

Appendix C

Public Input Report: South Coast/Greater Point Arena Area

This page intentionally left blank.

INTRODUCTION

Public input on pedestrian needs in the South Coast/Greater Point Arena Area was collected using the following methods:

- In-person during site visits;
- In-person during the June 19 Point Arena workshop;
- Via the online survey from June 8 to August 14, 2018; and
- Via the online interactive map from June 8 to August 14, 2018.

The results of these surveys and interactions are summarized below.

Several methods were used to reach community members and encourage participation in the online surveys and workshops, including:

- MendoPedestrian.org website, available in Spanish and English
- Media releases
- Social media posts
- Radio ads
- Direct emails to local contacts and groups
- Flyers posted throughout the communities
- Flyers passed out at the Point Arena Fourth of July celebration
- An article posted in the Independent Coast Observer newspaper

SITE VISITS AND RESIDENT INTERVIEWS

TrailPeople staff toured all the South Coast communities on June 12 and 20, 2018. They observed and documented walking conditions, formal and informal facilities, and interviewed residents they encountered walking in the communities. Comments were captured in map mark-ups and notes that were considered in documenting existing conditions and potential improvements.



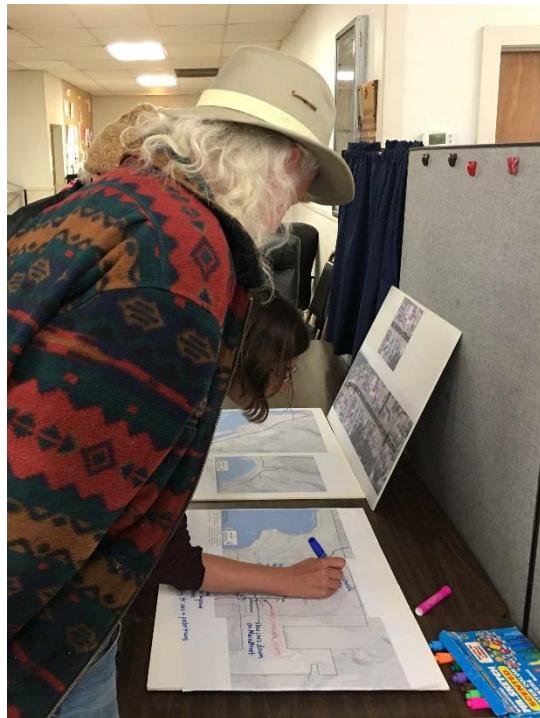
Manchester resident describes concerns.

POINT ARENA WORKSHOP INPUT

On the evening of Tuesday, June 19th, 2018, MCOG, the City of Point Arena, and the consultant team hosted the South Coast Workshop at Point Arena City Hall. Following a presentation of the study objectives, schedule, and process the workshop attendees were invited to give feedback at series of three stations that presented study considerations. A fourth station allowed attendees to complete the online survey and interactive map survey at the workshop. Fifteen members of the public attended the workshop and provided valuable feedback.

Workshop Station 1: Existing Conditions and Pedestrian Needs Maps

Maps were posted that summarized Trail People's inventory of existing conditions and previously-planned or studied walking-related improvements. The aim of presenting the maps was to have the community confirm the conditions and identify any additional pedestrian needs or issues. The maps covered all the south coast communities, but comments were only made on the Pt. Arena and Gualala maps.



Workshop participants provide input

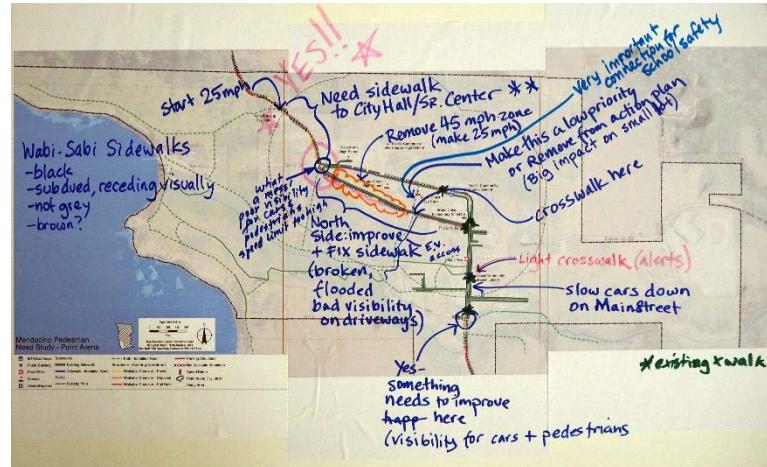
Point Arena Needs Identified:

- Reduce traffic speeds on Main Street,
- Improve Pedestrian connectivity between City Hall/ Senior Center and downtown,
- Improve visibility at various locations, and
- Improve crosswalk in the downtown core with higher visibility treatment.
- School Street needs complete rebuild of old sidewalk – bad/unsafe condition

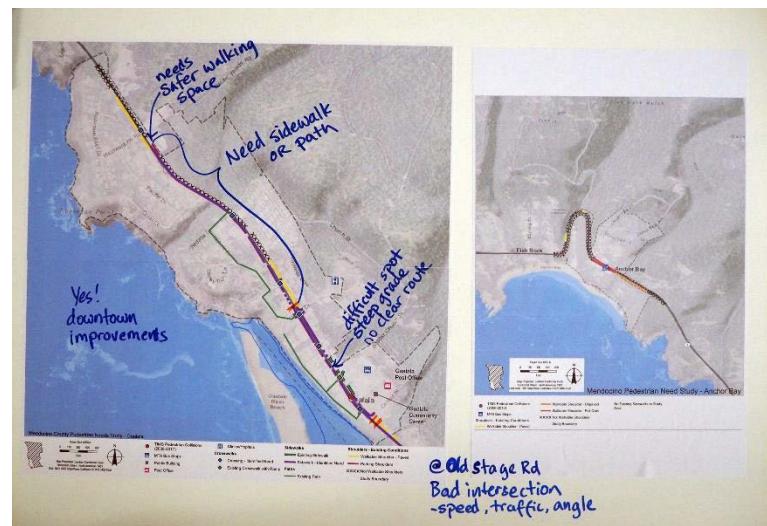
There was strong community preference for making pedestrian connections between the Point Arena-Stornetta Public Lands and downtown/Point Arena cove.

Gualala Needs Identified:

- Need sidewalk or path improvements downtown
- Need path improvements to Old Stage Road at north end of town and safer crossing of Highway 1.
- There is a difficult walking route east side of Highway 1 north of Baptist Church Street where there is steep grade and no clear route.



Workshop participants identified existing conditions and pedestrian needs in Point Arena



Workshop participants identified existing conditions and pedestrian needs in Gualala

Workshop Station 2: Pedestrian Improvements "Toolkit"

Posters showing a range of options for improving facilities and conditions for walking (excerpted from the Draft Existing Conditions Report) were presented to workshop participants. Participants were each given three sticky dots to use as "votes" for the preferred improvements.

The vote tally indicated the most and least preferred improvement options, as summarized below. Other popular improvements included the use of pedestrian crossing signs to indicate to vehicles that pedestrians may be crossing in an area, wayfinding signs, traffic enforcement and education, and pedestrian improvements around the school as indicated in the Point Arena Community Action Plan.

Table 1: Toolkit Vote Tally

Toolkit Vote Tally

Roadway Crossings

- 3 – Pedestrian Crossing Signs
- 2 – In crossing signs
- 1 – Yellow pedestrian symbol signs

- 2 – In-pavement flashers

Pedestrian Spaces/Walkways

- 2 – Shared shoulder
- 2 – Colored/textured shoulder

- 2 – Sidewalk

- 1 – Shared roadway

- 1 – Informal or unpaved path

Other Improvements

- 9 – Pedestrian Connections from Stornetta lands to downtown and cove

- 3 – Wayfinding

- 3 – Enforcement/education

- 3 – School improvements per Point Arena Community Action Plan

- 2 – Street trees

- 1 – Green drainage



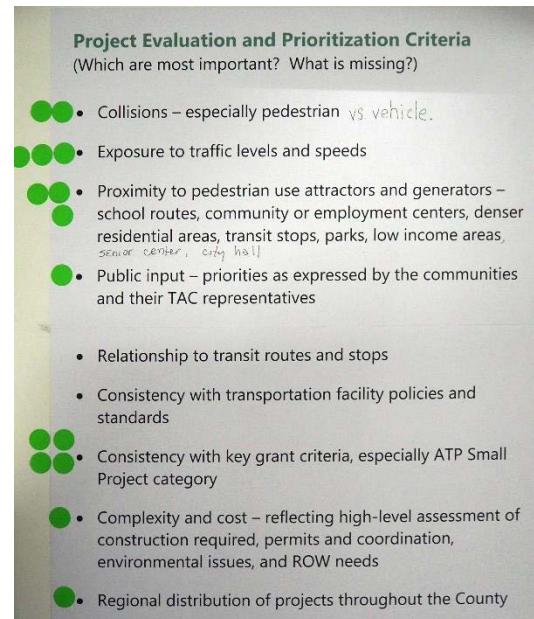
Dot voting on Pedestrian Improvements "Toolkit" options

Workshop Station 3: Evaluation Criteria

Participants were invited to “vote” with 3 green sticky dots on a poster listing a series of criteria for evaluating and prioritizing projects. Criteria were prioritized as shown in the table below. The highest priority criteria were factors of safety in traffic in proximity to major walking destinations. This is consistent with the scoring criteria for the state’s Active Transportation Program (ATP) grants, which are the major source of funding for pedestrian improvements.

Table 2: Criteria Vote Tally

Criteria	# Votes
Collisions – especially pedestrian	2
Exposure to traffic levels and speeds	3
Proximity to pedestrian use attractors and generators – school routes, community or employment centers, denser residential areas, transit stops, parks, low income areas	3
Public input – priorities as expressed by the communities and their TAC representatives	1
Relationship to transit routes and stops	0
Consistency with transportation facility policies and standards	
Consistency with key grant criteria, especially ATP Small Project category	4
Complexity and cost – reflecting high-level assessment of construction required, permits and coordination, environmental issues, and ROW needs	1
Regional distribution of projects throughout the County	1



Dot voting on Evaluation Criteria

ONLINE SURVEY

A total of 121 people responded to the 11-question online survey of pedestrian needs; 120 responses were in English and one in Spanish. Some highlights from the data:

- The majority of respondents are residents of the South Coast (90%), are over 50 years of age (85%), and have no school-aged kids at home (85%).
- Nearly half of respondents indicated that someone in their household walked to destinations most days of the week (21.4%) or a few times per week (21.4%).
- Most common destinations – by any mode of travel – include public services such as the post office, community center or offices; work; or restaurants, bars and shopping.
- Safety concerns were cited as the overwhelming barrier to walking on the South Coast.
 - Over 2/3 of respondents (67.9%) indicated that the lack of walking space of sidewalks discouraged them from walking.
 - Almost half of respondents (45.5%) indicated that traffic volumes or speeds discouraged walking.
 - Weather, health/disability, and other safety threats were also listed as reasons people chose not to walk.
- Over half of survey respondents gave the following reasons for wanting to improve conditions for walking:
 - improve recreation and enjoyment (75.8%);
 - improve health (69.2%); and
 - improve access for people without cars (61.7%)
- There is broad support for pedestrian improvements on the South Coast.
 - Over half of respondents support paved paths separated from the roads (64.4%), more marked or protected shoulders (61.9%), and more sidewalks (56.8%). Repairing broken sidewalks (42.4%) and adding more crosswalks (30.5%) were also identified as desirable improvements.

Online Survey Questions and Responses

A complete summary of the Pedestrian Needs Survey and the responses is included below.

Welcome Screen

The welcome screen for the survey provided background information and links to the interactive map survey and the project website.

Mendo Pedestrian Needs Survey - South Coast

Welcome to the Greater Point Arena/South Coast Area Pedestrian Needs Survey!

Our goal is to hear from people who live, work, or play in the Greater Point Arena and South Coast areas of Mendocino County, California. We want to hear about your transportation-related activities, ideas, and concerns - especially as related to walking!

This survey is focused on the Greater Point Arena/South Coast area of Mendocino County. In a few months we will be asking for information related to the Inland and North Coast areas of Mendocino County. Keep your eyes open for more on that!

When you're done, head over to the companion interactive map survey at <https://mcog.mysocialpinpoint.com/pedestrianneedsstudy/#/>. There, you can drop pins to tell us exactly where improvements need to be made!

Ultimately, the results from both surveys will be used to develop an Engineered Feasibility Study for walking throughout Mendocino County. More information can be found at www.mendopedestrian.org

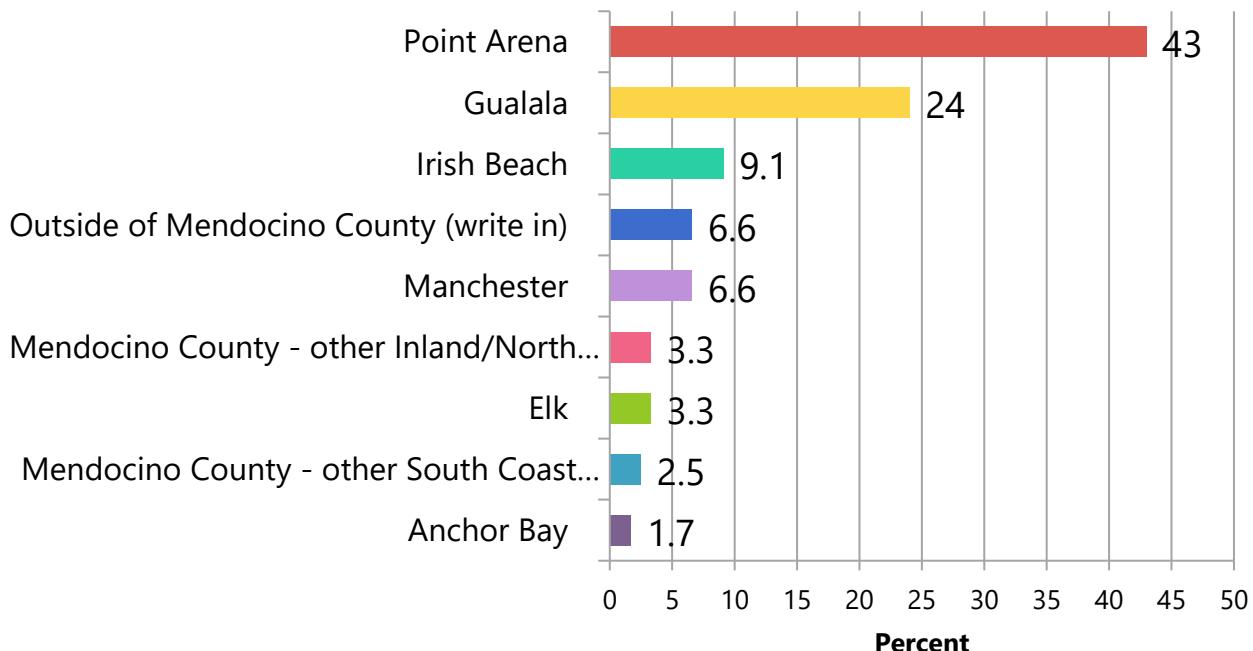
The survey has 11 questions and should take less than 5 minutes to complete.

Para responder a esta encuesta en español, [haga clic aquí](#).



Question 1 – Where do you live?

Q1: Where do you live?



Q1: Where do you live? (write-in responses)

"Other South Coast Area" Responses	"Other Inland/North Coast Area" Responses	"Outside of Mendocino County" Responses
5 Miles South of Elk Buckridge iversen road	Fort Bragg North of Fort Bragg Point Arena Ukiah	The Sea Ranch Eureka

Question 2 – Destinations

Q2: From the South Coast community where you live, work, or stay, where do you go and how often do you go there?

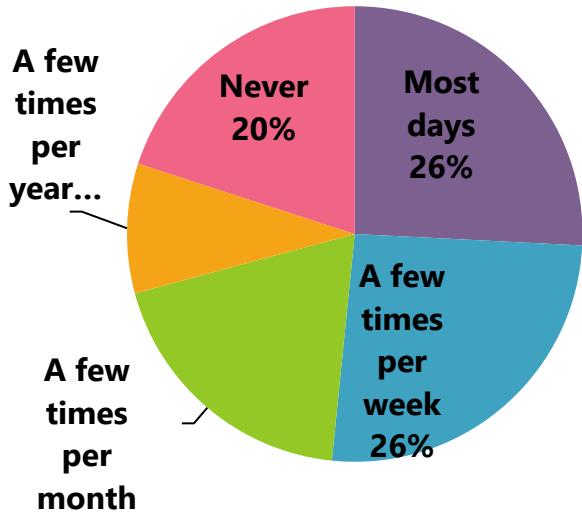
	Most days	A few times per week	A few times per month	A few times per year	Never	Total Responses Tabulation
a) Restaurants/ Bars/Shopping	35.3%	32.8%	25.0%	6.0%	0.9%	116
b) Work	35.6%	14.4%	9.6%	2.9%	37.5%	104
c) School	8.2%	3.1%	8.2%	10.2%	70.4%	98
d) Public services – post office, community center, offices	40.2%	35.9%	14.5%	6.0%	3.4%	117
e) Health facilities – hospital, clinics, medical offices	0.9%	1.8%	23.4%	62.2%	11.7%	111
f) Parks/Beaches/Natural areas	20.7%	40.5%	21.6%	16.4%	0.9%	116
g) Larger communities for shopping/services/work/etc.	3.7%	14.7%	56.9%	22.0%	2.8%	109
Total "Other":	35.7%	35.7%	21.4%	7.1%		14
Total Frequency	21.4%	21.4%	22.9%	17.8%	16.5%	117

Q2: Where do you go? (write-in responses)

Most days:	A few times per week:	A few times per month:
Gualala downtown core and only crosswalk Running hikes/walking General Exercise, Personal Enjoyment around the block volunteer activities, gym, meetings with friends, trainer, aerobics, etc.	Grocery Shopping in Town Santa Rosa Visit friends Visit friends and neighbors Volunteer work	Other communities to explore Fort Bragg Santa Rosa A few times per year: arts center

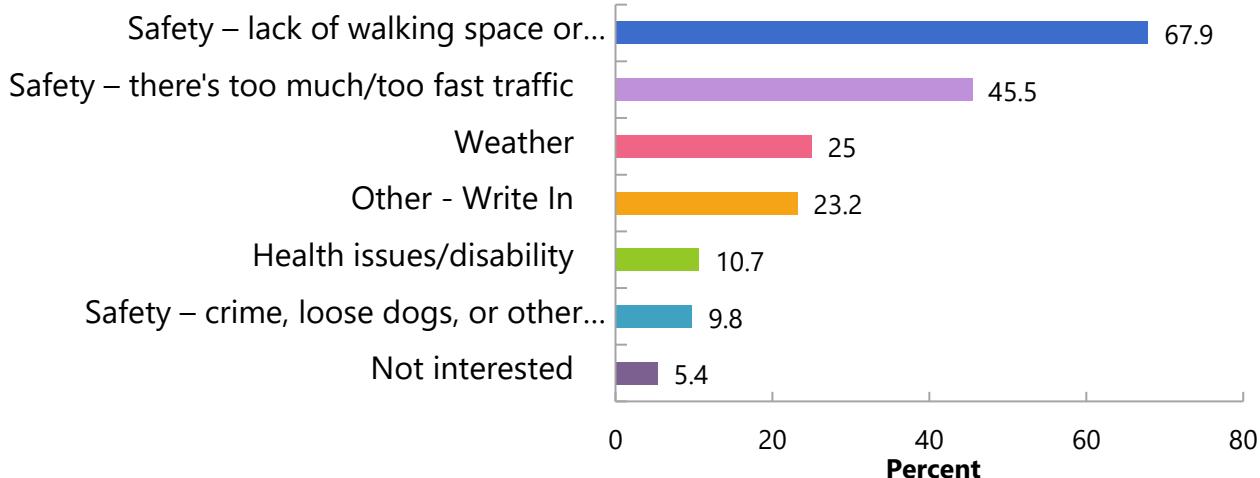
Question 3 – Frequency of walking?

Q3: How often do you, or anyone else in your household, walk to any of your destinations?



Question 4 – Barriers to walking?

Q4: What discourages you from walking near where you live, stay, or work?



Q4: What discourages you from walking...? (write-in responses)

Destination is too far to walk	Too far from where we live to anything	I live on School Street in Point Arena, which is identified as having a sidewalk along the main residential section, but it is old and deteriorated, with many hazards and unsafe conditions all along its length. It also does not continue past the CALFIRE station to access the City Hall and Coastal Senior Center at the north end of town. Walking the road shoulder to those organizations, which I do several times a week, is downright scary!
Distance from home	time constraints	
Living on a ridge and walking uphill is not realistic.	We live too far to reasonably walk to our destinations	
Hills	Steep road	
I drive to town then walk	Would need a bike lane on Highway 1	
Lack of vehicle speed enforcement	We live on hwy1 no walk space	
Too far	Weather and no sidewalks...rain isn't good when there's no sidewalk; I'd walk more often with good sidewalks in Gualala!!!	
Nothing discourages – walk space is available – but can be improved	too far	
not enough sidewalks	Distance is too great between destinations	
uneven sidewalks	live too far out of town. Ride my bike in occasionally.	
There are [no] sidewalk in Gualala.	distance and topography	
i don't live in town, so i have to drive, then walk		

Question 5 – How do you get around?

Q5: How do you usually get around the South Coast?

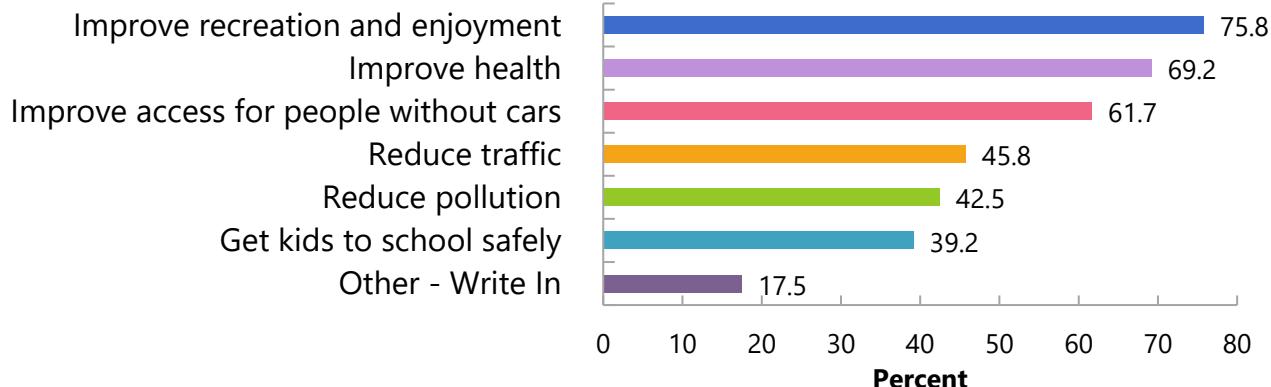
	Usually	Sometimes	Never	Total Responses Tabulation
a) Drive car/motorcycle (or get driven)	91.7%	8.3%		120
b) Use paratransit service (ie. ADA Dial-A-Ride)		3.7%	96.3%	81
c) Ride an MTA Bus	1.2%	33.3%	65.5%	84
d) Bicycle	7.1%	36.5%	56.5%	85
e) Walk	27.0%	60.0%	13.0%	100

Q5: How do you usually get around the South Coast? (write-in responses)

Usually:	Sometimes:	Never:
Drive		
Vehicle	Walk around in downtown Pt. Arena or Gualala after driving to town.	
Walk in town	Wheelchair to town	
power wheelchair	School bus	Horseback (the form would not let me uncheck button)

Question 6 – Reasons to improve walking?

Q6: What are the most important reasons to make it easier to walk in Mendocino County?

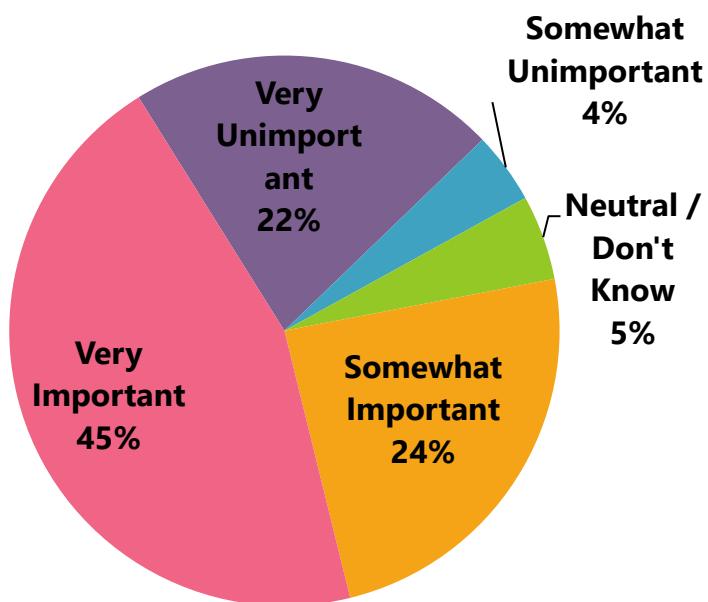


Q6: Reasons to improve walking (write-in responses)

Safety	Pedestrian Safety	Safety! No bike lanes make things dangerous on the roadway here. People trying to pass bicyclers go into on coming traffic to pass them. Happens every day here. Happened to me twice just yesterday. Not expecting on coming car to jump in my lane to pass bicycles
Attract tourism	none	
Walk/bike to services	emergencies	
Improve quality of life.	General safety.	
In one South Coast area we are very rural almost have to drive everywhere only need for walking is for recreation or exercising Our county roads are in horrible shape	Reduce impact of cars...parking dilemmas, public safety of pedestrians having no plotted route from place to place, easier access to shops away from the "hub".	
Make walking more inviting for many reasons	walking is the most fun and social experience	Seeing more of what the community has to offer
lack of pedestrian walkways in Elk makes it highly dangerous two walk along Hwy 1 in downtown	Improve visibility, especially highway areas need to be made more conducive to foot and bicycle traffic.	Improve safety!!! Improve social interaction by walking around town more.
Improve foot traffic for coastal businesses	Clean the side of the road	save money; save resources

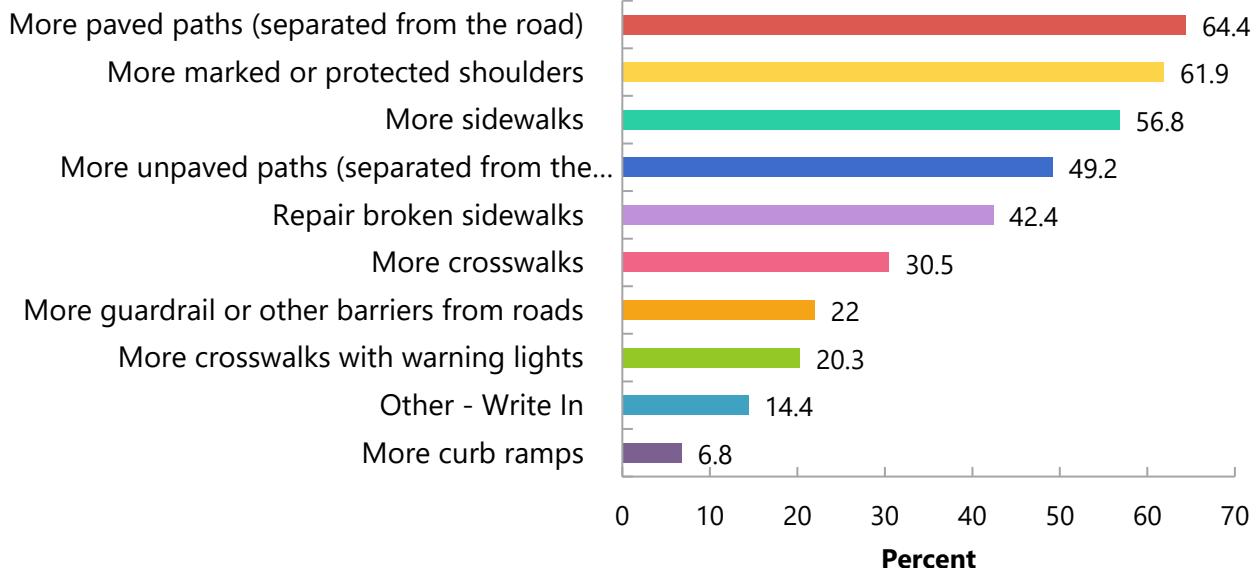
Question 7 – Importance of walking?

Q7: How important is it for people to be able to walk where they are going, instead of driving?



Question 8 – What improvements are needed?

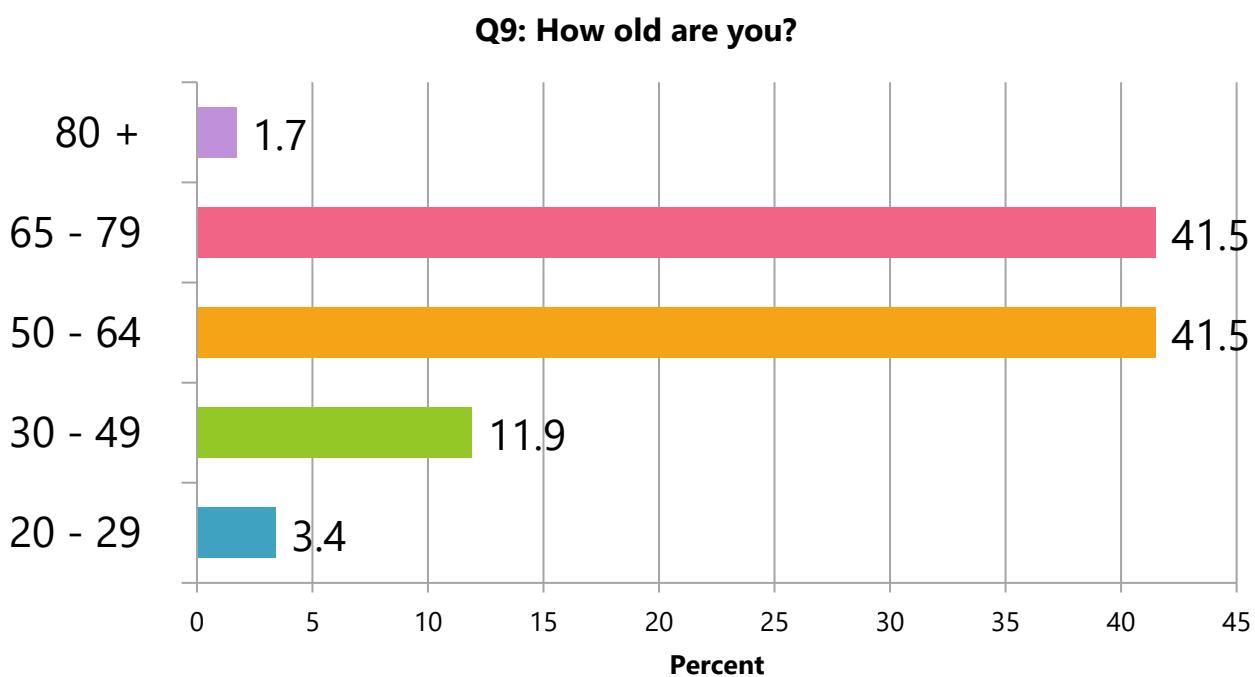
Q8. What type of improvements are most needed in your area?



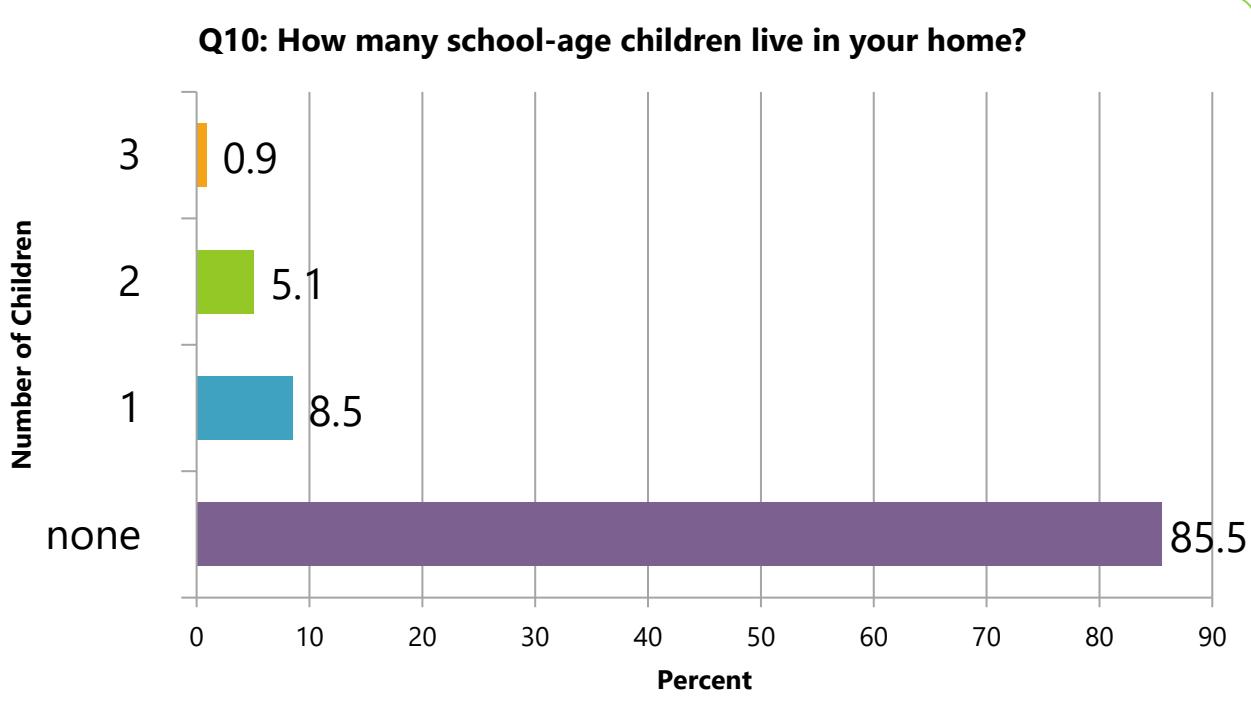
Q7: What improvements are needed? (write-in responses)

Bike lanes! Big problem here.	clean up gravel and dirt on walking areas	More Parking! to allow for walking
Bike paths/walk paths	Improved roads	Better traffic routing downtown - entry and egress onto Highway 1 is hazardous
More bike lanes	turn lanes	
More traffic enforcement	sidewalks in Gualala	
remove parked cars from Highway One	From purely Irish Beach view need safe walking/biking path 4 miles to Manchester for PO and S&B General Store.	More road curbs. Bicycle lanes. A blinking light pedestrian crossing where people cross the most downtown!
safe way to walk to post office, school and store in Manchester.	need Gualala Streetscape	
sidewalk from Manchester school to S&B market		

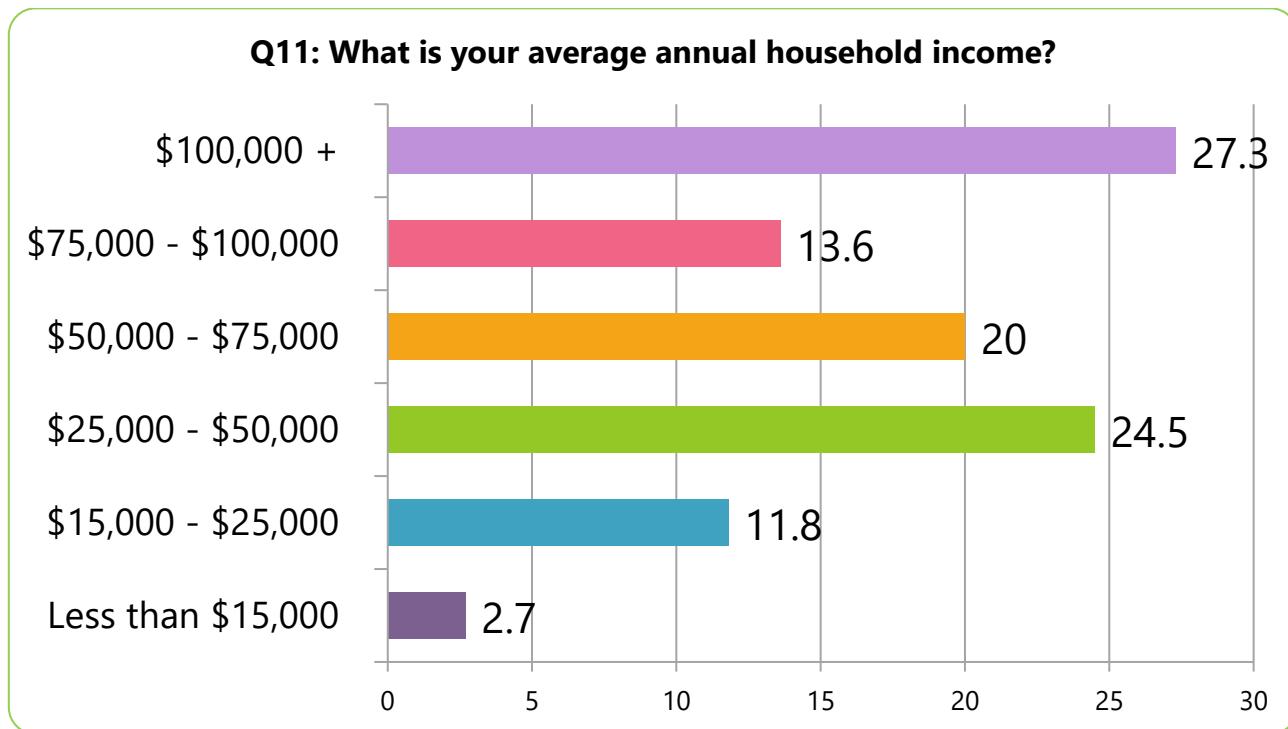
Question 9 – Age



Question 10 – Children



Question 11 – Income



INTERACTIVE MAP RESULTS

A map of the south coast study area was posted on line and linked to the project web site. Participants could choose from a list of pedestrian improvement types and "drop a pin" at chosen locations on the map and provide comments. A total of 38 comments were received from 15 individuals (some commented multiple times).

The following maps and tables show the location and content of the comments.

Specific recommendations generated through the existing conditions maps as well as the online interactive map survey will be considered in the Engineered Feasibility Study of pedestrian needs.



Figure 1: Map Comments – Point Arena Area

Table 3: Comments - Pt. Arena Area

Location	Comment
1	Need safe pedestrian access to City Hall, and the Coastal Seniors Center at the north end of School Street. Many seniors would like to walk to lunch on a sunny day, but the lack of safe footing and hazardous traffic makes it dangerous for them.
2	A trail is needed from the cove to the north bluff top of the Natl. Mon. lands. This would require stairs in some places. In the past the hotel owner has stated willingness to allow public access for this purpose.
3	The sidewalk stops - 200 feet further on the other side of the street is the City Hall, Seniors Center and main gateway to the National Monument. There's no sidewalk and not much shoulder on the west side of Highway 1. There should be a walker-friendly way to link the city's sideway system to the City Hall/Vets Building.
4	Make a trail down "Devils Cutoff" (Hwy 1 to Port Rd.). The city owns this right of way & it would make a great walking trail.
5	The intersections of School Street with Lake Street have been improved, but the sidewalk along the north side of School Street is old, dilapidated, and hazardous. It could use a total re-build. Additionally, it needs to be extended all the way to the north to access City Hall and the Coastal Senior Center, and the Coastal National Monument hiking trails. There are also school children that use this sidewalk to get to both the schools. Especially difficult to use in wet winter weather- ponding.
6	Regarding the existing Pedestrian Path along Port Road: some widening of the pathway (road shoulder) would be a good idea. Over the past year, there has been a significant increase in speeding cars along Port Road. Some local parents have noted that they can no longer walk their children, some in strollers, along the pathway due to fear of being hit by cars (apparently driven by locals as the same cars/drivers have been seen speeding). Unfortunate as this is the only access to Arena Cove.
7	Walking path to the Port/Wharf. Others have already talked about this. This city asset is missing a big feature - a walking path from town all the way to the port that is clearly labeled as such for visitors with nice signage. Locals know you can walk from the Theater/Outback down to Port road - visitors have no idea we have this nice path.
8	There is an existing path (used to be chip sealed) from Main Street downtown to Port Road running through the city park, but it gets impassable in the winter behind the Village Apartments due to standing water and mud. A bit of fill to raise the grade of the path in there would help a lot. This is the most direct path from downtown to Arena Cove.
9	Need sidewalk or path along Riverside Drive.
10	Lighted markers for crosswalks.
11	Sidewalks along portions of Mill St. are in horrible disrepair. Portions of the north sidewalk are elevated 3+ feet above the street and have water flowing over them in the winter, making it very slippery. Portions of south sidewalks are below the road gutters and water flows over them also creating a hazard.
12	Sidewalk or path with signage to the two businesses south over Iverson on the west side of the highway. Where the sidewalk stops, people stop walking.
13	A path up through the "bobsled run" and south along Highway 1, to allow people to walk from downtown to the new Pelican Bluffs coastal access. Ideally also make this accessible for bikes - there are MANY tourists who bike south along 1 and this little section is treacherous.
14	Not enough walking space from our house to Point Arena
15	Create a new pedestrian trail along the west side of CA 1 to connect Point Arena to the Pelican Bluffs trails and property.



Figure 2: Map comments – Schooner Gulch Area; south of Point Arena

Table 4: Schooner Gulch Area Comments

Location	Comment
16	<i>Schooner Gulch is a popular state beach access with inadequate parking and hazardous access off of CA 1. Horizontal and vertical curves on both northbound and southbound approaches to the beach access make posted speeds dangerous to motorists, bicyclists, and pedestrians. A posted 25 mph limit and some appropriate form of crossing protection should be provided to improve safety for all travelers.</i>
17	<i>Path for walking along highway 1 around blind curve, to Schooner Gulch beach.</i>



Figure 3: Map Comments - Manchester Area

Table 5: Manchester Area Map Comments

Location	Comment
18	<i>Some kind of widening of road for walking or bikes between Irish Beach and Manchester where the post office and market are. Perhaps use public land (State Park) for an off-road portion in some places.</i>
19	<i>New sidewalk needed on Kinney Road, and up Hwy 1 to Post Office and Market, to encourage campers/visitors and locals to walk/bike safely around Manchester and out to the beach.</i> <i>People seriously speed down Kinney Road and there needs to be a safe sidewalk and speed bumps, as there is often children and/or wildlife on the road.</i>
20	<i>Walkway on side of the road between S&B Market in Manchester and Kinney Road to the North. There's both a KOA and State Park campground on Kinney Road. I see people walking all the time to the store. Very dangerous. A perfect place for a walking/ bike path at the side of the road.</i>
21	<i>Sidewalk between S & B Market and the Manchester School. This has supposedly been in the works but without any action.</i>
22	<i>Walking bridge over the Garcia River on Windy Hollow</i>
23	<i>Miners Hole Road - at the end is access to the Stornetta Lands and onto the Lighthouse and even all the way to Point Arena. Also access to the Garcia River. The trouble is the road/trail is totally overgrown and almost impossible to get to the end. It would make a great walking route and help promote the area as a destination plus a great route for locals that like to walk.</i>
24	<i>Walking trail on the west side of Highway 1 from Point Arena City Hall to Lighthouse Road. Flat and straight - perfect for walking and jogging and would serve many tourists staying at the Lighthouse Pointe Resort. Also makes for a nice roundtrip for people parking at City Hall and entering the Stornetta Public Lands.</i>

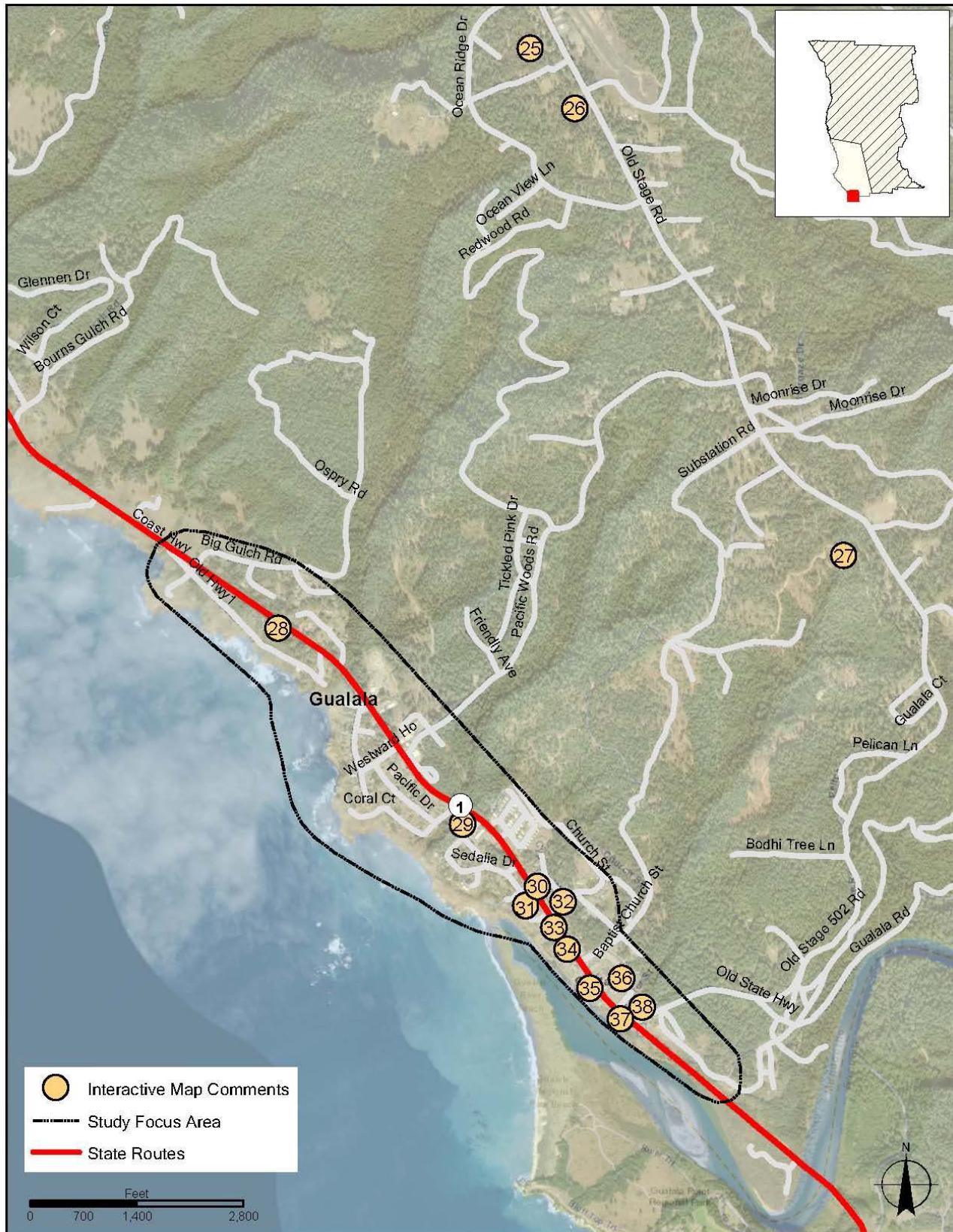


Figure 4: Map Comments - Gualala Area

Table 6: Gualala Area Map Comments

Location	Comment
25	<i>New walking pathways or sidewalks on both sides of Old Stage Road between the north and south intersections of Ocean Ridge Drive are needed to provide a safe route for pedestrian travel and encourage pedestrian access to Bower Park. This route is already heavily used by residents and visitors in the neighborhood, and would improve safety along a heavily travelled arterial roadway with mixed vehicular traffic.</i>
26	<i>Bower Park is a heavily used multi-purpose neighborhood facility with active and passive recreation features for all ages. There is virtually no formal pedestrian or bicycle access to this park, which fronts on Old Stage Road, a busy arterial street. The county has installed 25 mph signs on approach to the park, yet vehicle speeds regularly exceed the posted limit. Pedestrian access along Old Stage is limited by poor drainage, vegetation, and driveways, forcing encroachment into travel lanes.</i>
27	<i>Old State Highway, Old Stage Road, Iversen Road, Ten Mile Cutoff, Eureka Hill Road, and Riverside Drive is a parallel route to CA 1 between Gualala and Point Arena. This is an efficient, attractive, and less congested route for bicyclists than the coastal highway. This route would also provide a link in the Coastal Trail, where assembling right-of-way would be less difficult and expensive than on the coast. This route is suited to designated trail and bicycle lanes (with added paved section).</i>
28	<i>This section of Highway 1 needs a shoulder or alternate route for pedestrians and cyclists. It is extremely hazardous due to both the lack of shoulders and the rise in the road that makes it hazardous for drivers to give pedestrians and cyclists room when passing.</i>
29	<i>Areas of new sidewalk or path needed to connect businesses such as the Vet clinic, the Sea Trader, and the Elaine Jacobs Center with downtown Gualala.</i>
30	<i>There is ongoing and excessively dangerous both-directions speeding on Hwy 1 between the northern end of town (at Bakerstown) and Ocean Drive. Cars and motorcycles accelerate significantly when going North from the Ocean Drive area with corresponding noise, especially from motorcycles. Speeds are commonly greater than double the posted 25MPH. For pedestrians (including my wife, children, and grandchildren) this is a Significant Safety Issue!</i>
31	<i>No available sidewalk/path or shoulders north of Ocean Drive SH 1. The residents in the mobile home park have developed a path out the side of the park to stay off of SH 1 to access the town center and the Cypress Village.</i>
	<i>Caltrans has been requested to study SH 1 north of Ocean Drive to reduce speed to the posted limit and install sign/markings or interactive speed limit signs as needed. Response has been that Caltrans sets the speed limit based on a speed survey. Speed limit is O.K..</i>
32	<i>Need sidewalks on both sides of Hwy 1 through Gualala.</i>
33	<i>Center on the west side of SH 1 has recently built an access from street level. No controlled means to cross from the east side of SH 1 to access it. Centers are on both sides of SH 1</i>
34	<i>The west side of Hwy. 1 through Gualala from Ocean Dr. to Breakers Inn at the south end of town, has long needed a sidewalk/pathway for safer and defined walking. Additional crosswalks, bike lanes and also a continuous walkway on the</i>

	<i>east side of Hwy. 1 along that stretch should be implemented. The refined Gualala Streetscape Plan describes a comprehensive and complete process which would best suit the Gualala community.</i>
35	<i>We need sidewalks all along the highway in Gualala!! Also Bike lanes!!</i>
36	<i>Traffic in the center of Gualala on Hwy 1 needs to be slowed down with a second cross-walk north or south of the existing one near the Surf Mkt. Or have a meandering one inside the Sundstrom Mall to slow down the horrible driving pattern within the mall area. In addition, a cross-walk near the new Post Office would help. I have drawn up a proposed parking/enter/exit map for the Sundstrom Mall area in case anyone is interested. Linda Weinstein</i>
37	<i>No path or sidewalk to walk/bicycle to the Art's Center off of Old Stage Road</i>
38	<i>Pedestrian and bicycle access needed from CA 1 to/from the Gualala Arts Center on Gualala Road.</i>