

# MENDOCINO COUNCIL OF GOVERNMENTS

## Approved MINUTE ORDER

Laytonville Community-Based Transportation Planning Grant Final Plan

**Monday, February 4, 2008**

Ukiah City Council Chambers

**The Mendocino Council of Governments (MCOG) meets as the Board of Directors of:**

Mendocino Regional Transportation Planning Agency (RTPA) and  
Mendocino County Service Authority for Freeway Emergencies (SAFE)

**1. Call to Order / Roll Call .** The meeting was called to order at 1:31 p.m. with Directors Jan Bulinski (PAC), Gjerde, McCowen, Jorgensen, Dahlhoff, and Pinches present; Vice Chair Jorgensen presiding. Director Colfax arrived soon after. One seat is currently vacant (that of countywide elected official).

Staff present: Phil Dow, Executive Director; Janet Orth, Deputy Director for Administration; Loretta Ellard, Assistant Executive Director; and Nephele Barrett, Senior Planner.

**8. Public Hearing: Presentation & Acceptance of Laytonville Community-Based Transportation Planning Grant Final Plan - *Traffic Calming & Downtown Revitalization: Planning for a Livable Community*.** Dow noted recent activity and introduced Alison Pernell of Local Government Commission (LGC) who presented the plan:

Physical site changes have been identified that took place after the planning activities were concluded and that resulted in impacts, such as traffic collision impacts to a downtown building. The plan is “a very good conceptual planning document.” A chapter is devoted to the visioning process with the community. Priorities are identified. The document represents “a broad based community effort” with a diversity of residents, business owners, and others. The document balances agency and community input. This is the first time Laytonville has had such a planning document with this level of input. Chapter 7 discusses design guidelines. Another concrete outcome is the appendix with detailed recommendations for pedestrian and multi-use trails.

*Director Colfax arrived at 1:44 p.m.*

Following the curve alignment project, Laytonville will be eligible next year for a traffic speed study. Pedestrian linkages will remain after County and Caltrans transportation projects are completed, so the plan includes recommendations for closing gaps in pedestrian access. Ms. Pernell thanked MCOG for allowing LGC to be the subrecipient and for providing the local match funds. She expressed pleasure in working on this project, then invited questions.

The plan will be presented to the Board of Supervisors. Director Pinches praised the planning effort. Dow cautioned Laytonville in asking for a speed study, as the results may not be what they have in mind.

The Chair opened the floor to comments from the public.

Randy Dalton, Laytonville resident of 30 years, spoke about impacts to salmon runs and her concern that drainage from Caltrans projects flows into an open ditch that drains into a salmon creek. Siltation problems occur. The high school on Branscomb Road is located in a flood plain. She

expressed concern about earthquake faults, wildflower impacts, and medicinal herbs growing locally. Cumulative long-range impacts are significant. The plan could result in loss of indigenous foot trails. There may be alternatives to the asphalt treatment of trails in the plan, for use by equestrians and pedestrians. What agency is responsible for mitigating impacts? Full environmental impact studies are needed. She felt excluded from the planning process, as she had been told it was too late for input when she attempted to engage in the process. She stated it was not a democratic process.

Director Pinches responded to Ms. Dalton that public meetings have been held for more than ten years in the local Laytonville area that have provided opportunities for participation and input.

Ms. Pernell responded that environmental studies will be done at the appropriate stage in the process as projects are implemented, and that this is only a conceptual plan. There was a limited timeline for this planning project. The plan included use of horses for transportation. Some fish mitigations are included. Various trail treatments were considered as well as maintenance requirements according to findings made by Mendocino County Department of Transportation.

Paulette Hoaglin, member of Cahto Tribe, Laytonville: Walkways have flooded where cement was used. They no longer drain into the ground; instead water stands on the concrete. “Cahto” means marsh land. The reservation consists of much marsh land. Drainage is an important issue. Caution is advised.

Dow emphasized that the plan is conceptual to identify community preferences and priorities. When specific projects are implemented, such issues will be addressed. Also the federal Clean Water Act has addressed drainage issues so that requirements for transportation projects are much more stringent than in the past. Director Pinches commented that pedestrian facilities are meant for the protection and safety of citizens.

Chair Jorgensen asked staff for clarification of this public hearing procedure. Ellard replied, adding that Caltrans has commented on each issue identified in the plan, but has not agreed with all design concepts, according to their own guidelines. The project has taken just over two years to complete.

**A motion was made by McCowen to accept the plan, seconded by Pinches.** Discussion on the motion: Director Gjerde noted the responsible agencies and timelines for answering the questions raised by the public today. **The motion carried unanimously (7 Ayes; 0 Noes; 0 Abstaining; 0 Absent):** IT IS ORDERED that the Laytonville Community-Based Transportation Planning Grant Final Plan “Traffic Calming & Downtown Revitalization: Planning for a Livable Community” is accepted as presented.

**19. Adjournment.** The meeting was adjourned at 5:12 p.m.

Submitted: PHILLIP J. DOW, EXECUTIVE DIRECTOR

By Janet Orth, Deputy Director for Administration