
2012 MENDOCINO COUNTY REGIONAL BIKEWAY PLAN

A Capital Improvement Program of
Commuter Bikeways in the Mendocino County Region

FINAL
JUNE 2012



Prepared for:
**Mendocino Council
of Governments**

Prepared by:
Dow & Associates

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(This document is a product of Work Element 12 of the Mendocino Council of Governments 2011/2012 Overall Work Program)

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INTRODUCTION

The 2012 Mendocino County Regional Bikeway Plan was prepared by the Mendocino Council of Governments through the transportation planning agency's planning work program. This document is an update to the 2006 Bikeway Plan as amended November 5, 2007, and is consistent with the Goals and Policies of the Mendocino Council of Government's adopted Regional Transportation Plan.

This Regional Bikeway Plan is intended to incorporate proposals for bikeway improvements within all jurisdictions of Mendocino County into one document. It is directed toward meeting the provisions of the California Bicycle Transportation Act which are included in the Streets and Highways Code Section 890 through 894.2.

Bicycle facilities fall under the jurisdiction of State and local agencies. The State maintains the Statewide Bicycle System (several routes of which are in the Region) and programs improvements through the STIP process. This Regional Bikeway Plan will also provide guidance to local agencies regarding existing policies and programs which enhance the bicycle transportation mode in Mendocino County.

FUNDING SOURCES

In recent years, funding available for bicycle projects has continued to increase. Although the main reason for the preparation of this Regional Bikeway Plan is to qualify projects for funding under the State Bicycle Transportation Account, there are several other funding sources available to local agencies. This Bikeway Plan will aid in selecting candidate projects for other grant funding programs as well. A description of funding sources available for bicycle related projects follows:

State Bicycle Transportation Account (BTA)

The State Bicycle Transportation Account (formerly Bicycle Lane Account) funds city and county projects that improve safety and convenience for bicycle commuters. BTA funds are distributed on a statewide competitive basis. In order to apply for these funds, an applicant must have an adopted bicycle transportation plan prepared pursuant to the California Bicycle Transportation Act. Use of BTA funds requires a 10% match.

Recent BTA funding levels have been approximately \$7.2 million per year. Per Section 893.6 of the Streets and Highways Code, no applicant shall receive more than 25% of the total amount transferred to the BTA in a single fiscal year.

Transportation Enhancement (TE) Program

TE is a Federal funding source that provides for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities. TE projects must fall within twelve specific categories, including the provision of facilities for pedestrians and bicycles, the provision of safety and educational activities for pedestrians and bicyclists, and

preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).

The TE program is authorized by the Federal government in 6-year cycles under the federal surface transportation bill. The program was most recently reauthorized for a third cycle as part of SAFETEA-LU (Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users), which is now due for reauthorization. TE funding is distributed directly to each region to be awarded locally. This Regional Bikeway Plan will aid in selecting candidate projects for this funding program. Application cycles for this program are held every 2 to 4 years.

Regional Improvement Program/STIP Funding

Although primarily used for improvements to the streets, roads and highways within the region, Regional Improvement Program (RIP) funding, which is part of the State Transportation Improvement Program, may also be used for bicycle projects. These funds are awarded competitively by MCOG every two years.

Regional Surface Transportation Program (RSTP) Funds

Regional Surface Transportation Program (RSTP) funds are apportioned by the State pursuant to Sections 182.6 d(1) and 182.6 d(2) of the Streets and Highways Code. Section 182.6 d(1) funds are distributed annually by the Mendocino Council of Governments to each local entity on a formula basis, while the State distributes Section 182.6 d(2) funds directly to the County. These funds may be used for bikeway or other local streets and roads projects.

2% LTF Bicycle and Pedestrian Program

The Local Transportation Fund (LTF) is derived from a ¼ cent of state sales tax. The Mendocino Council of Governments has a Pedestrian and Bicycle Program which annually awards 2% of LTF revenues for competitively approved bicycle or pedestrian projects. Although a comparatively small source (approximately \$40,000 per year), these funds may be used to provide the local match to leverage larger grants.

Safe Routes to School Program (SR2S)

Safe Routes to School provides grants to local agencies through a competitive process for construction of bicycle and pedestrian circulation and safety and traffic calming projects as well as educational programs to promote safe non-motorized travel to and from schools.

State Program (SR2S)

AB 1475, which was enacted in 1999 established the federally funded Safe Routes to Schools (SR2S) program. Grants (maximum of \$500,000 per project) are available to local agencies through a statewide, competitive process. On December 21, 2011, Caltrans announced the "Call for Projects" for the Cycle 10 SR2S program. The amount of funding targeted for Cycle 10 is

\$45 million. The State SR2S program is for capital projects only. The program has a 10% local match requirement.

Federal program (SRTS)

Authorized by Section 1404 of SAFETEA-LU, the Federal SRTS Program came into effect in August of 2005. This federal funding program emphasizes community collaboration in the development of projects, and projects that incorporate elements of the 5 E's – education, encouragement, engineering, enforcement, and evaluation. In addition to capital projects, the federal program also provides grants for non-infrastructure projects, such as bicycle safety education programs. The annual funding level is approximately \$23 million. No local match is required through the federal program.

SETTING

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

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

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

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

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

BIKEWAYS IN MENDOCINO COUNTY

As used in this plan, "bikeway" means all facilities that provide for bicycle travel. Bikeways are categorized as follows:

Class I. These facilities are commonly referred to as "bike paths". They provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflows of motorists minimized.

Class I bikeways will have limited application in Mendocino County. Their primary function will be to provide a link between other bikeways where other facilities are impractical, or to provide a direct route to a specific destination (such as a park).

Class I bikeways are generally expensive to construct and maintain. Right-of-way must be obtained and the facility must be built with sufficient width and pavement design strength to support maintenance vehicles. Providing Class I facilities through areas where there are visual obstructions also poses some security concerns.

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

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

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

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

Class III bikeways will have significant application in Mendocino County. They will be used to provide links between other bikeways and as the primary bikeway facility in rural areas.

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

NON-MOTORIZED TRANSPORTATION POLICIES

The Policy Element of the Regional Transportation Plan establishes goals and policies for each of the several transportation modes which comprise the transportation system in Mendocino County. Bicycle transportation is addressed in the Non-Motorized Transportation Mode of the Regional Transportation Plan. The following are the goal, objectives and policies for non-motorized transportation from the Regional Transportation Plan:

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

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

REQUIRED PLAN ELEMENTS

Streets and Highways Code Section 891.2 identifies elements which must be addressed in a bicycle transportation plan in order to comply with the California Bicycle Transportation Act. There are eleven elements which must be addressed. The Mendocino County Regional Bikeway Plan addresses each of these elements either through narrative, tables, or maps.

Each of the eleven required elements (a through k) is restated below as it appears in Section 891.2 of the Streets and Highways Code. Immediately below each element there is a response which indicates how this plan addresses the element. The response may reference a map or table elsewhere in this plan or may be in the form of a narrative.

Section 891.2. A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

- (a) **The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.**

The plan area covered by the Mendocino County Regional Bikeway Plan consists of all of Mendocino County, including the four incorporated cities: Ukiah, Fort Bragg, Willits and Point Arena. Bicycle traffic volumes have not been recorded within the County on any of the proposed bikeway routes. Estimates of existing and future bicycle commuter use have been prepared for those bikeways on the Short Range Bicycle Implementation Plan. Bicycle use estimates are based upon the proposed bikeway's relationship to major attractors such as schools, government offices and major employers, central business districts, shopping centers and parks.

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

Estimated existing and estimated future bikeway use are identified in Table 7 in the Short Range Bikeway Implementation Plan.

- (b) **A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.**

Existing zoning maps are available for all unincorporated areas of Mendocino County. Land uses are described by codes which pertain to the maps. Land use maps are included in this plan and can be found following the bikeway maps in the Short Range Implementation section.

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

(c) A map and description of existing and proposed bikeways.

The Short Range Plan section of this document contains a series of maps depicting priority proposed bikeways in Mendocino County. Brief descriptions of proposed bikeways are provided in narratives which accompany each map or series of maps.

The Inventory of Proposed Bikeways section of this plan identifies all bikeway projects that have been previously proposed by the County of Mendocino, and the cities of Ukiah, Fort Bragg, Willits and Point Arena, as well as potential bikeways that have been identified by the communities and by MCOG.

The existing bikeways in Mendocino County are:

Point Arena

Coastal Access Scenic Bikeway

Willits

East Commercial Street (101 to City Limits)

West Commercial Street (101 to North Street)

Baechtel Road (101 to 101)

Fort Bragg

Franklin St (Manzanita to N. Harbor Drive)

Oak Street (Main to City Limits)

Harrison Street (Fir to Walnut)

Harold Street (Maple to Fir)

Fir Street (Franklin to Lincoln)

Maple Avenue (Franklin to Lincoln)

Lincoln Dr (Chestnut to Willow)

Glass Beach Drive (Class III)

Pudding Creek Trestle

Elm Street (Old Haul Rd to N. Franklin)

Main Street/US 101 (Manzanita to City Limits)

Ukiah

Low Gap Road (State Street to City Limits)

Bush Street (Grove to Empire)

Dora Street (Grove to Beacon)

Grove Avenue (Live Oak to Bush St)

Despina Drive (Low Gap to City Limits)

Orchard Avenue (Clara St to Perkins St)
 Gobbi Street (Oak Manor Drive to Oak Street)
 Oak Manor Trail (Orchard Ave to Oak Manor School)
 Hastings Avenue (Commerce to 315 ft east of State Street)

Mendocino County

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

Existing bikeways are shown along with priority proposed bikeways in the maps contained in the Short Range Implementation section of this plan.

- (d) **A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.**

Existing and proposed bicycle parking facilities are depicted on maps for the priority bikeway projects in the Short Range Bikeway Implementation Plan. See maps of each priority bikeway project for details.

Most existing bicycle parking facilities are located at schools. As many as half of the bikeway projects identified in the Short Range Implementation Plan are routes which directly serve the commuting needs of students. In addition to the school locations, MCOG recently provided funding to local agencies for installation of bike racks. These new facilities are shown on the maps in the Short Range Implementation Plan section of this plan. Where descriptions of parking facilities are needed, they are provided in the narrative description of each priority bikeway project.

- (e) **A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.**

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

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

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

- (f) **A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.**

The bikeway system in Mendocino County is in its infancy. It will be several years before components of an interconnected bikeway system will begin to emerge. In the past, the possibility of obtaining discretionary State Bicycle Lane Account grants and Transportation Enhancement (TE) funding were the only significant and consistent sources of funding with which to continue bikeway development in Mendocino County, therefore only basic bikeway system needs were considered. Now that there are additional potential bikeway funding sources available, the local emphasis will continue to focus on basic bicycle commute needs by constructing bikeway segments whenever funding can be obtained. Ancillary facilities will be a secondary consideration until a basic integrated system has been provided.

Furthermore, in Mendocino County, existing and potential commute ridership demand is dominated by the home to school (and return) trip. Clothes changing and storage facilities, lockers, and showers are clearly not needed to support the primary commute ridership demand.

The Point Arena Coastal Access Scenic Bikeway includes a restroom at its hub along Main Street, in the City of Point Arena. There are currently bathroom facilities at Arena Cove, near the location that the bikeway will end upon completion. These facilities could be used by bicyclists for changing clothing, but not storage. A location map for this project is shown in Map 1 in the Short Range Plan.

- (g) **A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.**

The following summarizes the involvement of law enforcement agencies within Mendocino County and the incorporated cities of Ukiah, Fort Bragg, and Willits regarding their involvement with bicycle safety, education and enforcement issues.

California Highway Patrol The CHP covers over 1100 miles of County roadway in Mendocino County. Their bicycle education program consists primarily of providing safety presentations to schools and community groups which include discussion of bicycle laws, safety tips and distribution of pamphlets. Safety pamphlets are also available at CHP offices. The Department will assist other local agencies with bicycle rodeos or similar activities if adequate personnel is available.

A mandatory bicycle helmet enforcement program went into effect in January 1995, and citations or verbal warnings are issued as needed. Helmets are required for all bicyclists under the age of 18. Bicyclists are also required to follow all rules of the road that apply to vehicles.

There were 11 reported accidents involving bicycles in 2006, 10 in 2007, 11 in 2008, 7 in 2009, 9 in 2010, and 7 in 2011. The majority of accidents included in the CHP's data were on County roads rather than State highways. (This data excludes the Laytonville and Leggett areas.)

City of Fort Bragg Police Department Most bicycle safety education efforts within the City of Fort Bragg, including an annual bicycle rodeo, are coordinated by the Coast Police Activities League (see below). The Department also participates in the annual Safety and Fire Prevention Day for elementary school students and includes multiple fire/EMS and law enforcement agencies from around the county. The Fort Bragg Police Department's involvement includes Bicycle Safety Education. The Department does have safety pamphlets available as well as free bicycle helmets available for distribution to children under the age of 18. In addition, members of the Police Department participate in bicycle safety/education activities conducted by PAL (see below).

The helmet law is enforced through verbal warnings and citations. For juveniles, the first violation is followed by a written warning to parents, and provision of a free helmet if needed. Subsequent violations result in monetary fines.

Statistics provided by the Fort Bragg Police department indicated 5 accidents involving bicycles in 2006, 3 in 2007, 2 in 2008, 4 in 2009, 6 in 2010, and 4 in 2011.

Coast Police Activities League The Coast Police Activities League, which is comprised of law enforcement from the City of Fort Bragg, Point Arena and Mendocino County, as well as members of the Coast Guard, State Parks, and California Department of Forestry and Fire Protection, holds a bicycle rodeo once a year in the Fort Bragg area. Attendees of the rodeo learn about bicycle safety and laws, and can see demonstrations of proper equipment, rules of the road, safety and security.

City of Willits Police Department This agency also has no formal bicycle safety education program, however, does provide written safety pamphlets for the public as well as coloring books for children. Presentations are also made to young school children at the request of schools.

The bicycle helmet law is enforced with either verbal warnings or citations. However, due to staffing levels in recent years, enforcement actions have been limited.

Although no specific statistics were available regarding accidents, it is known that there are typically a couple accidents involving bicyclists each year.

Mendocino County Sheriff This agency depends upon the cities of Ukiah, Willits, and Fort Bragg, and the California Highway Patrol to cover bicycle safety issues for their areas, however, they do contract with the City of Point Arena to cover various law enforcement needs for their area.

The Sheriff's Department currently does not have a bicycle safety education program. However, they do donate helmets to the bicycle safety education program sponsored by Consolidated Tribal Health (see below). In addition, the Sheriff's Department participates in Bicycle rodeos when possible. The most recent rodeo was held in 2010.

City of Ukiah Police Department The City of Ukiah Police Department has in the past played an active roll in bicycle safety education, however, does not currently have a bicycle safety education program in place. Due to insufficient staffing levels, no plans are in place to establish an education program in the near future.

Bicycle laws are enforced through citations and fines. The Department reported that 3 accidents involving bicycles occurred in 2009, 2 in 2010, and 6 in 2011.

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

The Mendocino County Regional Bikeway Plan is a compendium of bikeway planning efforts in Mendocino County, and includes the commuter bikeway improvement priorities of the County and all four cities. The plan is prepared utilizing staff input from the various local agencies. In addition to coordination with local agencies, the ten Tribal Governments in Mendocino County have been consulted in the process.

Community organizations with bicycle/non-motorized transportation interests were also involved in plan development. Previously received public comments were also considered in plan development as appropriate. In addition, the draft plan was available on the MCOG website.

The Mendocino Council of Governments' Technical Advisory Committee (TAC), (comprised of one representative from each of the four incorporated cities, the County Department of Transportation, the County Planning Director, the MTA General Manager,

Caltrans, plus Air Quality and Rail representatives) has reviewed this Regional Bikeway Plan to ensure that their respective jurisdictions' top priorities are addressed, and recommended approval.

This Regional Bikeway Plan is expected to be adopted by the Mendocino Council of Governments at a legally noticed public hearing, which is anticipated to take place in June 2012.

- (i) **A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.**

The Mendocino County Regional Bikeway Plan is based upon bikeway projects proposed by the County of Mendocino and the cities of Ukiah, Fort Bragg, Willits and Point Arena, and as such, is consistent with their local general plans.

Priority projects identified in the Short Range Implementation Plan are consistent with MCOG's 2010 Mendocino County Regional Transportation Plan.

The Mendocino County Air Basin is in attainment of State air quality standards. As a rural county, there are no Congestion Management Plans or bicycle commuting incentive programs in effect.

- (j) **A description of the projects proposed in the plan and a listing of their priorities for implementation.**

Bikeway improvement projects which are considered highest priority by each agency are described in the Short Range Implementation Plan segment of this document.

There are 19 priority bikeway projects in the Short Range Implementation Plan. The order in which they are identified below does not imply an established countywide priority:

Jurisdiction	Project
City of Point Arena	Main St/SR 1
City of Point Arena	Iverson Avenue
City of Willits	Northwestern Pacific Rail-Trail
City of Willits	Walnut Street/Locust Street Bikeway
City of Willits	East Hill Road Bikeway
City of Willits	Baechtel Creek Trail
City of Fort Bragg	Glass Beach Drive
City of Fort Bragg	South Fort Bragg
City of Fort Bragg	Safe Routes to School Bikeway
City of Fort Bragg	Boatyard Drive
City of Ukiah	Orchard Avenue

City of Ukiah	Gobbi Street
City of Ukiah	Main Street
City of Ukiah	Empire Drive
City of Ukiah	NWP Rail Trail, Phase I
City of Ukiah	Oak Manor Trail
County of Mendocino	Lake Mendocino Drive
County of Mendocino	West Road
County of Mendocino	School Way

- (k) **A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.**

Local Transportation Fund (LTF) 2% Funds

In most years, this funding source is awarded to pedestrian projects. However, in 2009/10 and 2010/11, some of the available funding was awarded to bicycle or multi use projects. Bicycle related awards were as follows:

<u>Year</u>	<u>Recipient</u>	<u>Amount</u>	<u>Project</u>
09/10	County and Cities	\$33,800	Purchase and Installation of Bike Racks countywide
10/11*	City of Point Arena	\$74,785	Safe Routes to School Project (match)
10/11*	City of Ukiah	\$66,215	NWP Rail Trail, Phase I (BTA match)

**Note: Funds awarded in 10/11 utilized an unspent fund balance rather than new LTF funds.*

Bicycle Transportation Account (BTA) Funds

The following is a summary of projects funded from State Bicycle Transportation Account funds since 1987. Prior to this time frame, bikeway projects in Ukiah (Bush/Dora/Despina) and Fort Bragg area (Simpson Lane) were funded with BTA funds.

<u>Year</u>	<u>Recipient</u>	<u>Amount</u>	<u>Project</u>
1987	County of Mendocino	\$104,460	Little Lake Road, Mendocino
1989	County of Mendocino	\$143,282	Lake Mendocino Drive, Phase I, Ukiah
1998	County of Mendocino	\$162,000	Lake Mendocino Drive, Phase II, Ukiah
1998	County of Mendocino	\$145,000	North State Street,

2002	City of Ukiah	\$91,800	Phase I, Ukiah Gobbi Street, Orchard Ave to Babcock Ln
2002	County of Mendocino	\$201,000	Vichy Springs Road, Ukiah to Watson Rd
2003	County of Mendocino	\$243,000	School Way – West Road Bikeway
2006	City of Ukiah	\$231,000	Oak Manor Trail
2009	City of Fort Bragg	\$117,500	Oak Street & N. Franklin Bike Lanes, Signage & Parking
2010	City of Ukiah	\$662,160	NWP Rail Trail, Phase I

Transportation Demand Management (TDM) Funds

The following is a summary of bikeway projects awarded TDM funding in Mendocino County. However, TDM program is no longer available:

<u>Year</u>	<u>Recipient</u>	<u>Amount</u>	<u>Project</u>
1996/97	County of Mendocino	\$19,340	Lake Mendocino Drive, Phase II, Ukiah
1996/97	City of Willits	\$4,000	W. Commercial Street, Willits

Safe Routes to School

No agencies within the County received funding in the second SR2S cycle and only one pedestrian project received funding in the first cycle. The following are projects that have been funded in the last several funding cycles:

State Safe Routes to School Program:

<u>Cycle</u>	<u>Recipient</u>	<u>Amount</u>	<u>School/Location</u>
3	County of Mendocino	\$429,000	Eagle Peak Middle School & Redwood Valley Elementary
4	City of Willits	\$329,000	Baechtel Grove Middle School
5	County of Mendocino	\$500,000	Mendocino Middle School & Mendocino Grammar School
6	City of Fort Bragg	\$532,000	Ft Bragg High School & Dana Grey Elementary

6	County of Mendocino	\$500,000	Laytonville Schools
9	City of Point Arena	\$544,000	Pt Arena High School, South Coast Continuation School, Arena Elementary, Pacific Community Charter

Federal Safe Routes to School Program:

<u>Cycle</u>	<u>Recipient</u>	<u>Amount</u>	<u>School/Location</u>
2	City of Fort Bragg	\$214,000	Fort Bragg Middle School, Dana Grey Elementary, Redwood Elementary
3	City of Fort Bragg	\$849,500	Fort Bragg Middle School, Redwood Elementary

Future Costs

Estimated costs to implement all proposed projects in the Mendocino County Regional Bikeway Plan are far more than are expected to be available.

The following costs are for construction of Short Range Bikeway Implementation Plan projects only. These costs should be considered very rough estimates. Cost estimates for each individual project can be found in the Short Range Implementation Plan of this document.

<u>Agency</u>	<u>Length (Classes I, II, III)</u>	<u>Amount</u>
City of Point Arena	.25	\$80,000*
City of Willits	3.4	\$4,840,000
City of Fort Bragg	2.49	\$909,000
City of Ukiah	3.18	\$1,159,000
County of Mendocino	2.22	\$859,000
Total	11.54	\$6,142,000

*Excludes Main Street/SR 1 project as it is part of a larger project, without cost estimates specific to the bicycle lane portion.

2012 MENDOCINO COUNTY REGIONAL BIKEWAY PLAN

INVENTORY OF PROPOSED BIKEWAYS

- **Table 1: City of Point Arena**
- **Table 2: City of Willits**
- **Table 3: City of Fort Bragg**
- **Table 4: City of Ukiah**
- **Table 5: County of Mendocino**
- **Table 6: State of California**

TABLE 1
PROPOSED BIKEWAY IMPROVEMENT PROJECTS
City of Point Arena

Name – Route No.	Termini		Class	Need
	From	To		
Iverson Avenue	Port Rd	SR 1	II	H
Main Street/SR 1	Iversen Ave	Riverside Dr	II/III	H

TABLE 2
PROPOSED BIKEWAY IMPROVEMENT PROJECTS
City of Willits

Name – Route No.	Termini		Class	Need
	From	To		
E Valley St	US 101	Lenore Ave	II	M
Lenore Ave	E San Francisco	Commercial	III	M
* School St	Pine	Commercial	III	M
Mill St	Coast	Pine	III	M
Pine St	Coast	North	II	M
Coast St	SR 20	Mill	III	L
Walnut St	Locust	US 101	II	H
Locust St	Holly	Walnut	II	H
* Baechtel Rd	US 101 S	US 101 N	II	H
Magnolia St	Holly	Walnut	III	M
Holly St	Locust	US 101	II	M
Boscabelle Ave	E San Francisco	E Valley	III	L
E San Francisco	S Lenore	US 101	III	M
Mill Creek Dr	End	W Commercial	III	L
Northbrook Way	End	Mill Creek	III	L
North St	Pine	W Commercial	II	H
* South	US 101	Central	III	M
* Central	South	E San Francisco	III	M
E Hill Rd	Baechtel	City Limits	II	H
* Blosser Lane	Franklin	City Limits	III	M
* Franklin St	Blosser	US 101	III	M
* Hazel St	US 101	Locust	III	M
* W Mendocino	School	Spruce	III	H
* Spruce	E. Mendocino	Brookside School	III	H
* W Valley St	US 101	Coast	III	M
* Coast St	W Valley	Pine	III	M
* Pine St	Coast	School	II	M
* Railroad Ave	E San Francisco	E Valley	III	M
* State St	US 101	Marin	III	M
* Marin St	State	E Commercial	III	M
NWP Rail Trail	E Hill Rd	High School	I	H

*route included in Willits General Plan, adopted April 12, 1992

TABLE 3
PROPOSED BIKEWAY IMPROVEMENT PROJECTS
City of Fort Bragg

Name – Route No.	Termini		Class	Need
	From	To		
Putding Creek Trestle – OJ Park ²	GP Haul Rd at Putding Creek	OJ Park	I/II/III	H
Glass Beach Drive ²	Putding Creek Trestle	Elm Street	I	H
Glass Beach Drive ¹	Elm Street	Redwood	II	L
OJ Park/Dana Street	OJ Park	Chestnut	III	H
GP Haul Rd ²	N City Limits	W Elm	III	H
Redwood Ave ¹	Main Street	Coastal Drive	II	L
Coastal Trail ¹	Elm Street	Noyo Point Road	I	H
Banbridge Park	N Harrison N Harrison	N Whipple Redwood	III	H
Laurel St ²	N Harold	Otis Johnson Park	III	H
Cedar St ²	N Harold	Monsen Way	III	H
Sanderson Wy ²	Cedar	Chestnut	III	M
Dana St	Cedar	Chestnut	III	H
Willow St ²	S Lincoln	Sanderson	III	H
City Owned Easement (Willow) ²	Sanderson	Dana	I	H
Boatyard Drive	Highway 20	Main Street	II	M
S Lincoln St	Willow	Chestnut	II	H
Chestnut St ²	Dana	S Harrison	III	H
Cypress St ²	GP Rd	Kemppe Way	III	M
Kemppe Wy/River Rd ²	Cypress	South Street	III	M
Woodward St ²	South	N Harbor	III	H
N Harbor Dr ²	Woodward	Noyo Jetty	III	H
W Ocean View Dr ²	Hwy 1	Cliff Wy	III	M
Railroad/GP Log Rd	Railroad ROW/E Bush	GP Log Rd/Cypress	III	M
South St ²	Main	Kemppe Way	III	H
Walnut St	Franklin	Harrison St	III	H
Main St (SR 1)	Southern City Limits	Northern City Limits	II/III	H
Madrone St ²	Hwy 1	Harold St	II	H
Provide bicycle parking in all commercial zoning districts including the Central Business District.				

¹ Routes included in Mill Site Specific Plan

² Routes Included in Fort Bragg Bicycle Master Plan Please see Map 3 below:

TABLE 4
PROPOSED BIKEWAY IMPROVEMENT PROJECTS
City of Ukiah

Name – Route No.	Termini		Class	Need
	From	To		
Airport Park Blvd	Talmage Rd	Airport Rd	III	M
Brush Street	North State Street	City Limits	II	L
Clay St/Peach St/Gibson Creek Corridor	McPeak St	Oak Manor Drive	I/II/III	M
Commerce Drive	Hastings Ave	Airport Park Blvd	III	M
Empire Drive Corridor	Despina Dr	N. State Street	II/III	H
Gobbi St	Dora St	Oak St	II	H
Gobbi St	Oak Manor	E end of Gobbi	I/II	H
Grove Ave/Clara Ave Corridor	Bush St	Orchard Ave	II/III	M
Main St Corridor	Gobbi St	Norton St	II/III	M
NWP Rail Trail	Brush St	Norgard Ln	I	H
Oak Manor Dr	Gobbi	Perkins	III	M
Babcock Lane	Gobbi	Talmage	III	M
Orchard Ave	Gobbi	Ford	II	H
Orchard Avenue	Ford St	Brush St	II	L
Orr Creek Pathway	Dora St	Ukiah High School	I	L
Perkins St	State St	Vichy Springs Rd	III	H
S State St	City Limits	Talmage	II/III	M
Talmage Rd	S State	City Limits	III	L
Washington Ave	Helen	S State	II/III	M
Western Bikeway	Helen Ave, Gardens Ave, McPeak St, Barnes St, Todd Rd, Hazel Ave, Grove Ave & Spring St		III	H

TABLE 5
PROPOSED BIKEWAY IMPROVEMENT PROJECTS
County of Mendocino

Name	CR No.	Termini		Class	Need
		From	To		
East Hill Rd	301	Willits City Limits	CR 304	III	M
East Side Rd	304	CR 301	CR 308	III	M
Hearst Willits Rd	306	Willits City Limits	CR 310	III	M
Canyon Rd	308	CR 306	CR 304	III	M
Reynolds Hwy	310	CR 306	SR 101 at Outlet Crk	III	M
Sherwood Rd	311	Willits City Limits	CR 623	II/III	M
Brooktrails Dr	311B	CR 601	CR 311	III	M
Fairbanks Rd	327A	SR 162 at Poonkinney Rd	CR 327B	III	L
Hill Rd	327B	CR 327A	CR 327C	III	L
East Lane	327C	SR 162 at Covelo	CR 327B	III	M
Howard St	334D	CR 337B	SR 162 at Covelo	III	M
Foothill Blvd	337A	CR 337H	CR 337B	III	M
Airport Rd	337B	CR 334D	CR 337A	III	L
Little Lake St	407A	CR 407FF	CR 500	III	M
Main St	407E	CR 407I	CR 500	III	M
Heeser St	407I	CR 407E	CR 407A	III	M
Heeser Dr	407FF	CR 500	CR 407F	III	M
Little Lake Rd	408	CR 407Z	CR 409	III	M
Dora St	209	CR 252F	Ukiah City Limits	II	H
Vichy Springs Rd	215	Ukiah City Limits	CR 204A	II	H
Vichy Springs Rd	215	CR 204A	CR 215A	III	H
Redemeyer Rd	215A	CR 215	CR 215B	III	H
Lovers Ln	222	CR 104	CR 251	III	M
Marina Dr	226	CR 227	SR 20 at Lake Mendocino	III	L
East Side Calpella Rd	227	CR 226	CR 230	III	M
Lake Mendocino Dr	227B	CR 227	Lake Mendocino	II	H
Moore St	229B	US 101 Calpella	CR 227	III	M
East Rd	230	CR 227	CR 237	II	H
School Way	236	CR 237	CR 230	II	H
West Rd	237	CR 239	CR 230	II	H
Uva Dr	239	CR 237	US 101 at Laughlin	III	M
East Side Potter Vly Rd	240	SR 20	CR 245	II	M
Main St	245	CR 248	CR 240	III	M
Despina Dr	251	Ukiah City Limits	CR 222	II	H
Oak Knoll Rd	252	CR 252A	CR 104A	III	M
Oak Court	252A	CR 252	CR 252F	III	H
Ft Bragg/Sherwood Rd	419	Ft Bragg City Limits	CR 420C	III	M
Branscomb Rd	429	CR 319E	US 101 at Laytonville	III	M

Main/Lansing St	407E/ 500	SR 1 at Mendocino	SR 1 Jack Peters Gulch	III	H
Mountain View Rd	510	CR 126	SR 128 at Boonville	III	M
Kinney Rd	512	Manchester State Beach	SR 1 Manchester	III	M
Pt Cabrillo Rd	564	SR 1 Russian Gulch	SR 1 Caspar Ck	III	M
Birch St	601	CR 603	CR 311B	III	M
Clover Rd	603	CR 604	CR 601	III	M
Primrose Dr	604	CR 606	CR 623	III	M
Daphne Wy	608	CR 311	CR 609	III	M
Madrone Dr	609	CR 608	CR 623	III	M
Poppy Dr	623	CR 604	Willits Airport	III	M
N State St	104	CR 224	End	II/III	H
S State St	104A	SR 253	Ukiah City Limits	III	H
Stipp Lane	124B	SR 253	SR 253	III	M
Sanford Ranch Rd	200	SR 222 at Talmage	CR 204	III	M
East Side Rd	201	SR 175 at Hopland	SR 222 at Talmage	III	H
Knob Hill Rd	204	CR 200	CR 204A	III	M
Watson Rd	204A	CR 204	CR 215	III	M
Babcock Ln	207	Ukiah City Limits	Ukiah City Limits	III	M
Little River Airport Rd	404	SR 1 at Little River	CR 223	III	M
Albion Ridge Rd	402	SR 1 Albion	CR 401A	III	M
Navarro Ridge Rd	518	SR 1 at Navarro River	M.P. 6.0	III	M
Bush St	250C	Ukiah City Limit	CR 222 (not yet constructed)	II	H
Geysers Rd		US 101	0.70 mi South	III	M
Brooktrails/Willits Bikeway (location not yet determined) ¹		Community of Brooktrails	City of Willits	I	M
Round Valley Multi Use Lanes, Route 2 – Crawford Rd/Biggar Lane ²	337H/ 337C	Elementary School	SR 162	II	M
Round Valley Multi Use Lanes, Route 3 – East Lane ³		SR 162	CR 339	II	M
NWP Rail Trail ⁴		CR 217	CR 227B	I	M

Notes

- 1 *There is a recognized need for bicycle access between the community of Brooktrails and the City of Willits. Currently, the only connection is along Sherwood Road, which does not provide an adequate or safe facility for bicyclists. Such a facility would serve residents of Brooktrails commuting to work or school or traveling to commercial centers within the City.*
- 2 & 3 *These routes have been identified by the citizens of Covelo as highly needed to serve their community. A request for consideration of these projects was submitted, along with a petition, to MCOG on 10/3/05.*
- 4 *This project is identified in the Mendocino County Rails-with-Trails Corridor Plan as Priority Project 2.*

TABLE 6
PROPOSED BIKEWAY IMPROVEMENT PROJECTS
State Highway System

Name – Route No.	Termini		Class	Need
	From	To		
Shoreline Hwy 1	Sonoma County Line	SR 101 Leggett	III	H*
State Hwy 20	SR 1 Ft Bragg	Lake County Line	III	M
State Hwy 101	Sonoma County Line	Humboldt County Line	III	M/H*
State Hwy 128	Sonoma County Line	SR 1 Navarro	III	M
State Hwy 162	SR 101 Longvale	CR 336 Covelo	III	L
State Hwy 175	SR 101 Hopland	Lake County Line	III	L
State Hwy 222	SR 101 Ukiah	CR 201 Talmage	II/III	H
State Hwy 253	SR 128 Boonville	SR 101 Ukiah	III	L
State Hwy 271	SR 101 Cummings	SR 101 Leggett	III	L
State Hwy 271	SR 101 Piercy	Humboldt County Line	III	L

** Note: The portion of Route 101 north of Leggett and all of Route 1 in Mendocino County are part of the Pacific Coast Bike Route, and therefore, considered high need. The legislatively designated Pacific Coast Bike Route follows Route 101 from the Oregon border through Del Norte and Humboldt Counties and into Mendocino County to its junction with Route 1, then follows Route 1 through Mendocino County. The prioritization of improvements on this bike route is anticipated to focus bicycle access improvements to their most needed locations.*

2012

MENDOCINO COUNTY

REGIONAL BIKEWAY PLAN

SHORT RANGE IMPLEMENTATION PLAN

- **List of Priority Projects**
- **Narrative Descriptions by Entity**

TABLE 7
2012 REGIONAL BIKEWAY PLAN
Short Range Implementation Plan

Name – Route No.	Termini		Length	Class	Use		Parking		Est. Cost (\$ in 1000s)
	From	To			Exist	Prop	Exist	Prop	
Point Arena									
Main Street/SR 1	Iversen Ave	Riverside Drive		II/III					
Iverson Ave	Port Rd	Route 1	0.25	II	10	50	No	No	80
Willits									
NWP Rail Trail*	E Hill Rd	High School	1.90	I	0	50	No	No	2115
Walnut/Locust	S Main	Holly St	0.50	II	20	80	Yes	No	538
East Hill Road	Baechtel Rd	East City Lim	0.50	II	10	50	No	No	2062
Baechtel Creek Trail	Baechtel Rd	Railroad Ave	0.50	I	0	30	Yes	Yes	125
Fort Bragg									
Glass Beach Drive	Pudding Creek Trestle	Elm Street	0.45	I	50	150	Yes	Yes	430
South Fort Bragg Main Street (SR 1) Ocean View Drive	Oak Street	Highway 1	1.46	II	75	200	No	No	
Safe Routes to School Bikeway (Between Sanderson and Dana and on Dana Between Cedar and Oak)	Sanderson	Dana	0.24	I & II	30	60	No	No	349
Boatyard Drive	Highway 20	Main Street	0.34	II	10	30	Yes	No	130
Ukiah									
Orchard Ave	Gobbi Clara	Perkins Ford	0.60	II	40	120	Yes	No	90
Gobbi Street	Dora Oak Manor	Oak E end of Gobbi	0.59	I/II	50	100	Yes	No	270
Empire Drive	Bush St	N. State St	0.21	II	60	120	Yes	No	9
Main Street	Gobbi St	Norton St	0.74	III	60	120	Yes	Yes	15

Name – Route No.	Termini		Length	Class	Use		Parking		Est. Cost (\$ in 1000s)
	From	To			Exist	Prop	Exist	Prop	
NWP Rail Trail, Phase I*	Clara Ave	Gobbi St	0.78	I	0	100	No	No	544
Oak Manor Trail	Pedestrian Bridge @ Gibson Creek	Oak Manor Park	0.26	I	25	50	Yes	Yes	231
County of Mendocino									
Lake Mendocino Drive	Lake Mendo Dr CR 227	End	0.44	II	20	40	No	No	107
West Road, Phase I	NWPRR	Road M	0.30	II	20	40	No	No	180
School Way	West Rd	East Rd	0.89	II			No	No	376

*Note: These projects are included in MCOG's current Rails with Trails Plan.

PRIORITY BIKEWAY DESCRIPTIONS

City of Point Arena

Main Street/SR 1 Bikeway

This project would provide a combination Class II/III bikeway along Main Street/SR 1 through the City of Point Arena from Iversen Avenue to Riverside Avenue. A portion of the project will be constructed as part of a larger Caltrans project in 2012. This construction project will include installation of a right edgeline in the northbound direction and "sharrows" (NB PM 15.14 to 15.24/SB 15.01 to 15.24), essentially creating a Class III bikeway in this section. Caltrans has determined that the roadway width in this stretch is inadequate for Class II bikeway.

Iverson Road Bikeway

Iverson Road provides access from State Route 1 to Arena Cove via Port Road. It is only approximately 0.25 miles in length, but carries the bulk of the commercial and recreational traffic bound for Arena Cove. Iverson Road is signed as a "Coastal Access" point at its junction with Route 1.

Class II bike lane development would be appropriate for this roadway. It is narrow and lacks sufficient shoulders to accommodate safe pedestrian and bicycle travel at this time. The Class II facility could tie into the proposed Class I/II facility parallel to Port Road to provide a continuous route from the south end of Point Arena to Arena Cove.

City of Willits

Northwestern Pacific Rail - Trail

This Class I bike path would provide an important north-south link for bicyclists on the east side of town, starting at the Willits High School and eventually terminating at East Hill Road. The railroad right-of-way alignment is already well used by pedestrians and bicyclists, especially between East Valley and East Commercial Streets. Field observation reveals that a pathway could be constructed at least 15 feet from the centerline of the railroad tracks, which is the minimum distance most rail-trails are set back from active tracks.

The proposed length of the rail-trail bike path would be 9,900' (1.9 miles) and it could be constructed in the following phases: (1) East Commercial Street to High School (1,500', \$135,000); (2) San Francisco Avenue to East Commercial Street (1,900', \$240,000); Shell Lane to San Francisco Avenue (3,500', \$455,000) and (4) East Hill Road to Shell Lane (3,000', \$385,000).

A rail-trail bike path on the east side of town would provide a viable transportation alternative to the traffic congestion created on Route 101. It would also provide recreational opportunities. Eventual build-out of the southeast annexation area, including industrial and residential uses, will require this alternative transportation system to help reduce potential vehicular impacts that are associated with urban development.

Walnut Street/Locust Street Bikeway

Walnut Street is an east-west collector street in the Willits street system. It provides access to a neighborhood of southwest Willits which lies to the west of State Route 101 and south of the California Western rail lines. Holly Street is a short north-south collector which serves the same area.

A Class II bikeway is proposed for Walnut Street and the city maintained portion of Locust Street. The facility would provide bikeway access from the busy Route 101 corridor to the residential neighborhood and specifically to Baechtel Grove School. The total length of the project is approximately 0.50 miles. Future plans are to construct a Class II bikeway along Holly Street to provide a bikeway loop in the area.

Willits is severely impacted by congestion on Route 101. Much of the congestion is caused by the intersection of through traffic with local traffic. Projects which would provide non-motorized alternatives for local trips would help to ease the local congestion problem.

East Hill Road Bikeway

The East Hill Road Bikeway would connect with the recently completed Baechtel Road Bikeway, providing a link between a mixed-used residential, commercial and industrial area of the city and residential areas to the east. A Class II bikeway is proposed for the portion of East Hill Road within City limits, which would be 0.5 mile in length. Long term plans for the County portion of East Hill Road (CR 301) involve development into a Class III bikeway facility.

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

Willits is severely impacted by congestion on Route 101. Much of the congestion is caused by the interaction of through traffic with local traffic. Projects which would provide non-motorized alternatives for local trips would help to ease the local congestion problem.

Baechtel Creek Bikeway

This project was identified in the Baechtel Road/Railroad Avenue Corridor Study which was completed for the City of Willits in 2004. The project would be a multi use trail joining Baechtel Road with Railroad Avenue along the east side of Baechtel Creek. The City is currently seeking funding to begin the environmental and design phases for the project.

City of Fort Bragg

Glass Beach Drive - Pudding Creek Trestle to Elm Street

As part of the Coastal Trail project, the City plans to install an eight-foot wide class 1 bike trail in the approximately 18 feet of right of way along the western edge of Glass Beach Drive. This trail will join the Old Haul Road/Pudding Creek Trestle multi-use trail with the Coastal Trail system on the City's new 92-acre coastal park. It will also provide a safe commuter access from Fort Bragg into the business areas of North Fort Bragg and the County. This project is currently in design and is expected to be constructed later in 2012.

South Fort Bragg

The South Fort Bragg Pedestrian and Bicycle Access Plan developed solutions for cyclists in the problematic and stark Main Street/Highway 1 corridor, south of Oak Street. The Plan identified the following bicycle system improvements:

1. Install Class II bike lanes on Main Street from Oak Street to Highway 20.
2. Signalize cross walks and install bicycle instigated light changes at the Main Street intersections with Ocean View Drive and Highway 20.
3. Construct Class II bicycle paths that connect Pomo Bluffs Park and the College of the Redwoods to Highway 1 via Ocean View Drive and the frontage road.

Safe Routes to School

The following improvements have been identified to improve safe cycling routes to school:

1. A new bikeway between Sanderson and Dana Street along a City-owned easement will formalize a long-existing shortcut and create a nice amenity for cyclists and pedestrians in this busy area near schools, a community center (Safe Passage), and sports facilities. This project is expected to be completed in summer of 2012.
2. A bikeway connecting Cedar and Oak Streets at Dana Street (funded by Safe Routes to School) will provide an important bicycle/pedestrian only connection. This project is expected to be completed in summer of 2012.

Boatyard Drive

This project would create new bicycle connection for cyclists entering Fort Bragg from Highway 20. This project would include: creation of a Class III bikeway marked with sharrows on Boatyard Drive to connect Highway 20 with Main Street.

Otis Johnson Park/Dana Street Bikeway

The Otis Johnson Park/Dana Street Bikeway would provide a link within central Fort Bragg. Neighborhoods in the north would be linked to those in the south. Development of the route would connect Dana Gray Elementary School and Fort Bragg High School with the park. Fort Bragg Middle School lies immediately north and would be accessible by an existing Class II bikeway on Harold Street.

The proposed facility would consist of Class III bikeway improvements on four city streets. An existing Class II segment of Harold Street (0.14 miles) would also be used. New Class III improvements would be required on Cedar Street (0.45 miles), Rasmussen Lane (0.17 miles) (*or an alternate link between Oak and Cedar*), and Dana Street (0.49 miles). If not already improved as a component of the Pudding Creek Trestle/O.J. Park Bikeway, a 0.21 mile segment of Laurel Street must also be improved to Class III standards. The Rasmussen Lane portion of this route is scheduled to be constructed as part of the Safe Routes to Schools project.

Downtown Fort Bragg experiences considerable congestion due to the interaction of through and local traffic on State Route 1. Projects which would provide non-motorized alternatives for local trips would help to ease the local congestion problem. Local commute traffic in central Fort Bragg would be served by this facility.

City of Ukiah

Orchard Avenue Bikeway

Orchard Avenue is developing into one of the major north-south collector streets in Ukiah. It now extends from south of Gobbi Street to Brush Street, paralleling Route 101. South of Gobbi Street, it is developing into a mixed use office/residential neighborhood. The established area north of Gobbi is primarily commercial, with several large commercial developments taking direct access from Orchard Avenue.

The portion of this bikeway from Perkins Street to just south of Clara Avenue has been completed (Class II along both sides of Orchard Avenue) as a result of the former Big K-Mart store project. A Class II facility is proposed for the remaining segments from Gobbi to Perkins, and from Clara to Ford Street, a distance of approximately 0.60 miles. The proposed bikeway would serve two significant shopping centers which are located at opposing corners of the Perkins Street intersection. The California Highway Patrol and Department of Motor Vehicles offices are also located along this route. Several smaller business activities are located east of Orchard and south of Perkins. A pedestrian crossing of the Route 101 freeway to the Oak Manor neighborhood is also accessible from this area.

The proposed route would tie into an existing Class II facility on Gobbi Street. It would provide a north-south route through a high activity area of east Ukiah. Traffic volumes are significant, especially north of Perkins Street. Separate bicycle lanes are considered the most appropriate form of bikeway improvement for this route. Bicycle parking is currently provided at several locations along the route.

Gobbi Street Bikeway

Gobbi Street is one of the three major east-west arterial streets in Ukiah. It provides direct access to central Ukiah from an interchange with Route 101, as well as neighborhoods east of the freeway. The proposed route would provide access to residential areas, commercial activities in the central business district (via South State Street), and Yokayo Elementary School. There currently is an existing Class II bikeway on Gobbi Street between Oak Street and Oak Manor Drive.

The proposed project consists of two segments and extends for approximately 0.76 mile. Class II improvements are proposed for the segment of Gobbi Street between Dora Street and Oak Street, a distance of 0.15 miles. The new bikeway would have its western terminus at Dora Street. A Class II bikeway was constructed on Dora Street (which parallels State Street) in 1981.

The second segment extends on Gobbi Street beyond the City limits, from Oak Manor Drive to the eastern terminus of Gobbi Street at the Riverside Park/Little League Fields/BMX track. This segment, a length of 0.44 miles, may ultimately be developed as a Class I bikeway. In 2003, the City of Ukiah completed construction of Class II bikeways on Gobbi Street between Orchard Avenue and Oak Manor Drive. This was a 2001-2002 cycle BTA project which was completed at a total project cost of \$132,113.

Main Street Bikeway

Main Street serves as an important link connecting Gobbi Street to Norton Street. Bicyclists are able to use this street as an alternate route, north-south, through the downtown area. Main Street is proposed as a Class II and III bikeway for a total length of 0.75 mile. The proposed Main Street bikeway would connect with the existing Class II bikeway on Gobbi Street. The Gobbi Street bikeway connects to two schools, a park, ball fields, and the BMX track. In addition, the Gobbi Street bikeway connects to the Dora Street bikeway.

Empire Drive Bikeway

Empire Drive is currently a missing link in bikeways. When constructed, the Empire Drive bikeway will connect the Bush Street/Dora Street bikeway to the North State Street bikeway. The Empire Drive bikeway is 0.21 mile in length. Parking would need to be eliminated from one side of Empire Drive in order to construct the proposed Class II bikeway.

NWP Rail Trail, Phase I

This project will construct a Class I bikeway along the Northwestern Pacific (NWP) rail line from Clara Avenue to Gobbi Street, a length of approximately 0.78 mile. The project involves construction of a section of all weather bicycle and pedestrian trail within currently unused NWP Railroad right of way. The proposed NWP Rail Trail will be an asphalt paved path, a minimum of 8-feet in width. Also included will be a fence to provide a physical barrier between the proposed trail and the railroad, and lighting along the trail for added security during hours of darkness. Bicycle commuters headed for work, school, and other destinations in Ukiah will use the project.

The project will complete a missing link in the City's bicycle network, creating a safe north-south connector linking bicyclists to residential neighborhoods, shopping centers, employment centers, government offices, and services. The nearest north-south optional route is State Street. With four lanes and curbside parking State Street is not a desirable route for bicycle commuters.

This project will expand on the City's network of bicycle facilities making destinations throughout town reachable by a safe, convenient bicycle commute. The proposed project will connect with an existing Class II bikeway on East Gobbi Street and extend to Clara Avenue at its northerly terminus. The project will provide important connectivity to schools, downtown shopping, public facilities, residential areas, etc. The project will provide a direct connection with the existing Class II bikeway on East Gobbi Street. This connection will provide greater flexibility to bicycle commuters in reaching various destinations. In addition, in the event that passenger service is restored on the NWP Railroad, the trail will provide a direct link to the Ukiah Railroad Depot.

Oak Manor Trail

This project will construct a Class I bikeway, approximately 0.26 mile in length at an estimated cost of \$231,000. The Oak Manor Trail involves extending a new asphalt concrete trail along Gibson Creek from the wooden pedestrian bridge to Oak Manor Park, installation of fencing, and

installation of security lighting. The project would construct an all weather trail to serve bicyclists and pedestrians. The proposed Oak Manor Trail will connect with an existing trail which extends along Gibson Creek, across US Highway 101, then further along Gibson Creek to Orchard Avenue. The proposed Oak Manor Trail will be a paved trail a minimum of 8-feet in width. This paved trail will replace the existing dirt trail which extends in a northwesterly direction along the north bank of Gibson Creek from Oak Manor Park at the intersection of East Gobbi Street with Oak Manor Drive to a wooden pedestrian bridge which spans Gibson Creek. A fence is proposed along the eastern side of this trail to separate the Oak Manor School grounds from the trail. Lighting is proposed along the trail to provide additional security during hours of darkness. The entire length of the existing trail when combined with the proposed Oak Manor Trail is approximately 0.47 mile.

The project will complete a missing link in the City's bicycle network, creating a safe cross-town connector linking bicyclists to Oak Manor School, Oak Manor Park, Rusty Bowl BMX track, shopping centers, employment centers, and services. This project will expand on the City's network of bicycle facilities making destinations across town reachable by a safe, convenient bicycle commute. The proposed project will extend an existing pathway to connect to Oak Manor Subdivision, Oak Manor Park, and Oak Manor School. It will provide an alternate access route to connect the residential areas east of the US 101 freeway to public facilities, shopping centers, etc. located on the west side of the freeway.

County of Mendocino

Lake Mendocino Drive (CR 227B) Bikeway

Lake Mendocino Drive extends eastward from the US 101 freeway to Lake Mendocino. It provides access to commercial, industrial, and residential neighborhoods near The Forks and to recreational facilities at the lake. Motor vehicle connection to Ukiah is available either on North State Street or US 101. Bicycles must connect using North State Street, a designated bike route. The bike route on North State Street continues northward from the Lake Mendocino Drive intersection, providing access to Calpella and Redwood Valley.

Existing Class II bikeways run along both sides of Lake Mendocino Drive from North State Street to East Side Calpella Road and along the north side from there to the Lake Mendocino Recreation Area.

A Class II bikeway 0.44 mile long is proposed on the south side of Lake Mendocino Drive between East Side Calpella Road the Lake Mendocino Recreation Area.

School Way (CR 236) Bikeway

School Way runs between East Road and West Road in Redwood Valley. It is on the most direct route from the northeastern and central parts Redwood Valley to the US 101 freeway and its intersection with East Road is the commercial center of the valley. The fire house and Post Office are also located at this intersection.

A 0.89 mile long Class II bikeway is proposed on School Way between West Road and East Road. It will connect existing and proposed bikeway facilities on either end and provide a safer route for student, commuter and recreational bicycle riders.

West Road (CR 237) Bikeway, Phase I

West Road begins at Uva Drive, south of the US 101 freeway interchange, and extends northward 3.77 miles to the intersection with East Road and Tomki Road. Traffic on West Road has increased considerably since it became the freeway access route for the west side of Redwood Valley and the residential areas up Tomki Road in 1991. The opening of the Eagle Peak Middle School in 1998 further increased the need for dedicated bicycle lanes on this road.

A proposed 3.32 miles long Class II bikeway, from School Way north to the East Road/ Tomki Road intersection, will connect the residential areas along West Road with two area schools and, via School Way, the commercial center of Redwood Valley. The West Road bikeway will be constructed in phases, the second phase, a 0.30 mile segment from the Northwestern Pacific Railroad grade crossing to Road M, will augment safer access to and from Eagle Peak Middle School on West Road and, via connections with other bikeways, to the Deep Valley Christian School on Uva Drive.