

Appendix F

Mendocino County Project Evaluation Results & Methodology

1. Project Evaluation Results

Tables 1-4 present the results of evaluation of the priority projects using the criteria methodology outlined in the beginning of this report. The evaluation methodology is explained in more detail in the Project Evaluation Methodology section.

The more densely populated north coast and inland project sites tended to score higher than the south coast projects, as the ATP grant criteria on which the evaluation was modeled focus on transportation proximities and challenges that are more likely to occur in urbanized areas. A goal of the current project is to balance regional distribution of priority projects, so these scores will not absolutely determine the County-wide pedestrian project ranked list.

Table 1: Detailed Evaluation Scores for South Coast Incorporated Areas – Point Arena

South Coast Detailed Project Evaluation Scores		1a. Gap Closure	1b. Need of Students	1c. Proximity to Key Destinations	1d. Proximity to Employment	1e. Community Health	1f. Disadvantaged Communities	1g. Tribal Areas	1h. Transit Access	2a. Pedestrian Collision Proximity and Severity	2b. Multiple Collisions	2c. Collision Relationship to Project	2d. On Highway or Major Road	3a. Public Support in Current Study	3b. In adopted Plan	4a. Project Cost	4b. Constructability	Total Score
		Project ID	Project															
PA 1	Northern Point Arena Sidewalk and Crossing Improvement Project - State Highway	7	4	10	0	3	5	0	3	0	0	0	4	8	5	3	3	55
PA 2	Northern Point Arena Sidewalk and Crossing Improvement Project - City Streets	5	4	7	0	3	5	0	3	0	0	0	0	2	3	5	5	42
PA 3	Southern Point Arena Sidewalk and Crossing Improvement Project - State Highway	5	4	7	0	3	5	0	3	0	0	0	4	6	5	5	5	52
PA 4	Southern Point Arena Sidewalk and Crossing Improvement Project - City Streets	7	4	7	0	3	5	0	3	0	0	0	0	2	3	5	5	44
PA 5	Pathway Connections to Port Road and Main Street	2	3	7	0	3	5	0	3	0	0	0	0	4	2	5	5	39
PA 6	Point Arena - Arena Cove Access	2	3	5	0	3	5	0	3	0	0	0	0	4	2	5	5	37

Table 2: Detailed Evaluation Scores for Unincorporated South Coast Areas

South Coast Detailed Project Evaluation Scores		1a. Gap Closure	1b. Need of Students	1c. Proximity to Key Destinations		1d. Proximity to Employment	1e. Community Health	1f. Disadvantaged Communities		1g. Tribal Areas	1h. Transit Access	2a. Pedestrian Collision Proximity and Severity		2b. Multiple Collisions		2c. Collision Relationship to Project		2d. On Highway or Major Road	3a. Public Support in Current Study		3b. In adopted Plan	4a. Project Cost		4b. Constructability	Total Score
Project ID	Project																								
G-2	Gualala North Downtown Sidewalk and Crossing Improvements Project	7	0	7	0	2	5	0	3	4	0	5	4	10	4	5	5	5	5	5	5	5	5	5	61
G-3	Gualala Northern Sidewalk and Crossing Improvements Project	5	0	5	0	2	5	0	0	0	0	0	0	4	2	4	5	5	5	5	5	5	5	5	37
M-1	Central Manchester Highway 1 Sidewalk Connection	5	4	5	0	2	5	0	3	0	0	0	4	2	0	5	3	3	3	3	3	3	3	3	38
E-1	Central Elk Pedestrian Improvements	7	4	5	0	2	5	0	3	8	0	5	4	2	0	5	5	5	5	5	5	5	5	5	55

Table 3: Detailed Evaluation Scores for North Coast Incorporated Areas - Fort Bragg/Ukiah/Willits

Fort Bragg Detailed Project Evaluation Scores		1a. Gap Closure	1b. Need of Students	1c. Proximity to Key Destinations	1d. Proximity to Employment	1e. Community Health	1f. Disadvantaged Communities	1g. Tribal Areas	1h. Transit Access	2a. Pedestrian Collision Proximity and Severity	2b. Multiple Collisions	2c. Collision Relationship to Project	2d. On Highway or Major Road	3a. Public Support in Current Study	3b. In adopted Plan	4a. Project Cost	4b. Constructability	Total Score
FB-1	Northern Highway 1 Crossings	7	3	7	0	4	5	0	0	10	0	5	4	6	0	5	5	61
FB-2	Elm Street Pedestrian Improvements	10	4	10	0	4	10	0	3	8	3	2	0	2	5	5	5	71
FB-3	Maple Street Pedestrian Improvements	5	4	10	0	4	10	0	3	8	0	5	0	6	2	5	5	67
FB-4	Redwood Avenue Coastal Linkage	7	3	10	1	4	10	0	3	8	0	0	0	2	5	5	5	63
FB-5	Cedar Street Sidewalk Improvements	2	3	2	0	4	2	0	3	12	0	0	0	0	3	5	5	41
FB-6	South Main Street (State Highway 1) Corridor Pedestrian Enhancement - Maple Street to Cypress St	7	3	10	0	4	10	0	3	10	2	2	4	2	3	5	5	70
FB-7	North Harbor Drive Pedestrian Path	7	3	7	0	4	10	0	0	2	0	0	0	0	5	4	0	42
FB-8	South Noyo Harbor Trail	7	3	5	0	4	10	0	0	2	0	0	0	0	5	5	0	41
FB-9	South Main Street (State Highway 1) Corridor Pedestrian Enhancement - Noyo Bridge to Ocean View Drive	2	3	7	0	4	10	0	3	6	3	2	4	2	3	5	5	59
FB-10	South Main Street (State Highway 1) Corridor Pedestrian Enhancement - Ocean View Drive to SR20	2	4	7	0	4	10	0	3	14	5	2	4	2	3	5	5	70
FB-17	North of Fort Bragg Pedestrian Connections	2	4	7	0	4	5	0	0	10	0	0	0	6	0	5	5	48

Ukiah Detailed Project Evaluation Scores		1a. Gap Closure	1b. Need of Students	1c. Proximity to Key Destinations	1d. Proximity to Employment	1e. Community Health	1f. Disadvantaged Communities	1g. Tribal Areas	1h. Transit Access	2a. Pedestrian Collision Proximity and Severity	2b. Multiple Collisions	2c. Collision Relationship to Project	2d. On Highway or Major Road	3a. Public Support in Current Study	3b. In adopted Plan	4a. Project Cost	4b. Constructability	Total Score
Project ID	Project																	
U-1	Despina Drive Crossing Improvements	5	5	10	0	5	2	0	3	10	4	2	0	0	5	5	5	61
U-2	Pedestrian Improvements Near Frank Zeek Elementary School	5	5	10	0	5	2	0	3	6	3	0	0	6	5	5	5	60
U-3	Cypress Ave Pedestrian Facility Improvements	5	5	2	0	5	2	0	3	6	3	0	0	2	5	5	5	48
U-4	Pomolita Middle School Access Improvements	5	5	2	0	5	2	0	3	6	3	5	0	2	5	5	5	53
U-5	Clara Avenue Neighborhood Pedestrian Improvements	5	3	7	2	5	10	0	3	12	4	0	0	0	5	5	5	66
U-6	East Clay Street Sidewalk Gap Closure	2	4	10	3	5	10	0	3	6	3	0	0	0	3	5	5	59
U-7	Leslie Street Pedestrian Facility Improvements	5	5	10	3	5	10	0	3	8	4	2	0	2	5	5	5	72
U-8	South Main Street Pedestrian Enhancement	2	4	10	3	5	10	0	3	8	3	2	0	2	3	5	5	65
U-9	South Ukiah School Access Improvements	10	5	10	0	5	2	0	3	8	3	5	0	2	5	5	5	68
U-10	South State Street Pedestrian Crossing Enhancement	2	4	10	1	5	10	0	3	6	3	2	0	2	3	5	5	61
U-11	Betty and Lorraine Street Improvements	2	3	7	1	5	10	0	0	8	3	2	0	0	5	5	5	56
U-12	Ukiah Rail with Trail South Segment	5	4	10	1	5	10	0	3	10	4	5	0	0	5	4	3	69
U-13	Airport Park Boulevard Pedestrian Enhancement	2	3	10	1	5	10	0	3	6	3	0	0	2	5	5	5	60
U-20	Millview Road and Kuki Lane Sidewalk Gap Closure	2	3	5	0	5	10	2	3	4	2	0	0	0	0	5	5	46
U-21	Jefferson Lane Pedestrian Gap Closure	5	5	5	0	5	2	0	3	6	3	2	0	0	5	5	5	51
U-22	Talmage Rd Interchange Sidewalk Improvements	5	3	5	0	5	5	0	0	10	3	2	0	10	0	5	5	58
U-23	Talmage Road Sidewalk or Path Improvements	5	4	10	0	5	0	0	0	14	7	5	0	10	0	4	5	69

Willits Detailed Project Evaluation Scores		1a. Gap Closure	1b. Need of Students	1c. Proximity to Key Destinations	1d. Proximity to Employment	1e. Community Health	1f. Disadvantaged Communities	1g. Tribal Areas	1h. Transit Access	2a. Pedestrian Collision Proximity and Severity	2b. Multiple Collisions	2c. Collision Relationship to Project	2d. On Highway or Major Road	3a. Public Support in Current Study	3b. In adopted Plan	4a. Project Cost	4b. Constructability	Total Score
Project ID	Project																	
W-1	East Van Lane and Schmidbauer Lane Pedestrian Alley and Enhanced Crosswalk	5	3	10	0	4	10	0	3	6	3	2	4	4	0	5	5	64
W-2	Brookside Elementary School Pedestrian Improvements	5	5	7	0	4	10	0	3	4	3	0	0	0	5	4	5	55
W-3	North Willits Rail Trail and Casteel Lane Connection	2	3	5	0	4	10	0	3	8	3	2	4	0	5	5	5	59
W-4	Coast Street Pedestrian Improvements	5	3	5	0	4	2	2	3	4	3	0	0	2	5	4	5	47
W-5	Franklin Avenue Pedestrian Improvements	5	4	7	0	4	0	2	3	4	0	0	0	0	5	0	5	39
W-6	Blosser Lane Pedestrian Improvements - City Streets	10	5	2	0	4	10	2	3	0	0	0	0	10	5	4	5	60
W-7	Blosser Lane Pedestrian Improvements - State Highway	10	5	2	0	4	10	2	3	0	0	0	4	10	5	4	5	64
W-8	Walnut Street and South Main Street/Highway 20 Intersection Crossing Enhancement	7	4	10	0	4	10	0	3	6	3	0	4	2	5	5	5	68
W-9	Pedestrian Improvements near Baechtel Grove Middle School	5	5	10	0	4	10	0	3	6	3	0	0	2	5	4	5	62
W-10	Baechtel Road and Shell Lane Sidewalk Improvements	5	5	10	0	4	10	0	3	8	3	2	0	0	5	4	5	64
W-11	East Hill Road Sidewalk Improvements	2	3	7	0	4	10	0	3	10	0	0	0	0	5	5	5	54
W-12	Elm Lane pedestrian Improvements	2	3	7	0	4	10	0	3	10	0	0	0	0	5	5	5	54
W-13	Manor Way and Main Street/Highway 20 Intersection Improvements	5	5	7	0	4	10	0	3	10	0	2	4	2	5	5	5	67
W-14	South Main Street/Highway 20 to Sandy Lane Sidewalk Improvements	2	5	7	0	4	10	0	3	10	0	0	0	2	5	5	5	58
W-15	Enhanced Lighting on East Commercial Street	5	4	10	0	4	10	0	3	0	0	0	0	0	0	5	5	46
W-16	Enhanced Lighting on South Main Street/Redwood Highway	7	3	10	0	4	10	0	3	8	3	2	4	3	0	5	5	67
W-22	Della Avenue Sidewalk Improvements	5	5	5	0	4	10	2	3	6	0	2	0	2	5	5	5	59

Table 4: Detailed Evaluation Scores for North Coast/Inland Unincorporated Areas

Unincorporated Detailed Project Evaluation Scores		1a. Gap Closure	1b. Need of Students	1c. Proximity to Key Destinations	1d. Proximity to Employment	1e. Community Health	1f. Disadvantaged Communities	1g. Tribal Areas	1h. Transit Access	2a. Pedestrian Collision Proximity and Severity	2b. Multiple Collisions	2c. Collision Relationship to Project	2d. On Highway or Major Road	3a. Public Support in Current Study	3b. In adopted Plan	4a. Project Cost	4b. Constructability	Total Score
Project ID	Project																	
BV-1	Downtown Boonville Crossing Improvements	7	4	10	0	5	10	0	3	4	0	2	4	0	5	5	5	64
CAL-1	Downtown Calpella Pedestrian Improvements	5	4	7	0	5	0	0	3	0	0	0	0	4	5	5	5	43
CO-1	Howard Street and Foothill Boulevard Pedestrian Improvements	5	5	10	0	5	10	4	0	0	0	0	0	4	5	5	5	58
CO-2	Southern Highway162 Pedestrian Improvements	5	4	10	0	5	10	4	0	10	4	2	0	0	5	5	5	69
CO-3	Highway 162 Crossing Improvements	5	3	2	0	5	10	2	0	6	0	2	0	2	5	5	5	52
HOP-1	Highway 101 Complete Street Improvements	7	0	10	0	4	2	0	4	10	3	2	4	4	5	5	5	65
HOP-2	Highway 101 and Highway 175 Crossing Improvements	7	0	10	0	4	2	0	4	6	3	2	4	4	5	3	4	58
LTV-1	Laytonville High School Pedestrian Improvements	5	4	10	0	5	10	0	0	6	3	0	0	4	5	5	5	62
LTV-2	Highway 101 Pedestrian Improvements	5	4	10	0	5	10	0	0	6	3	5	4	4	5	5	5	71
LTV-3	Laytonville Elementary School Pedestrian Improvements	5	4	10	0	5	10	0	0	6	3	2	4	4	5	5	5	68
RW-2	Redwood Valley Pedestrian Improvements	5	3	5	0	2	0	2	3	0	0	0	0	8	0	5	5	38
WP1	North Westport Area Shoulder Path	7	0	2	0	0	0	0	0	0	0	0	4	4	5	5	5	32

2. Project Evaluation Methodology

2.1 NEED/POTENTIAL USE

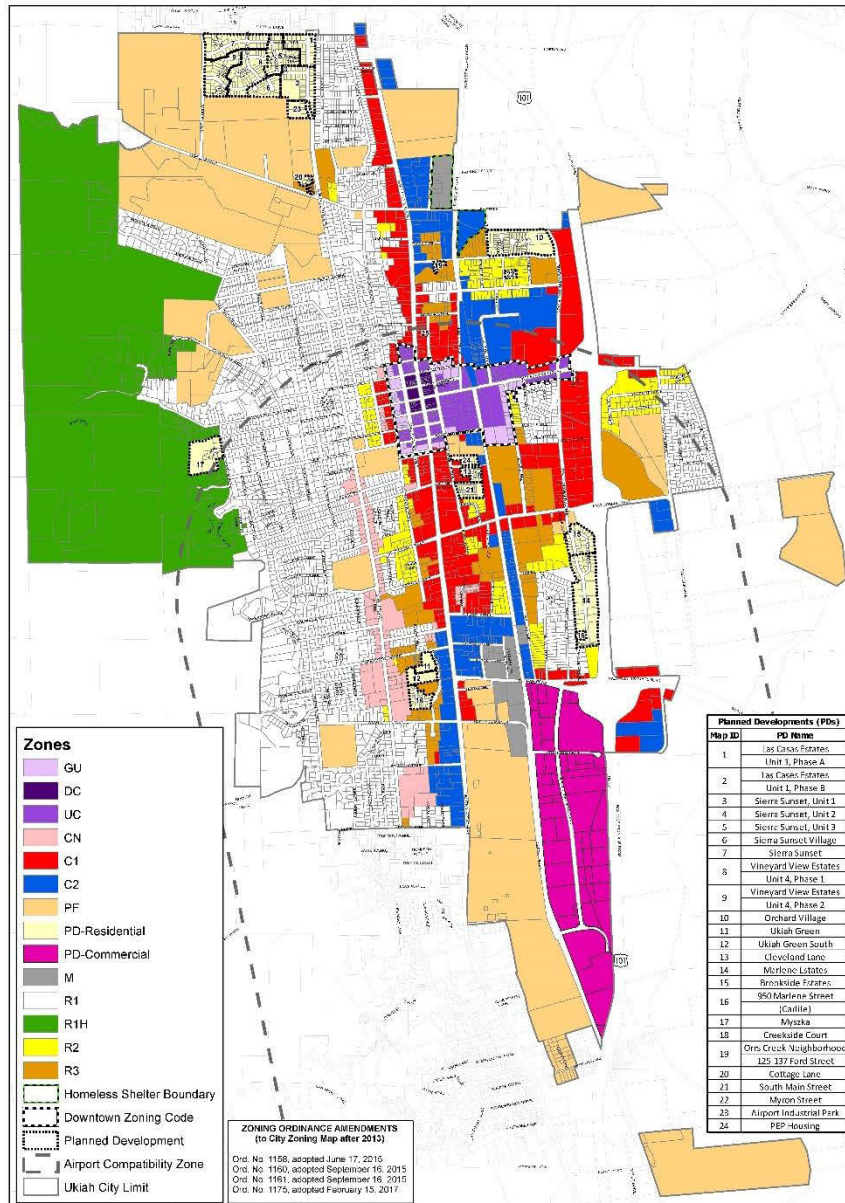
Table 5: Evaluation Criteria, Page 1 of 4

Gap Closure

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

- Use county and incorporated city zoning maps to evaluate location of businesses and dense population as well as key routes.
- Measure proximity to tourism destinations
- Identify project site relationship to immediate & surrounding communities

Figure 1: City of Ukiah Zoning Map



Needs of Students

- Consult SRTS if applicable
- Measure distance of project site distance from surrounding elementary & high schools

Figure 2: Map of Schools in Boonville, with 1/4 radius drawn around all high schools; Anderson Valley High School is within a 1/4 mile of Highway 128 crossing improvements.



- School with Buffer
 - School_Ele_9_12_Point
 - ◆
 - School_Ele_Middle_Point
 - ◆
 - School_Ele_Middle_Quarter_Buffer
 -
 - School_Ele_Middle_2_Buffer
 -
 - School_9_12_Point_Quarter_Buffer
 -
 - School_9_12_Point_2Miles_Buffer
 -

Proximity to Key Destinations

- TrailPeople identified over 300 key destinations in Mendocino County
- Count how many locations are within ¼ radius

Figure 3: Map of Key Destinations near U6 Clara Avenue Pedestrian Improvements in Ukiah



- 1c Proximity to Key Destinations
- Key Destinations
- <all other values>

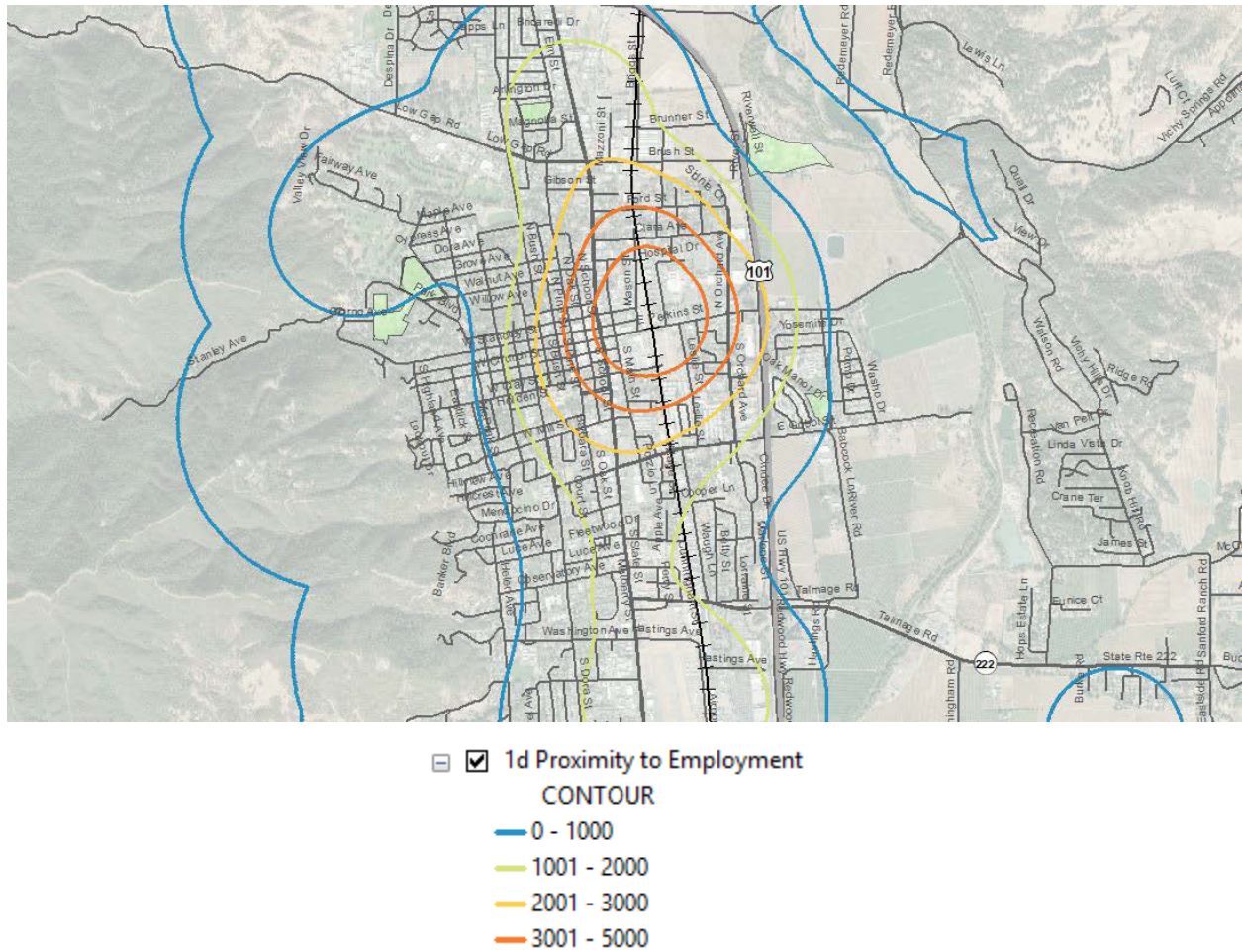
Table 6: Evaluation Criteria, Page 2 of 4

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

Proximity to Employment

- Identify which employment zone the project site falls within.
- Employment data sourced from Mendocino County GIS data.

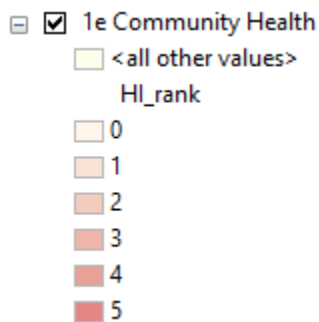
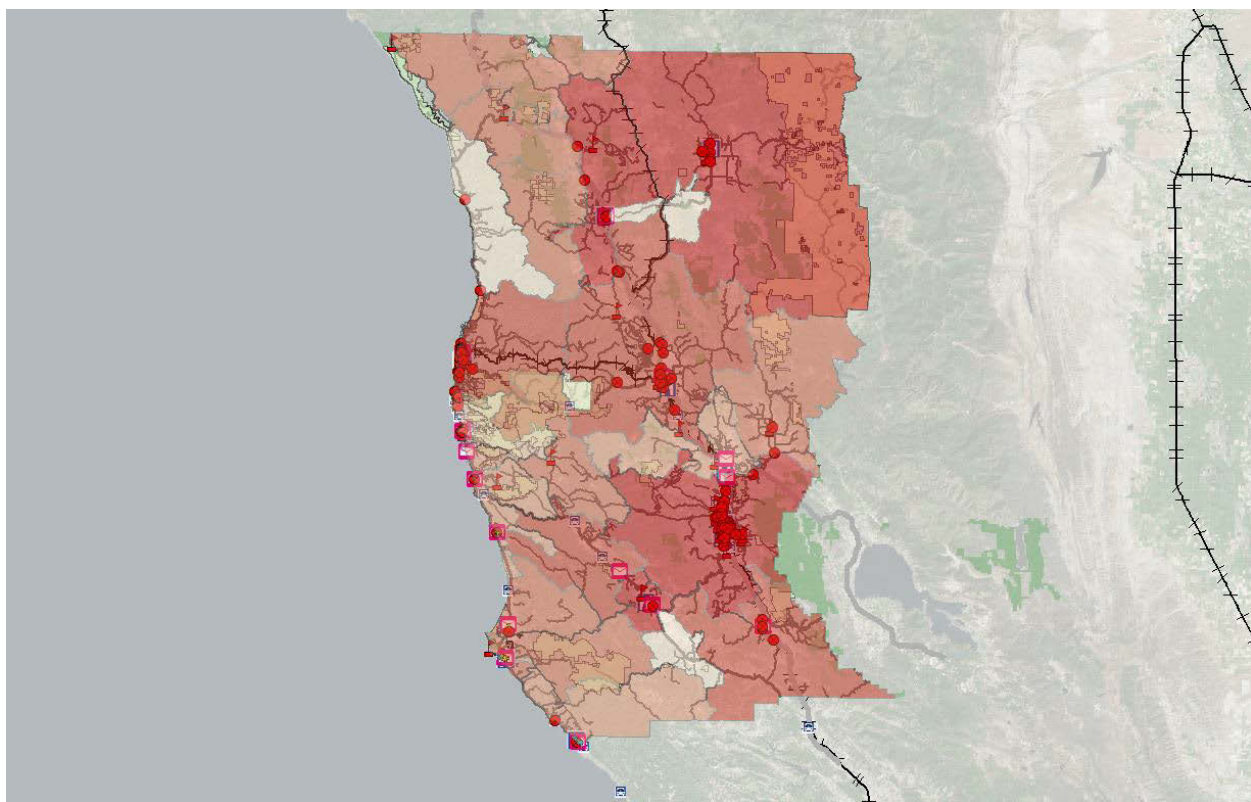
Figure 4: Map of Proximity to Employment in Ukiah



Community Health

- Community Health Data is sourced from Healthy Mendocino and created by Conduent Healthy Communities Institute
 - <http://www.healthymendocino.org/index.php?module=indicators&controller=index&action=socioneds>
- It measures socioeconomic need and correlated with poor health outcomes, with one being the healthiest and five being the least healthy.
- This category is helpful in identifying regional differences as the metrics are based on zip codes.

Figure 5: Map of Community Health for Mendocino County



Disadvantaged Communities

- Disadvantaged community data is sourced from census data
- Some communities such as Fort Bragg are divided among disadvantaged (yellow) and severely disadvantaged (red)
- Project sites directly adjacent to disadvantaged areas can receive

Figure 7: Map of Disadvantaged Communities in the Fort Bragg area

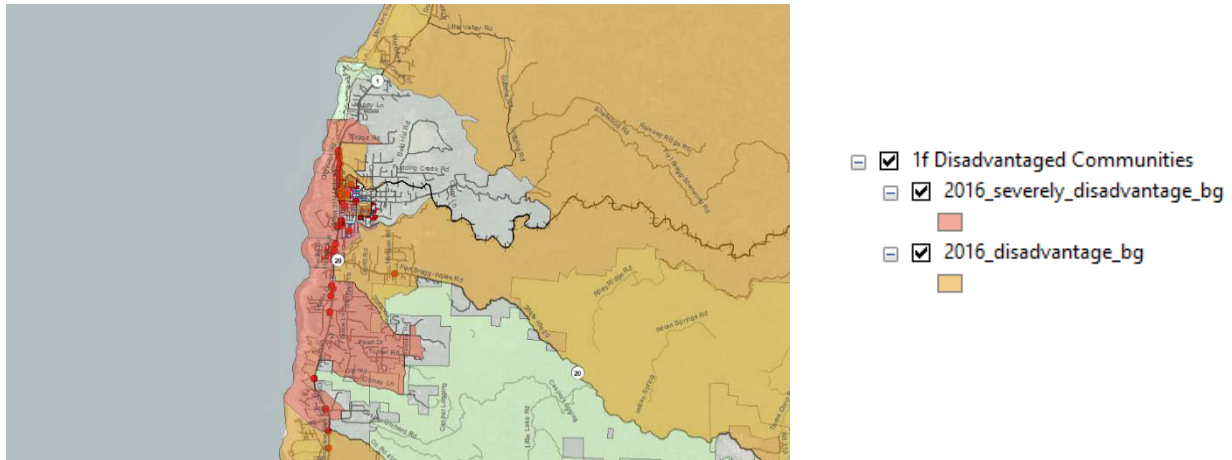
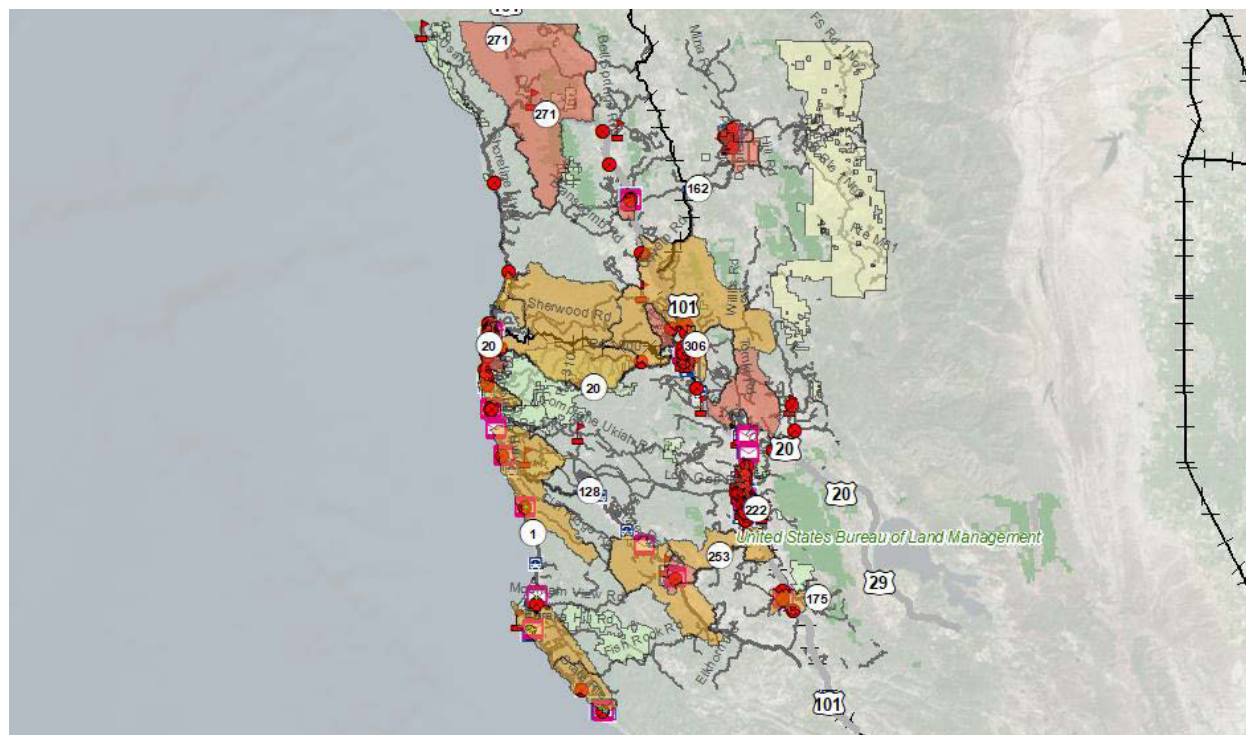


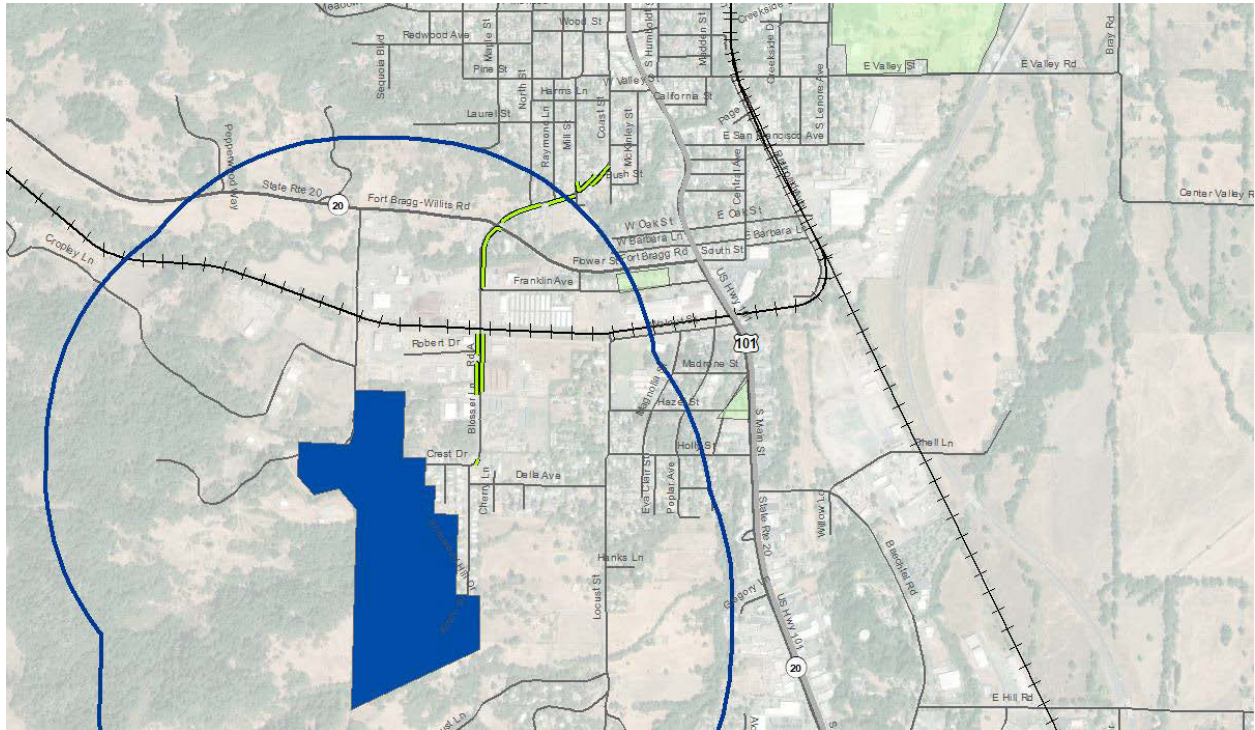
Figure 6: Map of Disadvantaged Communities in Mendocino County



Tribal Areas

- Identify if project site is within tribal area, sourced from Mendocino County GIS data
- If not in tribal area, identify if project site is within 1/2 mile of tribal area AND connects the tribal area to key destinations

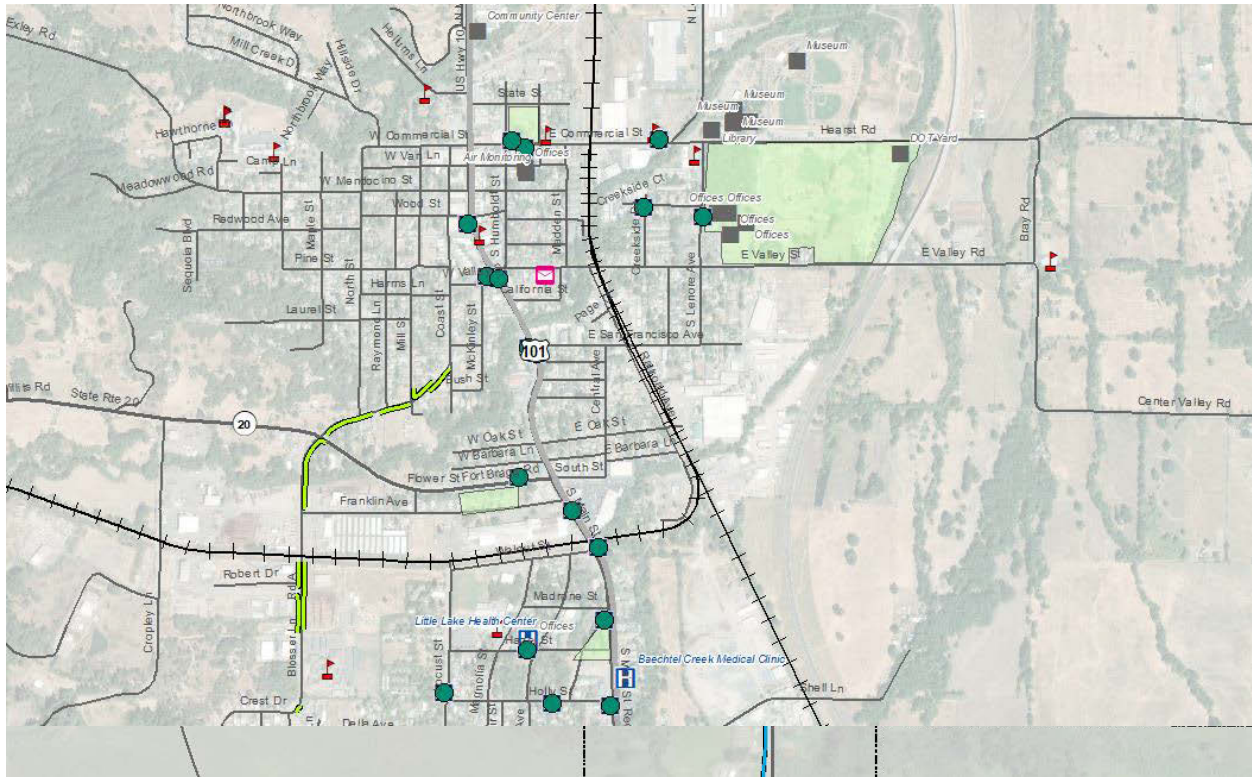
Figure 8: Map of Tribal Areas near Willits



Transit Access

- Measure if project site if within 1/4-mile radius of transit stop
- Transit stops identified as green dots, sourced from Mendocino County GIS data

Figure 9: Map of Transit Stops in Willits



2.2 PEDESTRIAN SAFETY

Table 7: Evaluation Criteria, Page 3 of 4

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

Pedestrian Collision Proximity and Severity

- The following images identify a collision in Willits as there were no relevant collisions in Point Arena.
- First, by highlighting pedestrian collisions as a brown dot in GIS we identify potentially relevant collisions to the project site.
- Next, using UC Berkeley’s Statewide Integrated Traffic Records System, Transportation Injury Mapping System, we identify the location and severity of pedestrian crashes
- The severity is highlighted in yellow. This collision is a “Other Visible”,
- Distance from the project site is measured and combed with severity to assess point attribution.

Multiple Collisions

- The process is repeated for the second most severe collision that is within ¼ of a mile of the project site.

Collision Relationship to Project

- If the collision occurred on the same segment of road (up to ¼ of a mile away), and the project specifically addresses crossing safety it received 5 points.

Figure 10: Map of Collision in Willits

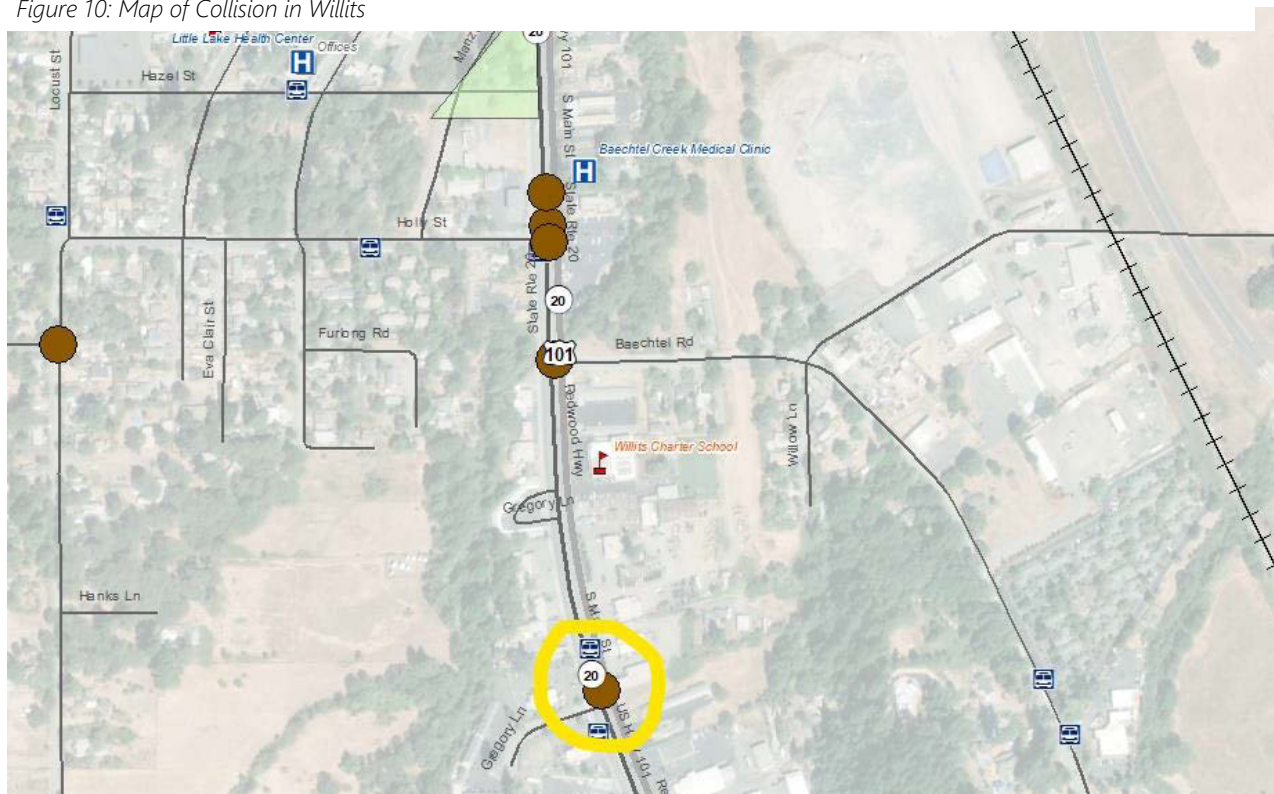


Figure 11: Detail on Collision in Willits

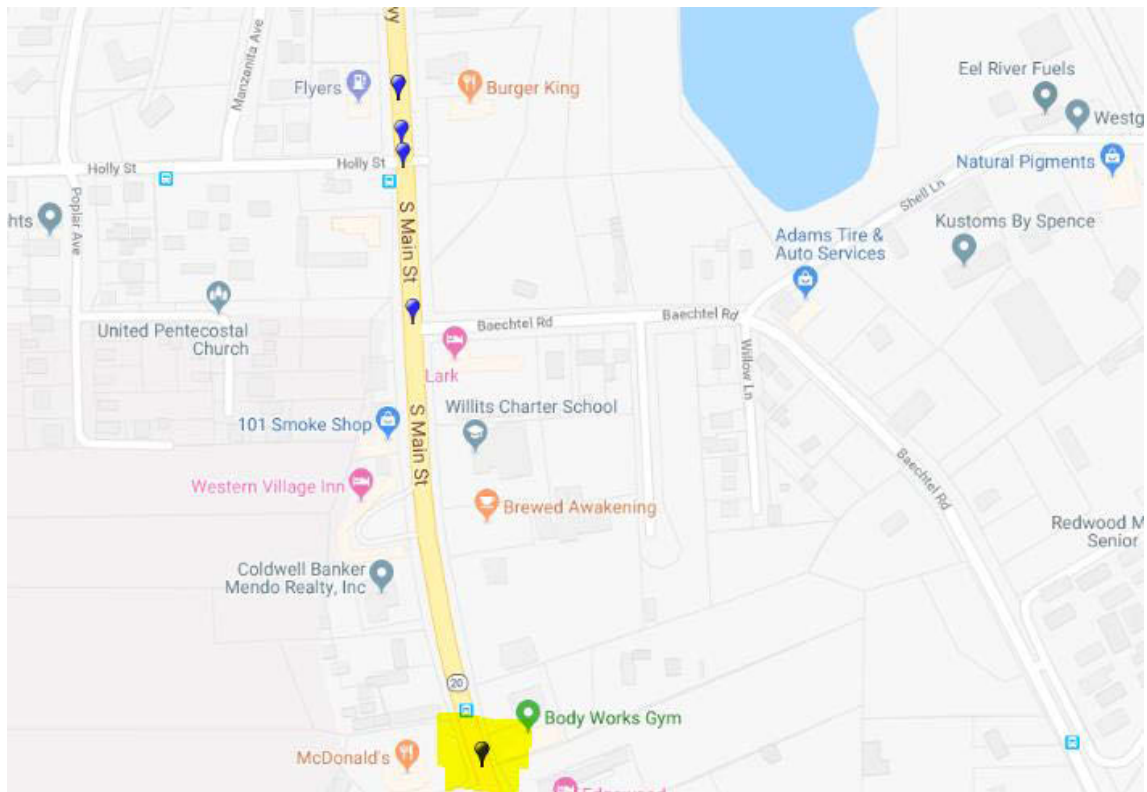


Figure 12: Transportation Injury Mapping System, Statewide Integrated Traffic Records System map

Collision Details for: Case ID 5158326 Print (PDF)

Collision Information		Parties: 2					
County	Mendocino	Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
City	Willits	1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	South	B - Proceeding Straight
Date & Time (M/D/Y HH:MM)	12/05/2010 20:40	2	2 - Pedestrian	N - Pedestrian	No	West	-- Not Stated
Location (Intersection)	Rt 101 & Gregory Ln	Victims: 1					
Dist. & Dir. from Intersection	10.00 ft North	Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury	
State Highway Info	Route Number 101 Side of Hwy S Postmile 45.680 Location Type H - Highway	2	3 - Pedestrian	M - Male	65	5 - Killed	
Latitude & Longitude	39.39467855, -123.34891254						
Type of Collision	G - Vehicle/Pedestrian						
Motor Vehicle Involved With	B - Pedestrian						
Collision Severity	1 - Fatal						
PCF Violation Category	10 - Pedestrian Right of Way						
Weather	C - Raining						
Alcohol Involved	Yes						

On Highway or Major Road

- Major roads throughout the county include Highway 1 and Highway 101, both of which serve as a main street in many of the studied communities.
- Projects that directly addressed pedestrian issues on along these routes received points.

Figure 13: Major Roads near Hopland crossing improvement projects



- 2e. On Highway or Major Road
 - 2e. On Highway or Major Road
-

2.4 PUBLIC INPUT & COST & CONSTRUCTABILITY

Table 8: Evaluation Criteria, Page 4 of 4

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

PUBLIC SUPPORT IN CURRENT STUDY

- Public support was identified by combining online interactive map locations and votes with comments from workshops and written comments on maps.
- Once organized, mentions for each project were counted and points were assigned accordingly.

Figure 14: Map of Public Input in Hopland

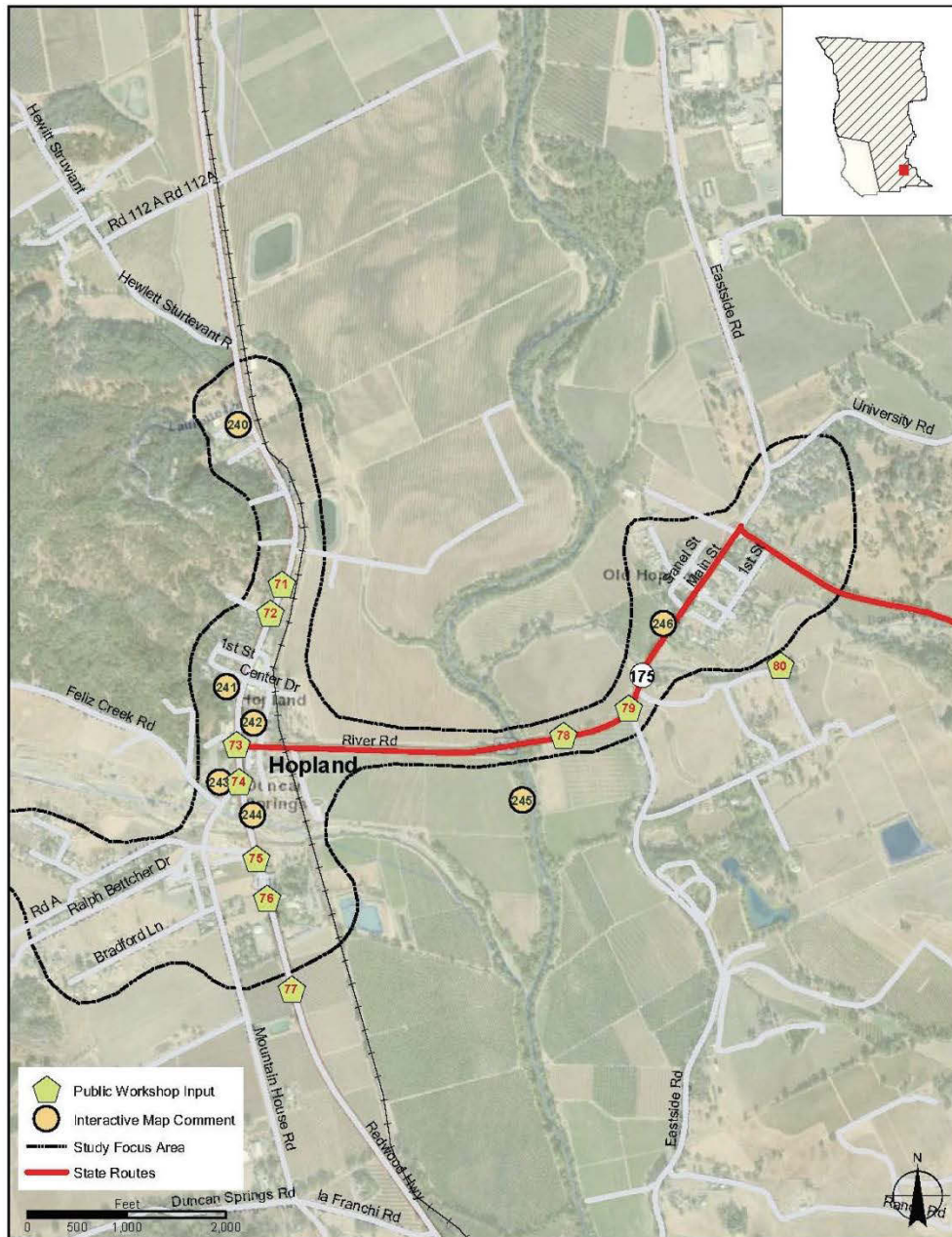


Table 9: Written responses from Public Input Survey in Hopland

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>

In Adopted Plan

- Review background documents and assign points based on priority of project in prior study.

Project Cost

- Assign points based on the range in which the project cost falls within.
- Project quantification and cost development can be viewed below.

Constructability

- Constructability was determined by analyzing whether a project was in the ROW, required easements, had design challenges
- PA-1 was identified as earning 3 points (instead of 0 or 5) because the project focuses on replacing sidewalks or adding crosswalks. There may be some issues with the design of the underground culvert and/or issues within the Caltrans ROW.