and vehicles. Kudos to those who have worked out this plan. I believe that "petitions" taken by a vocal minority are easily signed, without adequate information for the signer, and often contain a bias designed to serve the interest of the vocal minority at the expense of the community.
22	I appreciate that Caltrans has added alternatives that more closely follow the town plan and are much safer than what was last decided. However, the town plan removes parking on Highway One and currently there is very little parking on Highway One in the spots outlined. If parking is to be retained surveying the businesses on both sides of the highway in the two alternatives for their preferences might be useful. I'll send other comments separately.
23	I did not watch the youtube session, but studied the slide presentation on this website. It was very imformative and helpful. After living here for over three decades I feel the downtown is so congested; especially in the summer and holidays, so a plan such as proposed would be so helpful to alleviate constant traffic snafus and the impatient line of cars trying to snake through the little town. No one ever knows who has the right of way, so I hope this new plan helps.
24	I do a lot of walking from our house to the stores in downtown and I'd love for everything to be safer and easier for everyone.
25	I do not support any building that adds more traffic, or blocks ocean views.
26	I endorse Alternative 4A, including: 2 traffic lanes; 1 lane for interim parking or turns; landscaped sidewalks; speed controls; and bike paths on the shoulders – with a width of no more than 60 feet.

27	<p>I favor of the 60 foot or less width alternatives and would rather see a more modest 50 foot width project covering more of the town rather than a massive build out of just 0.3 miles.</p> <p>If bike lanes are not necessary for 48 of the 50 miles north and south of Gualala not sure we need bike lanes for 0.3 miles. I think that the money should be spent on extending a sidewalk on one side of the road to the top of the hill. If included, I like the idea of locating bike lanes with the sidewalk.</p>
28	<p>I feel that sidewalks on one side of the street are sufficient, ideally the west side as that is where the hotels are. Additionally, street parking on the west side only makes sense, as there are not as many parking lots on that side. I don't think adding landscaping or lights is necessary. Most business don't stay open past 5pm, and even the grocery stores close at 7pm. I am curious if there is sufficient space for your plans with invoking eminent domain?</p>
29	<p>I feel this survey does not represent options that were agreed to at the Jan 2019 meeting.</p> <p>I would like to see NO continuous left hand turn lane.</p> <p>I would like to see sidewalks on both sides of Hwy 1.</p> <p>I would like to see bike lanes on east side of Hwy 1 and parking on west side of Hwy 1.</p> <p>I wonder if two-way bike lane could be on east side of Hwy 1 to reduce biking and parking interactions. Please respond whether that is an option.</p>
30	<p>I firmly oppose any changes to Alternative 3. We had community consensus on Alternative 3 that was reached after hours of meetings and significant investments of time and money.</p>
31	<p>I know its not going to be considered, but I would prefer left turn pockets at the entrances to Sundstrom Mall, Surf Market, Church Street and Seacliff Center instead of the continuous center turn lane.</p>
32	<p>I own the property at the corner of Ocean Drive (west side, southern corner). We have numerous cars EVERY weekend, use our driveway as part of their turn-around when they head back South into Seacliff. Please have the Left Turn land lead into SeaCliff, and NOT onto Ocean Drive.</p>
33	<p>I personally believe that we need to SLOW traffic down. PLEASE have a speed radar on north hill BOTH directions. Ruble strips will be very noisy... Cars, trucks, locals, visitors I say 80 percent are going in excess of 45 mph and some plenty over sixty especially up and down the hill on north end.</p> <p>I think Landscaping on one side of street instead of both would be ok to save room...but we need sidewalks and bike paths on both.</p> <p>THANK YOU!</p>
34	<p>I strongly support the bicycle lanes and sidewalks. I also strongly support getting rid of the on street parking along Highway One. However, several of the plans result in loss of existing parking in the parking lots of some of the businesses and loss of the space where Surf Super has there seasonal grill. The health of these businesses is important to Gualala. So, as much as I'd love the landscaping, we need to protect the existing parking lot spaces.</p>

35	<p>I support : two lanes of traffic (no central turn lane), two bike lanes, and sidewalks with landscaping on both sides of the street.</p> <p>There is ample off-street parking.</p>
36	<p>I support GMAC decision on alternative 4A. Thanks for all your work.</p>
37	<p>I support minimum impact on existing rural atmosphere, but with addition of better pedestrian access including a Gualala River pedestrian/bike crossing path between the Sea Ranch and downtown</p>
38	<p>I support the 4A plan as most accommodating to diverse opinions in town. I don't want on-street parking from Center St to Church St. I DO want bike lanes, sidewalks, and landscaping. Please, please reject the "do-nothing" concept.</p>
39	<p>I think that parking should be removed from highway 1 though all of town. I support a 60" wide project which would protect business off street parking and if we combine the landscaping to one side rather than attempting to do it on both sides we could actually have enough room to do landscaping - meandering paths, trees, etc. and having the other side just be a functional sidewalk would would maintain the beauty and walkability as well as maintain the 60" width.</p>
40	<p>I thought this was focused on voting between either 4A or 4B -- I want to vote for 4A</p>
41	<p>I truly hope that this project comes to fruition it is a long time coming &amp; it would be a shame if the funding opportunity and momentum is lost. I think it will beautify the downtown area, improve walkability and make it easier to park in one place instead of having to drive into each business which adds to congestion and confusion without clear walking paths for pedestrians. I think bollard lighting is a good accent instead of high street lights which would cause unnecessary light pollution</p>
42	<p>I understand that ISTEA requires bike and pedestrian accommodations for roadway improvement projects. To add these accommodations without adding right of way puts residents, delivery, and service vehicle operators at risk. I believe that this results in the creation of an unsafe roadway condition. The removal of parking puts individuals and delivery vehicle drivers at risk by removing safe parking alternatives.</p>
43	<p>I understand wanting to beautify Gualala. But I think the plans are more oriented toward vacationers/visitors than those who live in the area and shop in Gualala.</p>
44	<p>I want Gualala to retain it's original charm and leave downtown as it is with the street parking kept as is.</p>
45	<p>I was pleased to hear of the possibility of flashing radar feedback on Southbound Hwy 1. Recommend this be placed higher on the hill, nearer Bakerstown/Jr's, so as to slow traffic at high speeds coming from he top of the hill.</p> <p>Also, recommend a 25MPH sign placed North bound on Hwy 1 midway between Ocean Drive and the top of the hill. This sign exists South of Ocean Drive, but a large percentage of motorists dramatically increase speed once past this sign.</p>
46	<p>I wish a center turn lane, but I think having that center turn lane being an uncontrolled 2-way lane is a mistake and will result in dangerous traffic situations, such as people using it as a passing lane and head-on collisions. Please stripe (or even better, provide barriers) to designate specific left-turn lanes in specific parts of the highway only where they are helpful. The left lanes should never be two-direction.</p>

47	I would support turn pockets at Surf Market entrance and Seacliff Center as an alternative to a full-length turn lane. I would like to have a crosswalk at Seacliff, which is a natural crossing point. The crosswalk at Ocean Dr doesn't go anywhere that pedestrians go. My primary issue is safety - the need for visibility (no parked cars blocking sight lines) when turning out of the Surf lot onto Hwy 1, and cars passing on the right from behind cars waiting to make a left turn.
48	I'd like Gualala town proper to keep the small town charm with safety in mind. This would not include on-street parking but would include landscaping, sidewalks & bike lanes. The pandemic made shopping easier & more popular with deliveries to the home. I don't see it going away. I see Gualala more as a charming destination place with good restaurants, small shops & grocery stores. Thank you for consideration in the above. I am so appreciative of this opportunity for the lovely town of Gualala.
49	I'M [Note: no other answer text]
50	If it isn't broken, don't fix it! Instead of spending millions of dollars, start with speed signs and local CHP enforcement. California can pay a full-time law enforcement officer for many, many years in comparison to what this proposed project will cost. If I were to have only 1 choice of what is going to possibly happen it would be plan ALT 4B.
51	If the choice at this point is Option 4 or do nothing, I would "do nothing". Option 4 does not enhance beauty or provide significantly better footpath. Clean up what we have and leave it alone. I believe the bike lanes, given all the access points and street parking, do not enhance safety. On street parking is convenient and. Compromise to be only in some places instead of everywhere (back to safety). A center turn lane is likely to increase accidents given all the access points...
52	If we can't leave it the way it is, then I support alternative 4a.
53	In light of the new Mill Bend park, east of SR1, possible to include cross walk north/south on Old State highway & east/west across SR1?
54	It is extremely important to me that we have sidewalks. I prefer no on street parking because when you are coming out of a parking lot and there is a large vehicle parked on the street, you cannot see oncoming traffic. At least no on street parking between Center and Church.
55	Leave Gualala "as is" with no changes. If you are concerned about pedestrians reduce the speed limit and add painted crosswalks.
56	Leaving some on street parking on only one or the other side of the highway in an alternating arrangement is acceptable to accommodate opposition from businesses. However, I highly support making the downtown pedestrian friendly and adding sidewalk lighting and landscaping to improve walkability. It would beautify the town and support businesses as more people stop and walk the town. There are many private parking lots behind the buildings that could be used for more parking for businesses.
57	marked cross walk(s) at Old Stage Road and SR1as future use will dramatically increase as a result of the Mill Bend Open Space improvements.
58	Maybe a balanced approach where certain areas can be pushed east rather than west ( the current form/ alignment). There appears to be unused RoW on the east side and the west side is in an "acquire" position. Even 2 or 3 ft will make a big difference, though ~6ft is ideal. Pushing the design east to existing sidewalk areas is an option. Some areas its not as feasible (like the mid and southern frontage of the Gualala Hotel) as well as Church St, which also presents a topography challenge.

59	Much work has been done on this project for many years and it would be disappointing to lose the opportunity to improve the walkability of downtown Gualala. However, preserving the parking is more important for the health of the businesses that contribute so much to the community.
60	My comments have been provided previously.
61	My top pick is 4A-1 Bike lanes & sidewalks are essential. People need to look beyond self-interest, personal business interest, & the interest of one segment of the population & do what is best for the greater good. Gualala needs complete streets for the entire community & visitors. Most of us who are full-time residents don't want on-street parking to be the priority that outweighs bike lanes and sidewalks. And we don't want to stay stuck with an outmoded, unsafe & downright ugly streetscape.
62	No center turn lane is needed anywhere in Gualala.
63	<p>No need for fancy lighting..total waste of \$\$\$. GUALALA NOT A NIGHTTIME TOWN, closes down at dark. Bad idea. Restaurants have adequate parking, and they would probably agree.Bike lane: another useless idea, I've NEVER SEEN ONE BICYCLE IN 20 YEARS and Gualala north to south is only 1/2 mile! Not enough stores to need sidewalks!</p> <p>The REAL PROBLEM IS PEOPLE IGNORE SPEED LIMITS! PEOPLE SPEED THROUGH TOWN IGNORING THE 40MPH AND 25TH SPEED LIMITS. Fix that for safety if you're going to fix anything.</p>
64	<p>None of the proposed plans offer a left turn lane ONLY from Sundstrom Mall St. to Church St. where most of the congestion occurs on a regular basis.</p> <p>If that were the case, ie. NO left turn lane from Center St. to Sundstrom Mall St., that would likely allow for on-street parking on the east side of Hwy. 1 and especially if the bike lanes were consolidated to the west side of Hwy. 1 much like the Golden Gate Bridge.</p> <p>Also the lighting example above is an invitation for vandalism. Bad idea.</p>
65	Nothing in this plan addresses the chronic speeding issues. This is a major issue and nothing is being done to mitigate the chronic speeding.
66	On street parking is unnecessary. It only provides a few spots, which would be much better used for biking, walking, landscaping.
67	<p>ONE bike line for bike traffic going in both directions (see Golden Gate Bridge) just on the west side of Hwy.1, would leave room for parking on the east side of Hwy.1 between Center and Church St.</p> <p>I oppose parking on the west side between Center and Church, because of visibility issues pulling out of the Surf Super parking lot.</p> <p>The two-way-left-turn-lane should start at Sundstrom Mall St.and go to Church St., NOT from Center Street to Church Street.</p> <p>Bollard lighting invites vandalism.</p>
68	Parking for seniors is a significant concern. After the meeting it seems like there are other options that could be considered. I hate the idea of parallel parking on Highway One (seems like a recipe for delays and accidents) and I also struggle with landscaping (costs to maintain, water, and very limited space to do much with - it just doesn't make sense). We definitely need to plan ahead and develop the downtown but I wish there were other options.
69	<p>Pave and sidewalks</p> <p>Changing the identity of the town.</p>

70	People need to be more open to change! Much work has been put into this plan, it would be a shame to see it stalled again.
71	<p>Please do not destroy the small town feel of Gualala that tourists come here for. For example the bollard lighting is too suburban-looking. Our economy depends heavily on tourism.</p> <p>There are not enough bike riders, either traveling through or local, to warrant bike lanes. Bike lanes will NOT encourage community members to choose bicycling as an alternative to driving. Our demographics are highly skewed to the elderly.</p>
72	Please do not remove the tables of craft vendors in the interest of charging stations
73	<p>Please explain why a bicyclist would need a five foot wide bike lane in town, when they have just biked many miles on a dangerous and narrow highway to get there? It is illogical and a ridiculous waste of taxpayer dollars. Are we going to widen Highway One to allow for these bike lanes along the entire length of the highway?</p> <p>A three foot wide bike lane is more than enough space for a single bike. It would be very nice to have more space (4' not 2') in scheme 4B for landscaping.</p>
74	Please implement the proposed Streetscape project. It will improve safety, ability to walk & bike, and aesthetics of the downtown corridor.
75	Please listen to the survey and the citizens. I honestly do not believe the GMAC is representative of the community and they have, repeatedly, shut down comments from residents that they do not want to hear from. Please go right to the citizens,
76	Please persist in your efforts to remediate this dangerous and unsightly strip of highway ... so unworthy of this wonderful community. Ample off-street parking already exists for most businesses. One noticeable exception would be for Surf Super. I love this business for many reasons; however, I believe their desire to maintain highway parking is detrimental to this community and the safety of its people whom they otherwise serve so admirably.
77	Please update your website so it is very clear what alternatives are "on the table" and provide all details about those alternatives. Also please show the retaining wall locations on the drawings.
78	Prefer 4a
79	Presently the town of Gualala looks as if we lack community pride. Appears rundown and unappealing. As is, Gualala will NOT be the beautiful gateway to the majestic Mendocino coast. That honor will fall to Pt Arena (a town that has shown some vision as to what a small coastal town can aspire too). Tourists will bypass Gualala and make the 13 mile trip to Pt Arena which will be way more inviting. Gualala community needs to get this done if there is a prayer to become a desirable destination.
80	Project was not addressed in original CEQA document circulated for public review; is inconsistent with certified LCP; was not endorsed by GMAC. Would exclude most of Mendocino County Plan elements and the Gualala Town Plan. Don't sidestep GMAC. Community meeting needed. Gualala is not growing. No road-widening, retaining walls and guardrails. No need for wide trucks delivering bad quality/unhealthy products. Less pollution, better roads, no waste of gas and \$ 1.82 million. Not an "Enhancement"!



81	Since I live in downtown Gualala, work and shop in downtown, it does need to be more pedestrian friendly, along with environmentally friendly, with more trees. I walk to the stores, restaurants and the post office and right now it is dangerous to be a pedestrian. It is hazardous for smaller cars to pull out of parking lots with speeding traffic and blocked view of oncoming vehicles.
82	<p>Summary:</p> <p>Not supportive of 80' ROW schemes. Not supportive of center turn-lane. Not supportive of meandering sidewalk.</p> <p>Supportive of 60' ROW at all point through town, generally as shown in the section for Alt 4B Church Street to Ocean Drive: two traffic lanes, (not third lane) bike lanes, sidewalks (not meandering).</p> <p>Supportive of additional crosswalks.</p> <p>Supportive of maintaining some on-street parking.</p> <p>Supportive of pedestrian lighting, though not bollards.</p>
83	Support the Alternate A but do not believe street parking is necessary. It is dangerous to pedestrians and people leaving the parking lots- you cannot see around the parked cars. The Surf Market could improve the existing parking, use the parking on the north side where the building is empty or better access to the parking at the rear of the market. Improve the look of rear area, move the bbq to another location- it takes up at least 2-3 parking spaces and is right the entrance to the store!
84	The "problem" is not so serious as to require this activity.
85	The existing character of Gualala is unique. I personally believe most proposed plans eradicate this character. I moved to the area for the "down home" feel of the community. I would not welcome Gualala to look like so many other communities in CA. One size fits all is not the solution. I've lived here now for three years but have visited the area for 20 years. I'm not sure who the people are on bicycles and walking downtown. The ocean and forest to the west are enough landscape. No more!
86	The Gualala Town Plan is the nicest looking, but the 80 foot right of way needed is the most impactful on the businesses. Either of the new Alternative 4 designs look like a good compromise. Nice sidewalks are essential to support foot traffic in town. If any rumble strips are installed, they should be very far away from any residences. Funding should be through the anticipated sources, even if it takes longer; assessments on local property owners should not be considered for this highway project
87	<p>The No Build alternative should not be an option. We are called upon as Gualala leaders and citizens to undertake actions to correct the downtown core per our Town Plan. Being fixed on the "Do Nothing - Leave Gualala Traffic Corridor As-Is" mentality will do nothing to enhance the inherent safety and circulation issues and the overall Gualala experience.</p> <p>A Final Enhancement Plan Alternative will never be complete without BLP properties providing their fair share of on-site parking. (To be cont.)</p>
88	The offered Option 2 from 2018 that so many actual Gualala residents chose as their preferred option still looks like the best idea to me.
89	The on street parking that is currently in place creates a serious danger. Numerous times I've tried to pull out of the Surf parking lot and there is limited visibility into cars that are coming down hwy 1 and pedestrians are scattered amongst cars and in the traffic.
90	the only new item I'd be supportive of is pedestrian-activated crosswalk signals

91	The original Town Plan project will permanently upgrade the town. Businesses will have time to adjust/change parking/change locations within the downtown area. Long term benefits outweigh short term convenience to current businesses.
92	This project is of interest to me because I own the property at 39125 South Highway 1, Gualala.
93	This project must move forward. Alts. 4 A&B are acceptable, yet should be improved by eliminating center turn lane and on-street parking; including continuous 13' vehicle lanes, continuous 5' bike lanes (including 3' passing clearance and 2' gutters), continuous 4' landscape strips, and continuous 7' sidewalks. Reconfiguration would emphasize active transport and place-making, and improve safety for all modes. Extend 25 mph to Gualala River bridge to improve safety and control streetscape speed.
94	This project should extend to just north of Ocean Dr to include a left turn lane north of Ocean as you are coming south into town. The project area should also be extended south to include the Old Stage Rd intersection to provide a left turn lane for south bound traffic.
95	Turning left from east side of 1 is almost impossible - center lane badly needed - parking on street is very dangerous and should be removed. Resident of Gualala since 1961 Changes are needed badly. [Data entered from handwritten and scanned submission by SMB 01-29-2021]
96	Unless and until the project can demonstrate that one or more of the alternatives (a) solves a serious problem or (b) generates benefits for a large group of Gualala constituents, *nothing* should be done.
97	Very simply, the thought of changing Gualala horrifies me. I am totally self-centered about this. It suits my needs and I love the town the way it is.
98	We absolutely need on-street parking for customers of local businesses, RVs, large vehicles (e.g. with trailers) and deliveries.
99	We just don't need the small amount of parking that on street parking provides. Make Gualala bike and pedestrian friendly. It will make Gualala safer and I'm suspect it will improve business sales....
100	We need more parking - especially at Surf Super. We do not need turn lanes - especially confusing to pedestrians crossing SR1. We do not need bike lanes - not enough bikes and traffic is traveling slowly enough not to be of concern (not like on the open highway). Walkways need to be straight - the shortest distance between two points is a straight line.
101	Where are the bollard lights, and why are they suggested now? Gualala isn't a nighttime town. Biggest safety issue is lack of visibility for ingress and egress at Surf Market parking lot, and traffic illegally passing on the right side of turning cars on the paved highway shoulder.
102	While I do not support No-build, it is better than most of the alternatives.  1. No bike lanes is best. Southbound only if necessary. Bike lanes are ridiculous. But I understand the legal requirements. 2. Parking on-street in the Center-Church is only needed if the Bower parking lot cannot be built. But it should be. 3. Sidewalks & curbs are necessary. Landscaping is nice but not required. 4. Continuous center lane: NO. Not needed. A couple left turn pockets would suffice.

<b>103</b>	Who would maintain landscaping? Who would pay for light electricity? Who would pay for repairs to sidewalks, landscaping structures/planters, etc.?
<b>104</b>	Why hasn't there been a formal parking needs survey done on Hwy. 1 in Gualala. Even in the highest demand seasons/days-of-the-week, I haven't observed more than about 8-9 cars using street-side parking. Even then several parking spaces in the Surf Market shopping center are left vacant.
<b>105</b>	Would like to see the iconic sheep fencing used as part of the landscaping even in the areas of the retaining walls. It would enhance the Gualala view and keep people from walking over the landscaping. It would be nice to know what is planned for the area between the bridge and Old State Highway.

Project Contact Information

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