



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

01-Ukiah-1

Auto populated

**Total ATP Funds Requested:**

\$ 1,831

(in 1000s)

Auto populated

**Important:** Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

**Part A: General Project Information**

**Part B: Narrative Questions**

**Part C: Application Attachments**

### Application Part A: General Project Information

**Implementing Agency:** This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

**IMPLEMENTING AGENCY'S NAME:**

Ukiah

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

300 Seminary Avenue

Ukiah

CA

95482

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Ben Kageyama

**CONTACT PERSON'S TITLE:**

Senior Civil Engineer

**CONTACT PERSON'S PHONE NUMBER:**

(707)463-6284

**CONTACT PERSON'S EMAIL ADDRESS :**

bkageyama@cityofukiah.com



**Project Partnering Agency:** Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

*(The Grant Writer's or Preparer's information should not be provided)*

**PROJECT PARTNERING AGENCY'S NAME:**

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

		CA	
--	--	----	--

**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

**CONTACT PERSON'S TITLE:**

**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MS number

01-5049R

Implementing Agency's State Caltrans MS number

00059S

\* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

**PROJECT NAME:** (To be used in the CTC project list)

**Application Number:**  **out of**  **Applications**

**PROJECT DESCRIPTION:** (Max of 250 Characters)

**PROJECT LOCATION:** (Max of 250 Characters)



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way?  Yes  No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 39.144400 /long. 123.202800

Congressional District(s):

State Senate District(s):    State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

**ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)**

**ESTIMATION OF ACTIVE TRANSPORTATION USERS**

Existing Counts:	Pedestrians	<u>389</u>	Bicyclists	<u>111</u>
One Year Projection:	Pedestrians	<u>397</u>	Bicyclists	<u>113</u>
Five Year Projection:	Pedestrians	<u>700</u>	Bicyclists	<u>139</u>

**BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)**

Bicycle: Class I  Class II  Class III  Other \_\_\_\_\_

Pedestrian: Sidewalk  Crossing  Other \_\_\_\_\_

Multiuse Trails/Paths: Meets "Class I" Design Standards  Other \_\_\_\_\_

**DISADVANTAGED COMMUNITIES**

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria:  Yes  No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income  Yes  No CalEnvioScreen  Yes  No

Student Meals  Yes  No Local Criteria  Yes  No

Is the majority of the project physically located within the limits of a Disadvantaged Community:  Yes  No

**CORPS**

Does the agency intend to utilize the Corps:  Yes  No



**PROJECT TYPE** (Check only one: I, NI or I/NI)

**Infrastructure (I)**       **OR Non-Infrastructure (NI)**       **OR Combination (N/NI)**

“Plan” applications to show as NI only

**Development of a Plan in a Disadvantaged Community:**       Yes       No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

**Indicate any of the following plans that your agency currently has:** (Check all that apply)

Bicycle Plan       Pedestrian Plan       Safe Routes to School Plan       Active Transportation Plan

**PROJECT SUB-TYPE** (check all Project Sub-Types that apply):

- Bicycle Transportation**      % of Project 50.0 % (ped + bike must = 100%)
- Pedestrian Transportation**      % of Project 50.0 %
- Safe Routes to School**      (Also fill out Bicycle and Pedestrian Sub-Type information above)

**How many schools does the project impact/serve:** \_\_\_\_\_

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: \_\_\_\_\_  
 School address: \_\_\_\_\_  
 District name: \_\_\_\_\_  
 District address: \_\_\_\_\_  
 Co.-Dist.-School Code: \_\_\_\_\_

School type (K-8 or 9-12 or Both)  Project improvements maximum distance from school \_\_\_\_\_ mile

Total student enrollment: \_\_\_\_\_  
 % of students that currently walk or bike to school% \_\_\_\_\_ %  
 Approx. # of students living along route proposed for improvement: \_\_\_\_\_  
 Percentage of students eligible for free or reduced meal programs \*\* \_\_\_\_\_ %

\*\*Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

*A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.*



**Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

**For all trails projects:**

Do you feel a portion of your project is eligible for federal Recreational Trail funding?  Yes  No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: \_\_\_\_\_

If yes, estimate the % of the total project costs that serve “transportation” uses? \_\_\_\_\_ %

Applicants intending to pursue “Recreational Trails Program funding” **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

**PROJECT STATUS and EXPECTED DELIVERY SCHEDULE**

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “ \* ” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
<b>CTC - PA&amp;ED Allocation:</b>	_____		8/1/16
* CEQA Environmental Clearance:	_____		10/1/16
* NEPA Environmental Clearance:	_____		10/1/16
<b>CTC - PS&amp;E Allocation:</b>	_____		11/1/16
<b>CTC - Right of Way Allocation:</b>	_____		1/1/17
* Right of Way Clearance & Permits:	_____		2/1/17
Final/Stamped PS&E package:	_____		4/1/17
* <b>CTC - Construction Allocation:</b>	_____		7/1/17
* Construction Complete:	_____		9/1/17
* Submittal of “Final Report”	_____		10/1/17

**PROJECT FUNDING** (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**ATP funds being requested for this application/project by project delivery phase:**

ATP funds for PA&D:	\$74	
ATP funds for PS&E:	\$198	
ATP funds for Right of Way:	\$25	
ATP funds for Construction:	\$1,534	
ATP funds for Non-Infrastructure:		<i>(All NI funding is allocated in a project's Construction Phase)</i>
<b>Total ATP funds being requested for this application/project:</b>		<b>\$1,831</b>

**Local funds leveraging or matching the ATP funds:** \$19

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**Additional Local funds that are 'non-participating' for ATP:**

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

**TOTAL PROJECT FUNDS:** \$1,850

**ATP - FUNDING TYPE REQUESTED:**

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

**Do you believe your project warrants receiving state-only funding?**  Yes  No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

**ATP PROJECT PROGRAMMING REQUEST (PPR):** In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



# **ACTIVE TRANSPORTATION PROGRAM - CYCLE 2**

## **Part B: Narrative Questions** (Application Screening/Scoring)

**Project unique application No.: 01-Ukiah-1**

**Implementing Agency's Name: City of Ukiah**

**Important:**

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

## **Table of Contents**

<b>Screening Criteria</b>	<b>Page: 2</b>
<b>Narrative Question #1</b>	<b>Page: 4</b>
<b>Narrative Question #2</b>	<b>Page: 15</b>
<b>Narrative Question #3</b>	<b>Page: 22</b>
<b>Narrative Question #4</b>	<b>Page: 26</b>
<b>Narrative Question #5</b>	<b>Page: 28</b>
<b>Narrative Question #6</b>	<b>Page: 31</b>
<b>Narrative Question #7</b>	<b>Page: 33</b>
<b>Narrative Question #8</b>	<b>Page: 34</b>
<b>Narrative Question #9</b>	<b>Page: 35</b>



## **Part B: Narrative Questions** **Detailed Instructions for: Screening Criteria**

**The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.**

**1. Demonstrated fiscal needs of the applicant:**

The City of Ukiah is currently completing the construction of the Northwestern Pacific (NWP) Rail Trail Phase 1. Though the trail is not yet officially open, the trail is already being used by the public with overwhelmingly positive feedback, enthusiasm, and support. Ukiah is a disadvantaged community and has been in especially poor financial condition over the last ten years. Maintenance has been deferred on streets and other infrastructure (pavement condition index of city streets dropped from 70 to 41 during the period from 2005 to 2015). The Phase 1 NWP Rail Trail would not have been possible without the funding provided by a Bicycle Transportation Account grant. Likewise, the next extension of the trail will not be possible without an ATP grant (as there is currently no identified funding source), despite the demonstrated need for this facility and high level of community support.

**2. Consistency with Regional Plan.**

The NWP Rail Trail perfectly addresses the stated goals of the Mendocino County Regional Transportation Plan (adopted on September 19, 2011) by providing a safe, and efficient bicycle and pedestrian path within the existing railroad right-of-way through central Ukiah, directly linking key centers of activity, and greatly improving bicycle and pedestrian circulation throughout the City. The Non-Motorized Transportation Goals and Objectives and other applicable highlighted sections of the RTP are included in Attachment I-SC. Objectives within the RTP addressed by this project include (with RTP page number):

- Providing a non-motorized transportation network that offers a feasible alternative to vehicular travel (page 26);



- Encouraging healthier lifestyles through increased walking and biking (page 26);
- Improving property values and strengthening local economies through more accessible commercial and residential areas (page 26);
- Investing in projects that help to reduce greenhouse gas emissions (page 21);
- Incorporating bicycle and pedestrian improvements (such as new crosswalks with pedestrian refuge islands) as part of “complete streets”(pages 22 and 23);
- Improving accessibility to services, employment, and housing to residents of all income levels (page 22); and
- Including safety measures for travelers of all modes, such as fencing and security lighting (page 23 and 24).

The trail can readily be extended north and south beyond the city limits through Ukiah and Redwood Valleys, lessening dependence on vehicular travel, encouraging healthier lifestyles through increased walking and biking, improving property values and strengthening the local economies.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #1**

#### **QUESTION #1**

**POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)**

**A. Describe the following:**

**-Current and projected types and numbers/rates of users. (12 points max.)**

Ukiah is uniquely suited to benefit from this trail due to its compact size (3 miles long by 1½ miles wide), level terrain, and ideal climate for walking and biking. As the proposed trail runs through the center of Ukiah, 42.8% of the City will be within ½ mile of the Phase 1 and 2 trail, which includes most all of the City's densely populated areas and activity centers, making the trail ideally situated for short walking trips. With 77.5% of the City within 1 mile of the trail, bicyclists can easily access the trail from anywhere within the City limits. Given this and the currently low number of non-motorized trips in Ukiah, the potential for increased bicycle and pedestrian travel is enormous when barriers to non-motorized travel can be eliminated or reduced. See Figure 1, Influence Area Map, on Page 5.

The City of Ukiah is currently completing the construction of the Northwestern Pacific (NWP) Rail Trail Phase 1, from Clara Avenue to Gobbi Street. Highlighting the need for a paved multi-use trail, though the trail is not yet officially open, the trail is already being used by the public with overwhelmingly positive feedback, enthusiasm, and support.

Expected users of the trail include commuters, students, as well as those making trips for various retail and service needs. The trail will also be used recreationally by walkers and bicyclists. Bicycle and pedestrian counts were taken at key points along alternative street routes to the Phase 2 alignment, as well as along the Phase 1 trail, which



### Proposed NWP Rail Trail - Influence Area Map

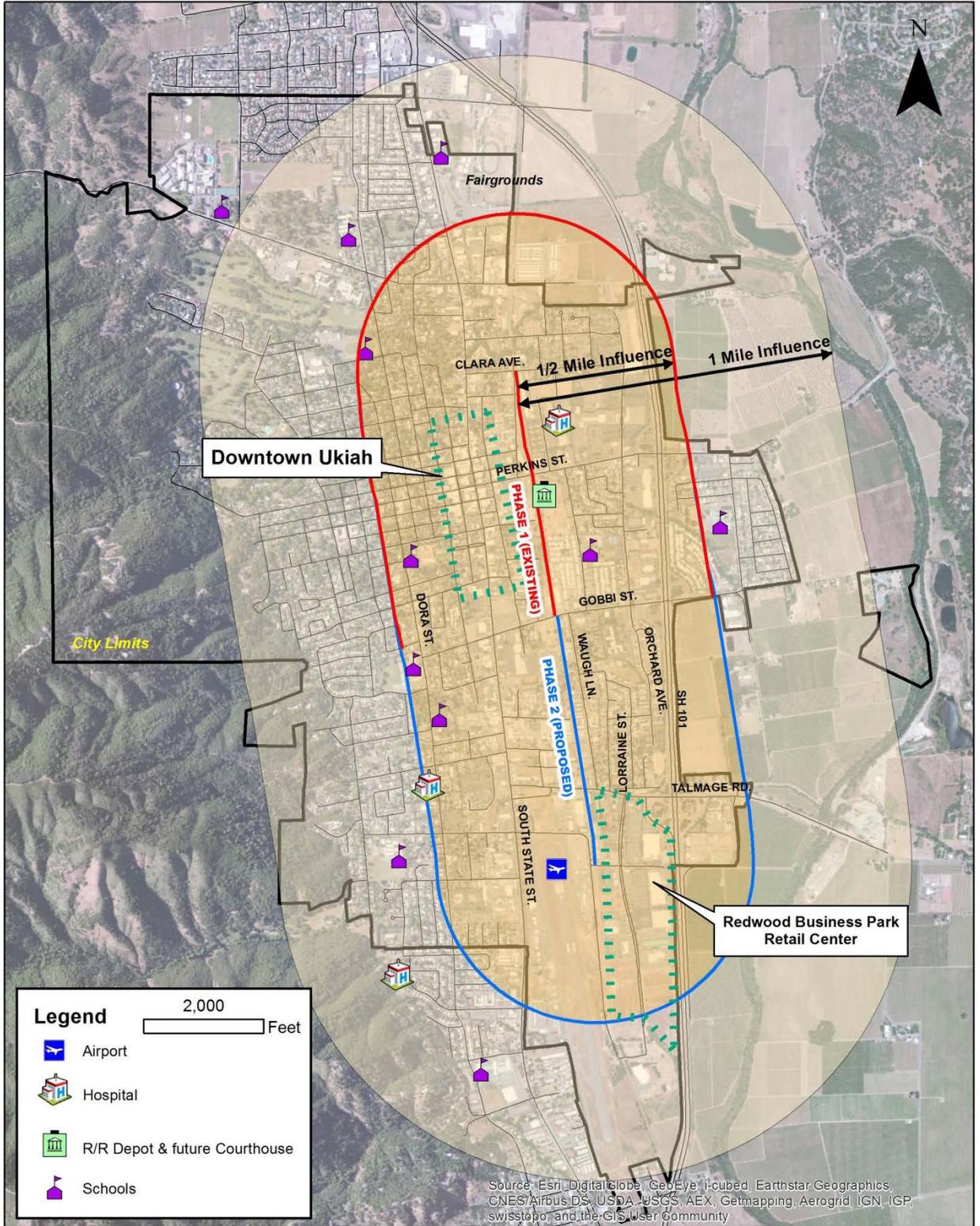


Figure 1 – Influence Area Map



provided a basis for determining baseline and estimated numbers. See Count Map, Summary and Data Sheets in Attachment I-1. For the pedestrian counts along the Phase 1 trail, it was noted that approximately 26% of pedestrians were less than 18 years old.

As determined from these counts, it is estimated that 668 walking trips are currently in the vicinity of the future Phase 2 trail, and 389 of those trips would immediately utilize the trail if available. Walking and bicycle commuting rates from the US Census indicate that, for small cities in the west region, an average of 2.8% walk and 0.8% bicycle. Using a conservative  $\frac{1}{4}$  mile influence area, and assuming that walking commuters make up 8% of total walkers (from Benefit/Cost Tool data), a total of 700 walking trips are estimated for the Phase 2 trail. This appears to be reasonable given the existing 668 walking trips are already in the vicinity.

For bicycling estimates, Transportation Research Board Report 552 "Guidelines for Analysis of Investments in Bicycle Facilities" was used. Buffer zones were determined for  $\frac{1}{4}$ ,  $\frac{1}{2}$ , and 1 mile distances from the Phase 2 trail. Based on the TRB methodology, a total 111 existing and 139 projected bicycle trips were calculated, an increase of 25.2% in bicycle trips. Pedestrian and Bicycling Calculations and Buffer Zone Map are included in Attachment I-1.

These estimates of the number of trail users are likely to be exceeded for the following reasons:

- Upcoming projects along trail corridor will increase trail users. These include: Costco; Courthouse development; Grace Hudson Museum Outdoor Education Project, Downtown Streetscape Improvements, 42-unit senior housing project, and the Dharma Realm Buddhist University.
- The doubling of the length of the existing trail and momentum it creates for increasing walking and biking trips will have a multiplier effect in attracting new trail users.



- Ukiah, as county seat of Mendocino County, has a daytime population of 40,000, more than double the resident population of 16,075. This additional population, will especially increase walking trips for errands and exercise.
  - An insurance company study (Obrella, Best-Worst Commuter Cities in California) ranked Ukiah 6 out of 40 California Cities for best commute times. It was noted that Ukiah has the highest percent of residents (67%) in California, commuting for less than 15 minutes. (See article in Attachment I-1.) This is indicative of many short vehicle trips and of non-motorized modes being severely under-utilized in this compact city.
- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**
- a. creation of new routes
  - b. removal of barrier to mobility
  - c. closure of gaps
  - d. other improvements to routes
  - e. educates or encourages use of existing routes

The NWP Rail Trail (Phases 1 and 2) is in proximity to all of the City's schools. 10 schools, eight elementary schools, one middle school, and one high school, are within  $\frac{3}{4}$  mile from the trail. At every school, large numbers of vehicle trips are generated by parents driving short distances from their home to drop off or pick up their child. The combined trail will connect all of Ukiah's main east-west routes including: Clara Avenue; Perkins Street, Gobbi Street, Clay Street, Talmage Road and Hastings Avenue/ Commerce Drive. Gobbi Street, which includes Class II bike lanes, connects directly to Dora Street to the west, a north-south collector which is a major school route in town. The Phase 2 trail will interconnect other existing and proposed bike lanes and



Figure 2 - Proposed Bikeway System Map



bike routes along the length of the Phase 1 and 2 projects as shown on the “Proposed Bikeway System Map” from the City’s Bicycle and Pedestrian Master Plan 1999. See Figure 2 on Page 8.

Another benefit will be to the City of 10,000 Buddhas, a Buddhist monastery located in the community of Talmage, about 2 miles east of Ukiah. The Buddhist organization will be opening the Dharma Realm Buddhist University in the westside of Ukiah in the vacated Trinity School, with a projected 200 students and faculty. In line with Buddhism’s low impact philosophy, many of these students and faculty may be bicycling between the monastery and the new university, especially if a safe bicycling route is available. The Phase 2 project would provide such a route, linking Talmage Road to Clay Street, which provides direct access to the new university.

The street connections made with the combined Rail Trail project will make walking and bicycling a safe alternative for many students who rely on being driven to school. A future northerly extension of the trail will facilitate non-motorized travel to Mendocino College, two miles north of town.

Besides improving non-motorized access to schools, the NWP railroad corridor is the ideal location for a multi-use trail since it is adjacent to the downtown area, including the Ukiah Civic Center, Ukiah Valley Conference Center, and Alex Thomas Plaza. See Figure 3 - Central Ukiah Map on page 10.

The City of Ukiah is currently planning the Downtown Streetscape Improvement Project, which includes a road diet for State Street, and bulb-outs and other pedestrian enhancements on downtown State Street and Main Street. The Phase 1 trail segment, which is currently under construction, is also adjacent to the restored Ukiah Railroad Depot, and the site of the future Mendocino County Courthouse. As part of the

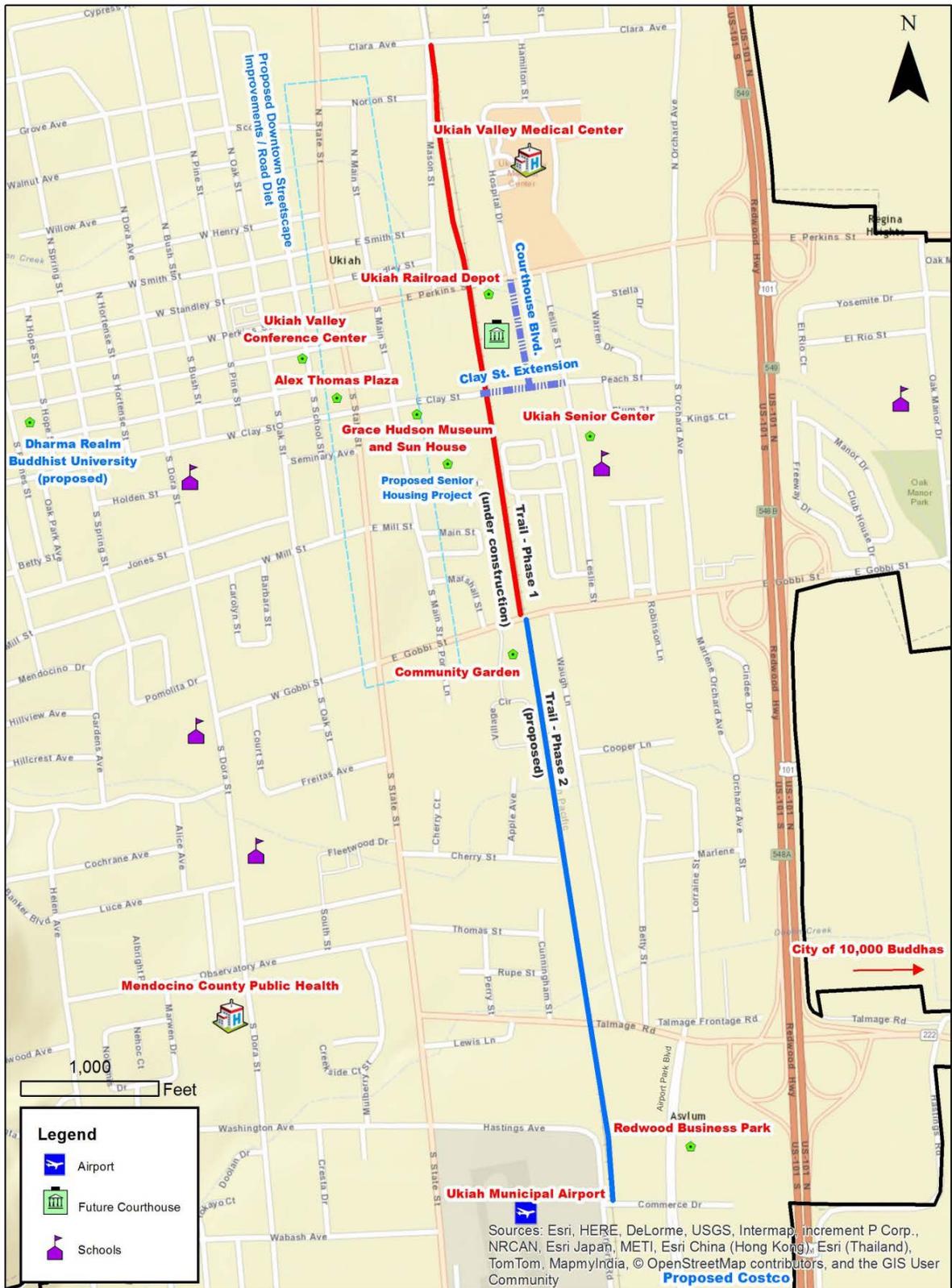


Figure 3 – Central Ukiah Map



Courthouse development, Clay Street will be extended east to connect with Leslie Street (a new at-grade railroad crossing was recently approved by the California Public Utility Commission), creating an additional cross-town east-west link to the Rail Trail. Other facilities adjacent to the Rail Trail include the Grace Hudson Museum (Outdoor Education Center currently under construction), Community Garden, Ukiah Senior Center, Perkins Street pocket park, Ukiah Valley Medical Center and medical offices, and just beyond the northerly terminus, the 12th District Fairgrounds and Crossroads Shopping Center.

The addition of the Phase 2 segment, south from Gobbi Street to Commerce Drive, will provide a direct connection to Redwood Business Park, Ukiah's largest retail and hotel center, which is planned for the opening of a new Costco store in 2016. Other south Ukiah destinations include: the Ukiah Airport, Hillside Hospital, Mendocino County Public Health, and Alex Rorabaugh Community Center. To reach the Redwood Business Park, currently bicyclists and pedestrians are required to use either State Street (Ukiah's primary north-south arterial), Waugh Lane, Orchard Avenue, along with east-west Talmage Road or Hastings Avenue. All of these existing street routes have significant pedestrian barriers, creating difficulties for those who are physically impaired, such as: intermittent sidewalks or shoulders; curb ramps lacking or not ADA compliant; numerous driveways with excessive cross-slopes; utility poles and other barriers in the sidewalk or shoulder (see photos on Pages 18 and 19). Furthermore, most of these street routes lack bicycle lanes, with paved shoulders often lacking or uneven. The Phase 2 trail extension will provide a new direct route to bypass these barriers.

Between Gobbi Street and Talmage Road, the trail will pass through high density residential areas – including the City's largest concentration of low-income/affordable housing projects, providing a much needed bicycle and pedestrian route.



As of this writing, the Phase 1 trail is not yet officially open. Yet what was once an abandoned corridor generally only used by transients, vandals, drug dealers, and others avoiding public view, is gaining momentum with new users that are a fully diverse stream of walkers and bicyclists, including parents and children, students, commuters, those who are exercising or out for a stroll, and walking groups, etc. of all ages and economic status. As the inactive railroad right-of-way was once a barrier to mobility, the  $\frac{3}{4}$  mile Phase 1 segment, as it nears completion, is already transforming into an attractive means of safe active transportation, exercise, and recreation.



Installation of solar LED trail lights along the Phase 1 trail

In the future, the NWP Rail Trail can readily be extended further north beyond the city limits to provide access to Mendocino College, the Lake Mendocino Recreation Area, the communities of The Forks, Calpella and Redwood Valley, and other residential, retail and industrial employment centers which are concentrated in the Ukiah and Redwood Valleys along the existing railroad corridor.



- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

The Rail Trail project is listed as follows in these planning documents:

Mendocino County Regional Bikeway Plan – Highest Need Project

Mendocino County Regional Transportation Plan – No. 1 on Short-Term project list

City of Ukiah Bicycle & Pedestrian Master Plan 1999 – No. 1 on Short-Term project list

City of Ukiah Bicycle & Pedestrian Master Plan (2014 draft) – Top Priority

(See Project Summary from the Draft Plan, Figure 4 on Page 14)

It should also be noted that, at a recent Community Pedestrian Safety Workshop, the south extension of the Rail Trail from Gobbi Street to Commerce Drive was identified by attendees as Ukiah's highest priority project.

The Rail Trail Phase 1 (construction scheduled for completion June 2015) would not have been possible without the BTA grant it was awarded. The proposed Phase 2 extension currently has no identified funding sources and will not be possible without an ATP grant.



## NWP Rail Trail Project Phase 2 (Gobbi Street to Commerce Drive)

This multi-use path segment extends the Rail Trail Phase 1 project within the Northwestern Pacific Railroad (NWP) corridor from Gobbi Street to Commerce Drive, providing new recreational trail and improved pedestrian and bicycle access to schools, major employers, and retail areas.

### Planning Background

- A top priority project in the 2014 Ukiah Bicycle and Pedestrian Master Plan
- Included in 2012 Mendocino Council of Government's Rail-With-Trail Corridor Plan
- Listed in the 2012 Mendocino County Regional Bikeway Plan as a bikeway improvement project with a high need
- Ranked the #1 top priority short-term project in the 1999 Ukiah Bicycle and Pedestrian Master Plan

### Key Safety Issues

- Roadway crossings
- Setback from and fencing along rail line
- Creek crossing

### Project Description

- Construct 0.8-miles of Class 1 bikeway with a barrier fence between the path and railroad tracks and lighting between Gobbi Street and Commerce Drive
- Install a bridge over Doolan Creek
- Talmage Avenue crossing: Install crosswalk and sidewalk extension
- Commerce Avenue/Airport Road intersection: Install crosswalk, reconstruct northern curb ramp, evaluate for stop warrant on Commerce Avenue

### Criteria Evaluation

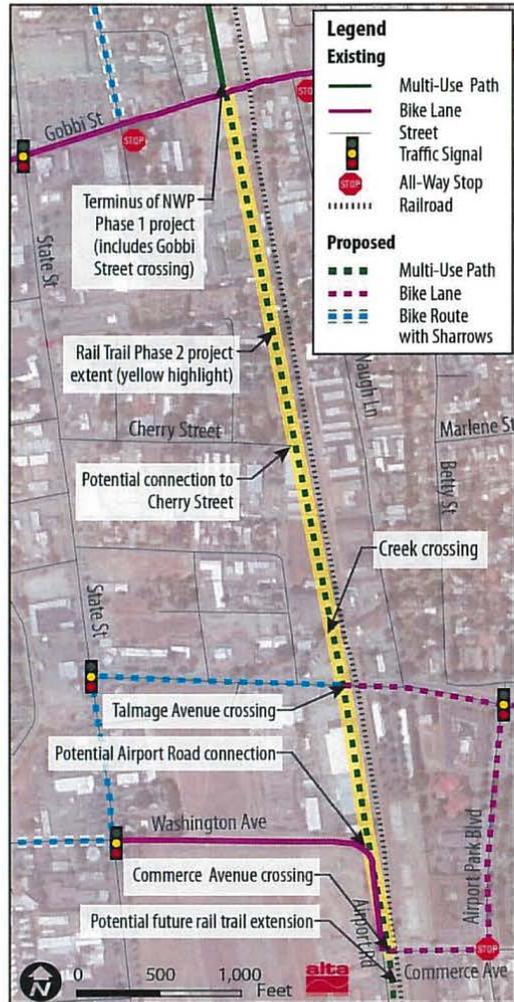
- Improves access to Oak Manor Elementary School and Grace Hudson Elementary School
- Provides new recreational trail
- Major employers and retail areas within two blocks are County of Mendocino Social Services, Safeway, Ukiah Natural Foods, Walmart, Food-4-Less, Staples, and Friedman's Home Improvement
- Provides a facility separate from motor vehicles, except at crossings
- Extends the NWP Rail Trail Phase 1 project to the south

### Required Actions by Jurisdiction

City of Ukiah:

- Secure funding for preparation of plans, specifications and estimates and environmental review
- Complete permitting requirements
- Secure funding for construction

### Project Illustration



### Cost Estimate (From the City's 2014 ATP)

- Trail construction: \$676,000
- Solar lights: \$350,000
- Doolan Creek crossing: \$80,000
- Fencing: \$120,000
- Engineering: \$200,000
- 10% Contingency: \$142,600
- Total = \$1,568,600

**DRAFT**

Figure 4 – Draft (2014) Bicycle & Pedestrian Master Plan Project Summary



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #2**

#### **QUESTION #2**

**POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)**

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

As shown on the Influence Area Map, Figure 1 on Page 5, the NWP Rail Trail area of influence includes all of Ukiah's downtown, nearly all retail and industrial areas, and Ukiah's arterial and major collector streets. Most all bicycle and pedestrian collisions have occurred on along Ukiah's major streets, including: State Street, Perkins Street, Gobbi Street, Orchard Avenue and Talmage Road. See Figure 5 on Page 16, "Transportation Injury System Heat Map Involving Bikes & Pedestrian from 2009-2013." This is the most recent available accident data which reported 54 total collisions in the City, 48 (or 88.9%) of these collisions were located within the ½ mile influence area of the NWP Rail Trail. Of these 48 collisions (30 involving pedestrians and 18 involving bicyclists), there were 2 fatalities, and 46 injuries, 9 of which were severe. Considering just the proposed Phase 2 trail influence area, 24 bicycle and pedestrian collisions were in the south Ukiah area, with one bicycle fatality occurring at the intersection of Orchard Avenue and Gobbi Street. (See additional data in Attachment I-2.)

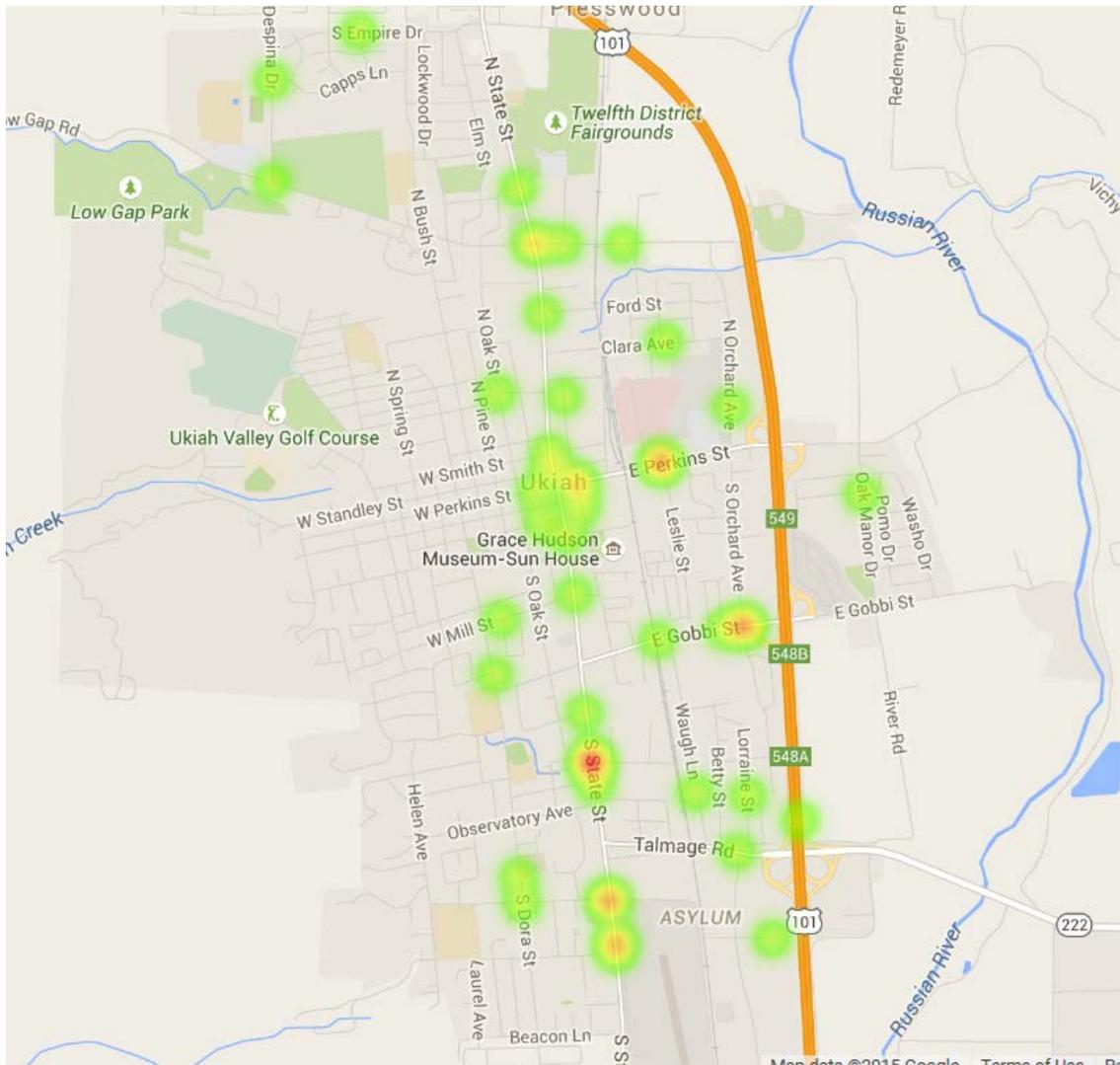


Figure 5 Transportation Injury System Heat Map Involving Bikes & Pedestrian from 2009-2013

The Phase 2 extension from Gobbi Street to Commerce Drive will divert pedestrians and bicyclists from the following street segments:

- South State Street (Gobbi Street to Hastings Avenue)
- Waugh Lane (Gobbi Street to Talmage Road)
- Talmage Road (State Street to Airport Park Boulevard)
- S. Orchard Avenue (Gobbi Street to Marlene Street)
- Lorraine Street and Betty Street
- Hastings Avenue (South State Street to Commerce Drive)
- Airport Park Boulevard (Talmage Road to Commerce Drive)



**B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The NWP Rail Trail Phase 2 will provide improved crosswalks at Talmage Road and at Commerce Drive, with a pedestrian refuge island at the Talmage Road crosswalk (as is currently being constructed at Perkins Street and Gobbi Street for Phase 1.)



Gobbi Street pedestrian refuge island under construction

This feature functions to reduce vehicle speeds, improves sight distance and visibility between motorized and non-motorized users, and make a wide street safer and easier to cross. Advanced yield lines will also be used at the crosswalk, greatly improving visibility for drivers and those who are crossing.



The Phase 2 project will eliminate potential conflict points by creating a separate multi-use trail. Non-motorized users of all the listed street segments in item A above, will benefit from the alternate route the Phase 2 trail provides, reducing the number of bicycle and pedestrian collisions. It should be noted these street segments have significant gaps in sidewalk facilities. Except for a portion of Hastings Avenue, all of the above street segments currently have no bicycle lanes. South State Street is a four-lane arterial with four uncontrolled crosswalks between Gobbi Street and Talmage Road. State Street crosswalks are challenging to pedestrian and bicyclists and have been the site of numerous pedestrian collisions over the years. (See photos Page 19 and 20.) Another site which could be bypassed by the Phase 2 trail is the Gobbi Street/Orchard Avenue intersection where two fatalities, one bicycle and one pedestrian, recently occurred. The following photos show some examples of barriers and challenges to non-motorized trips:



Talmage Road crossing at Doolan Creek – note lack of paved shoulders and sidewalks



Gobbi Street – note utility pole and missing sidewalk



North State Street crosswalk where 13-year old student was recently struck by vehicle



South State Street – Advanced yield lines added at Luce Avenue to improve crosswalk safety

The Rail Trail will be maintained and managed by the City of Ukiah. A Trail Corridor Management Plan has been prepared to outline recommended policies and procedures to guide the City's trail management, including trail safety education and outreach to trail users and working with the local school district to run Rail with Trail Safety Programs. Education program would target elementary and teen youth. Additionally, the City will develop safety brochures and maps. Volunteer or professional trail patrols may be considered for improving trail safety. Patrols range from informal monthly clean-up and maintenance crews to daily patrols that provide maps, information and emergency assistance. The primary function of these patrols will be to educate trail users and to provide assistance when necessary. Patrols could also be equipped to alert emergency services quickly if needed.

The City may also coordinate with Ukiah Valley Medical Center, which is adjacent to the trail, with health or exercise related amenities, such as distance markers for heart health or sponsoring community events or activities.



To further address issues related to non-motorized users behaviors, a non-infrastructure component was considered for this application. However, a significant non-infrastructure grant was awarded from ATP Cycle 1 for a Ukiah High School education program promoting bicycle and walking safety. Other recent local training efforts included a bicycle safety training series for children and adults, and the aforementioned Community Pedestrian Safety Workshop funded by the California Office of Traffic Safety.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #3**

#### **QUESTION #3**

#### **PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)**

**Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.**

- A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)**

The MCOG Rail w/Trail Corridor Plan included a series of three workshops in Ukiah and Willits, attended by a total of 135 people, which is a huge turnout for rural Mendocino County. Outreach for each public workshop utilized diverse media outlets, press releases in local newspapers, public service announcements (PSAs) to local and regional radio stations, flyers at local businesses and public locations through Ukiah, Willits, and Redwood Valley. (See Summary of Public Outreach in Attachment I-3.) Direct emails were also sent out to an extensive stakeholder list which included local decision-makers, fire and law enforcement officers, schools, businesses, tribes, neighborhood groups, health care representatives, walking and bicycling groups, bicycle shops, social service groups, neighborhood associates, other groups and individuals, and the general public. Notice of the workshops were also given in Spanish through translation of flyers and PSAs for Spanish language social service organizations and print and radio media. Similarly, for the draft Bicycle and Pedestrian Master plan, extensive outreach was performed, including a public comment table at four consecutive Farmers Markets in downtown Ukiah. (See draft Public Engagement section in Attachment I-3.)

- B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)**

The MCOG Rail w/Trail Corridor Plan initial public workshops included an open house, a presentation, and a break-out session. The public was allowed to review and



comment on the preliminary trail alignments, indicate their preferences among various options and participate in a survey. The final follow-up workshop presented more detail on the priority segments and allowed for further comments and suggestions from the public.

In addition to the MCOG Rail w/Trail Corridor Study, and Bicycle and Pedestrian Master Plan, there have been many other public meetings for discussion of the NWP Rail Trail project, notably as a component of the following planning documents:

- NWP Rail Trail Feasibility Study (2002)
- Mendocino Council of Governments (MCOG) Regional Bikeway Plan (2002, 2006 and 2012)
- North Coast Railroad Authority (NCRA) Adoption of Rail w/Trail Guidelines (2009)
- MCOG Mendocino County Regional Transportation Plan (2011)

These were all discussed and adopted through publicly noticed meetings or workshops with outreach to the identified stakeholders group.

Most recently, the City of Ukiah conducted a Community Pedestrian Safety Workshop, provided through California Walks and Office of Transportation Safety, held in Ukiah on May 5, 2015 and well attended by 30 members of the public and local officials. This workshop included a pedestrian safety training, a walkability assessment (local walks to evaluate the pedestrian environment and identify problem areas), and then smaller group discussions to identify and prioritize bicycle and pedestrian safety improvements for the City. (See report “Recommendations to Improve Pedestrian Safety in the City of Ukiah” in Attachment I-3.)



- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

The NWP Rail Trail project in Ukiah has received overwhelmingly positive feedback and support in all of the public workshops and meetings where it has been discussed. The public feedback at the Rail w/Trail Corridor Plan workshops in Ukiah indicated a very strong interest in using the trail, with large numbers (87% walking, 73.9% bicycling) indicating they would do so for exercise. Significant numbers of respondents (61% walking, 65.2% bicycling) indicated they would use the trail for transportation. Trail amenities such as benches and landscaping were included in the project design based on stakeholder feedback, as well as trail lighting to improve trail safety and extend the useable hours of the trail. Other amenities suggested through stakeholder feedback, include: a fitness parcourse, public art, water fountains, and community gardens, and could be considered in the future through direct community involvement.

The Community Pedestrian Safety Workshop happened to be held 3 weeks after a 13 year old student was crossing State Street with a crossing guard, and was hit by a vehicle that did not stop. A week later, a man in a wheelchair was hit on a State Street sidewalk crossing a driveway. The morning of the workshop another man in a wheelchair was hit at the intersection of Perkins Street and Main Street. These accidents have brought pedestrian safety to the forefront of this community's attention. The south extension of the Rail Trail, from Gobbi Street to Commerce Drive, was identified by attendees as Ukiah's highest priority project, and has helped to inform the City with the preparation of this ATP application.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)**

Stakeholders will continue to be engaged in the implementation of the Rail Trail through participation in the Trail Corridor Management Plan, which outlines recommended policies and procedures to guide the City's trail management, including



trail safety education and outreach to trail users, and working with the local school district to run Rail with Trail Safety Programs. Education programs would target elementary and teen youth. The City will encourage the formation of “friends of the trail” groups, local community organizations and law enforcement to maintain and monitor the trail.

On-going publicly noticed venues, such as City Council meetings, or the Traffic Engineering Committee, also allow stakeholders to express needs or request changes. Periodic updates to the Bicycle & Pedestrian Master Plan, MCOG Regional Bikeway Plan, and Regional Transportation Plan, offer continuing opportunities for stakeholder input on future priorities for the NWP Rail Trail project.



Community Pedestrian Safety Workshop



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #4**

#### **QUESTION #4**

#### **IMPROVED PUBLIC HEALTH (0-10 points)**

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

**A. Describe the health status of the targeted users of the project/program/plan. (3 points max)**

As a disadvantaged community, both Ukiah and Mendocino County overall, are behind the State in a number of measures of health factors and health outcomes. Ukiah has a large Hispanic community (making up 27.7 percent of the total population according to the 2010 census). Hispanics have higher rates of obesity and diabetes than for the general population according to the CDC Health Disparities and Inequality Report. In the area of youth fitness, only 15.2% of Ukiah's 5<sup>th</sup> grade students, vs. 26.6% average in California, had met the six measured Fitnessgram fitness standards according to their 2013-2014 test scores. According to the County Health Rankings and Roadmaps, of 57 counties in California, Mendocino County ranks number 45 for premature deaths, with 7323 years of potential life lost per 100,000 population, compared to 5295 for California. Mendocino County is also higher than the State average for obesity (24% vs. 23%), physical inactivity (18% vs. 17%), having more poor physical health days over last 30 days (4.2 vs. 3.7), with significantly lower access to exercise opportunities (75% vs. 93%). (See supporting data in Attachment I-4.)

**B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)**

The proposed multi-use trail will directly address the lack of exercise opportunities and negative health outcomes for a disadvantaged community since it will bisect south central Ukiah, an area that is both predominantly lower income, and lacking in bicycle and pedestrian facilities. The correlation between increased physical activity with a wide range of health benefits is well established and indisputable, including reduced



diabetes, heart disease, obesity, cancer, and early death. Increased physical activity is proven to improve fitness and health in children and adolescents. A multi-use trail is the ideal way of increasing physical activity for adults, children and adolescents, as it can serve so many purposes while also being an enjoyable experience. Studies have shown proximity to a trail being a key factor in trail usage by nearby residents, with a study of a trail near Boston demonstrating that 46.5% of residents living within an average distance of 0.51 miles used the trail. The location of the proposed trail within the railroad corridor will provide exercise opportunities to the greatest number of residents in the most disadvantaged area of Ukiah.

In addition to the health benefits due to increase physical activity, a separate multi-use trail with a limited number of improved street crossings will reduce injuries and fatalities due to accidents.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #5**

#### **QUESTION #5**

#### **BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

##### **A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)**

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

**Option 1:** Median household income, by census tract for the community(ies) benefited by the project:

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

**Option 2:** California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: \_\_\_\_\_

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

**Option 3:** Percentage of students eligible for the Free or Reduced Price Meals Programs: \_\_\_\_\_ %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

**Option 4:** Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged



Based on Option 1, the propose project will benefit a disadvantaged community. The statewide median household income (2013) is \$61,094. The project lies wholly within Census Tract 116 (see map in Figure 6 below) which has a population of 6,168, and a median income of \$26,655, which is 43.6% of the statewide median. With a ¼ mile benefit distance to the trail the project area would include a small portion of Census Tract 115, which has a population of 6,085, and a median income of \$43,906, which is 71.9% of the statewide median.

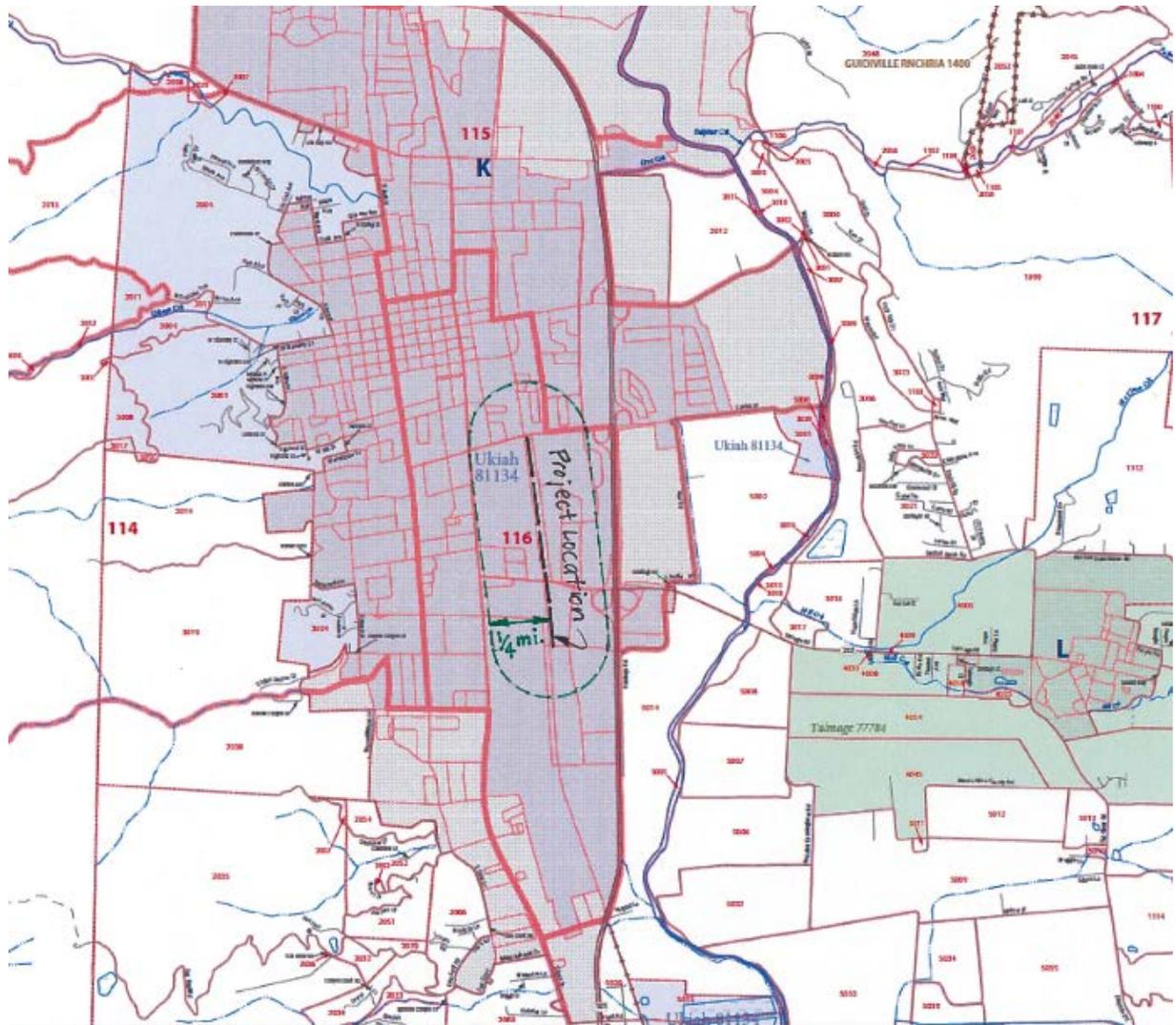


Figure 6 – Census Tract Map

**B. For proposals located within disadvantage community: (5 points max)**

**What percent of the funds requested will be expended in the disadvantaged community? 100%  
Explain how this percent was calculated.**

All of the requested funds (100%) will be expended for the design and construction of the proposed Phase 2 project, which (including the benefit area within ¼ mile of the project) lies wholly within a severely disadvantaged community with a median income at 43.6% of the statewide median.

**C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)**

**Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.**

The proposed NWP Rail Trail Phase 2 project will most directly benefit those living in the vicinity of the railroad corridor, on a full-time basis by providing a lighted multi-purpose trail through central Ukiah. Studies have shown proximity to a trail to be a key factor in trail usage by nearby residents. The population living directly in the project area are among the most disadvantaged in Ukiah, which include the largest concentration of low income qualified apartments and homes. This benefit will be achieved by:

1. Offering an alternative to driving to work, to shopping, or to necessary services, which is especially crucial to those who do not own a vehicle, or must reduce their transportation costs,
2. Creating a safe, convenient, and enjoyable opportunity for exercise, leading to improved fitness, health, and well-being.
3. Reducing bicycle and pedestrian related accidents by providing a new safe and direct non-motorized route through the City.
4. Improving property values along the trail and adjacent areas, leading to reduced blight, and stronger sense of community pride.
5. Eliminating conditions within the railroad corridor which foster destruction of property and other illegal activities.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #6**

#### **QUESTION #6**

#### **COST EFFECTIVENESS (0-5 POINTS)**

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)

The best alternative to the proposed project would be to construct new ADA sidewalk and bicycle lanes along South State Street from Gobbi Street to Hastings Avenue, including east-west connections via Gobbi Street from the south end of the Phase 1 trail to South State Street, and Hastings Avenue from South State Street to Commerce Drive. Construction of continuous ADA compliant sidewalk with bicycle lanes along this alternative route would, by preliminary estimate, cost 2.6 million dollars not including any pedestrian safety enhancements. Numerous driveways and intersections would need to be improved and sidewalk gaps filled along this alternative route. With these alternative improvements, bicycle and pedestrian accessibility could be incrementally improved. However, with respect to meeting the goals of the Active Transportation Program, the proposed NWP Rail Trail Phase 2 is by far the superior project for increasing biking and walking trips, increasing safety of non-motorized users by shifting those users to a separate multi-use trail, reducing house gases, enhancing public health, and providing a significant benefit to a disadvantaged community.



- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

$$\left( \frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

Bicycle and pedestrian counts were taken at key points along alternative street routes to the Rail Trail Phase 2 alignment, as well as along the Phase 1 trail, which provided a basis for determining baseline and estimated numbers. For bicycling estimates, "Transportation Research Board Report 552 "Guidelines for Analysis of Investments in Bicycle Facilities" was used. Buffer zones were determined for ¼, ½, and 1 mile distances from the Phase 2 trail. Based on the TRB methodology, a total 111 existing and 139 projected bicycle trips were calculated, an increase of 25.2% in bicycle trips. Pedestrian and Bicycling Calculations and Buffer Zone Map are included in Attachment I-1.

Based on a 20-year analysis and a total project cost of \$1,850,000, the b/c calculator shows a benefit cost ratio of 12.52. For the ATP funds requested of \$1,831,000, the b/c calculator shows a benefit cost ratio of 12.65. (See input sheet and results summary in Attachment I-6.)

The b/c calculator appears to be a very useful tool for evaluating projects in general, although for multi-use trails, it can be more difficult to estimate the number of users, and reduction of trips by motor vehicles. Features of the trail, including trail furnishings, landscaping, lighting, ease of access, and proximity of origins and destinations, will all have an impact on the number of future users.



## **Part B: Narrative Questions** **Detailed Instructions for: Question #7**

### **QUESTION #7**

#### **LEVERAGING OF NON-ATP FUNDS (0-5 points)**

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

The City of Ukiah pledges to contribute a minimum of \$19,000 which is 1% of the total project cost of \$1,850,000.



## Part B: Narrative Questions Detailed Instructions for: **Question #8**

**QUESTION #8**

**USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)**

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
  - No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov)

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)

Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

**Clearing & Grubbing; Trail lighting; and Landscaping**

---



---



---

- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation. **See Attachment I-8 for emails.**



## **Part B: Narrative Questions** **Detailed Instructions for: Question #9**

### **QUESTION #9**

#### **APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS**

*( 0 to-10 points OR disqualification)*

- A. **Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

Over the last five years, the City of Ukiah has/will complete the following Local Assistance administered programs:

- South Dora Street Rehabilitation Project (completed June 2011) – ARRA project
- Oak Manor Trail (completed May 2014) – BTA project
- Northwestern Pacific Rail Trail Phase 1 (expected completion June 2015) - BTA project
- Downtown Streetscape Improvements – HSIP/STIP project (expected completion 2016)

- B. **Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



## Part C: Application Attachments

***Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.***

### List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations

<b>Application Signature Page</b> Required for all applications	<b>Attachment A</b>
<b>ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)</b> Required for all applications	<b>Attachment B</b>
<b>Engineer’s Checklist</b> Required for Infrastructure Projects	<b>Attachment C</b>
<b>Project Location Map</b> Required for all applications	<b>Attachment D</b>
<b>Project Map/Plans showing existing and proposed conditions</b> Required for Infrastructure Projects (optional for ‘Non-Infrastructure’ and ‘Plan’ Projects)	<b>Attachment E</b>
<b>Photos of Existing Conditions</b> Required for all applications	<b>Attachment F</b>
<b>Project Estimate</b> Required for Infrastructure Projects	<b>Attachment G</b>
<b>Non-Infrastructure Work Plan (Form 22-R)</b> Required for all projects with Non-Infrastructure Elements	<b>Attachment H</b>
<b>Narrative Questions backup information</b> Required for all applications Label attachments separately with “H-#” based on the # of the Narrative Question	<b>Attachment I</b>
<b>Letters of Support</b> Required or Recommended for all projects (as designated in the instructions)	<b>Attachment J</b>
<b>Additional Attachments</b> Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	<b>Attachment K</b>

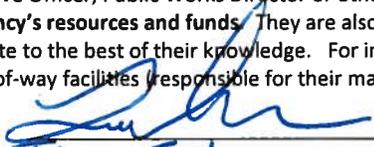


## **Part C: Attachments** **Attachment A: Signature Page**

**IMPORTANT:** Applications will not be accepted without all required signatures.

**Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board**

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:		Date:	<u>5/29/15</u>
Name:	<u>Tim Erikson</u>	Phone:	<u>(707) 463-6280</u>
Title:	<u>Director of Public Works</u>	e-mail:	<u>TErikson@City of Ukiah.com</u>

**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board**  
*(For use only when appropriate)*

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

**For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official**  
*(For use only when appropriate)*

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

**For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval\***  
*(For use only when appropriate)*

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached?  If yes, no signature is required. If no, the following signature is required.

Signature:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

\* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/29/2015

Project Information:					
<b>Project Title:</b> City of Ukiah Northwestern Pacific Rail Trail Phase 2					
District	County	Route	EA	Project ID	PPNO
01	MEN	Railroad R/W			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				75				75	
PS&E				200				200	
R/W				25				25	
CON					1,550			1,550	
<b>TOTAL</b>				<b>300</b>	<b>1,550</b>			<b>1,850</b>	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				74				74	
PS&E				198				198	
R/W				25				25	
CON					1,534			1,534	
<b>TOTAL</b>				<b>297</b>	<b>1,534</b>			<b>1,831</b>	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/29/2015

Project Information:					
<b>Project Title:</b> City of Ukiah Northwestern Pacific Rail Trail Phase 2					
District	County	Route	EA	Project ID	PPNO
01	MEN	Railroad R/W			

**Funding Information:**  
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				1				1	
PS&E				2				2	
R/W									
CON					16			16	
<b>TOTAL</b>				3	16			19	

Fund No. 3:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 4:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 5:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 6:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 7:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

## ATP Engineer's Checklist for Infrastructure Projects

### Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

**Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:**

*Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

*By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.*

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials: 
  - a. The project limits must be clearly depicted in relationship to the overall agency boundary
2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: 
  - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
  - b. Show the full scope of the proposed project, including any non-participating construction items
  - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
  - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)
3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials:   
*(Include cross-section for each controlling configuration that varies significantly from the typical)*
  - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.
4. **Detailed Engineer's Estimate** Engineer's Initials: 
  - a. Estimate is reasonable and complete.
  - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
  - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
  - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
  - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: TE

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials: TE

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: TE

- N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**

Engineer's Initials: TE

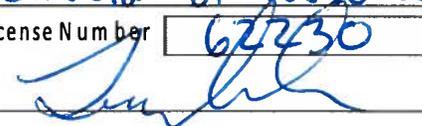
- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

**Licensed Engineer:**

Name (Last, First): Eniksen, Tim

Title: Director of Public Works

Engineer License Number: 62230

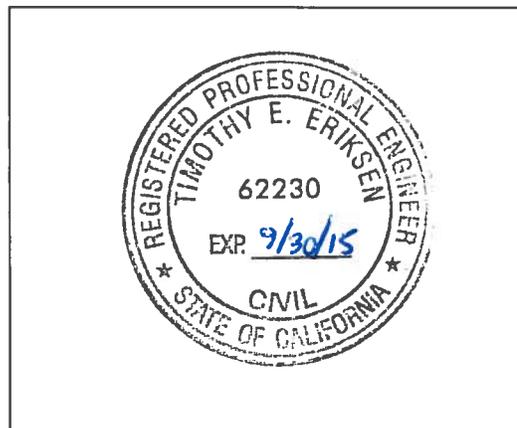
Signature: 

Date: 5/29/15

Email: Teriksen@CityofVickiav.com

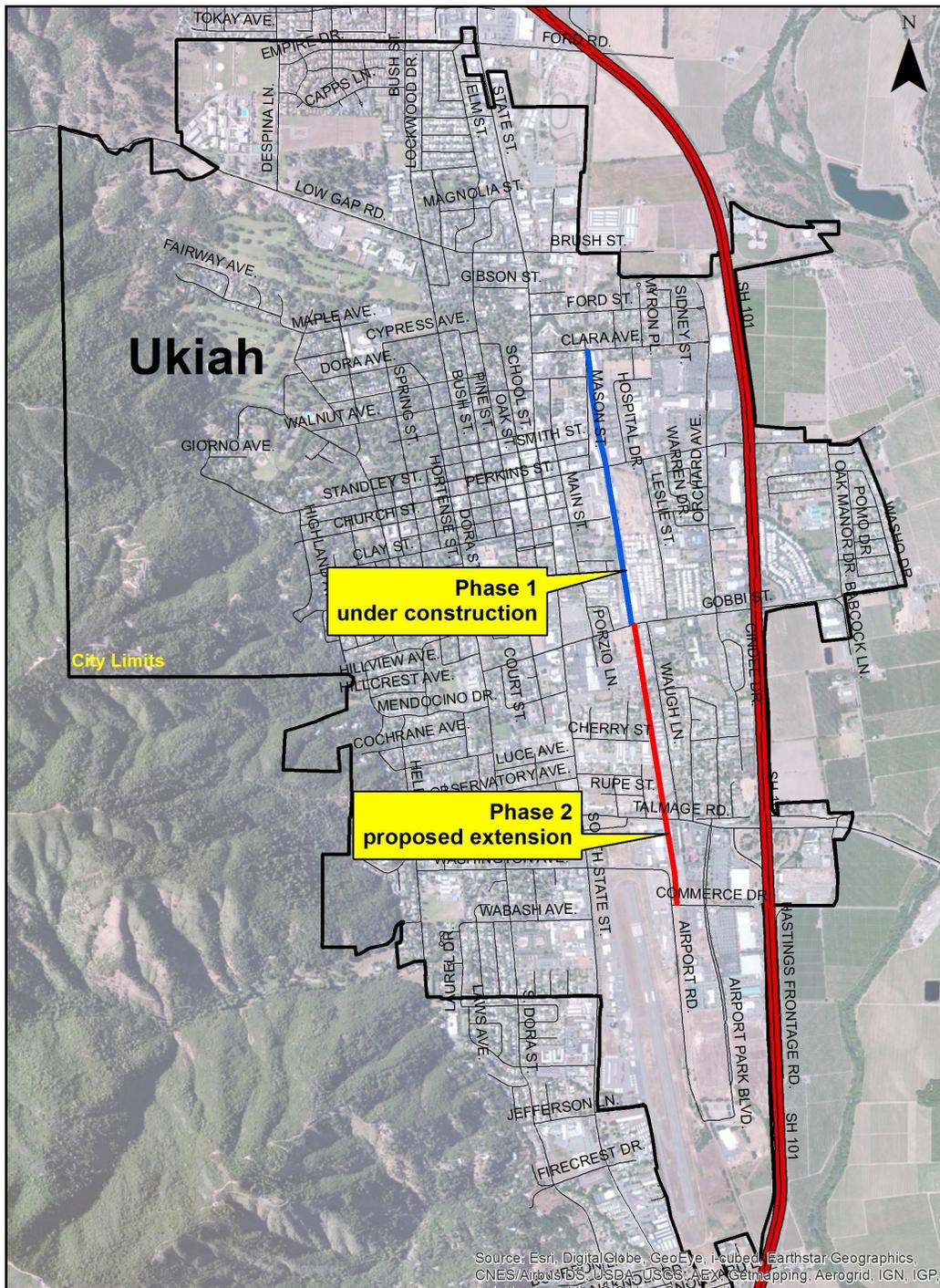
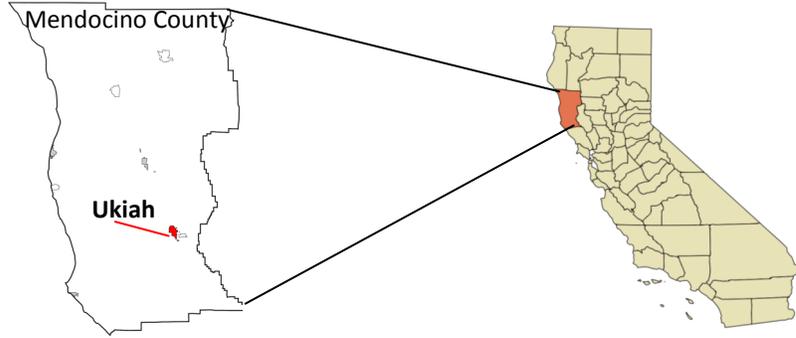
Phone: (707) 463-6280

**Engineer's Stamp:**



# ATTACHMENT "D"

## PROPOSED NWP RAIL TRAIL—PROJECT LOCATION MAP



ATTACHMENT "E-1"

NWP Rail Trail - Phase 2 (Gobbi St. to Commerce Dr. - Length 0.79 mi.)

500 Feet



Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

100 Feet

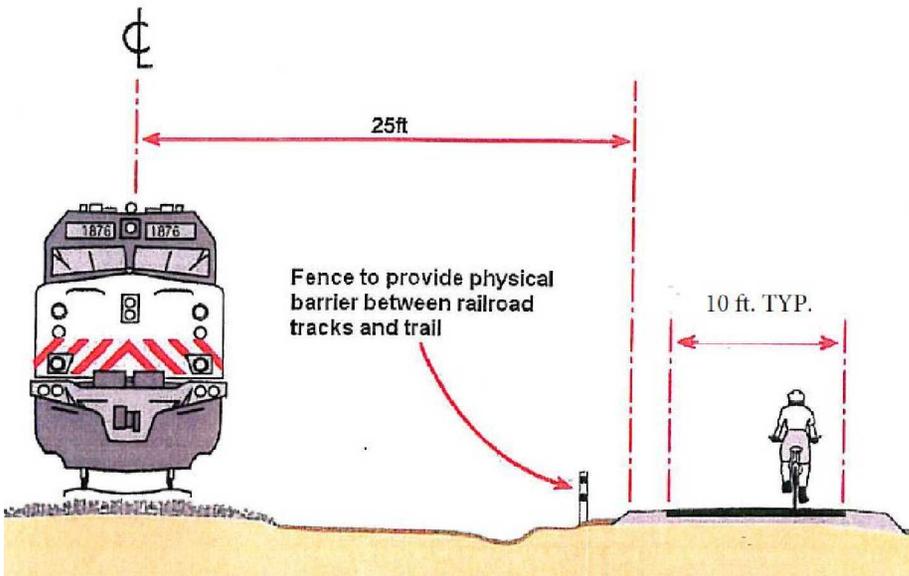
# SECTION #1



40 Feet

## Detail

TYP. Section



100

Feet



## SECTION #2



## SECTION #3



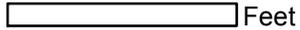
100



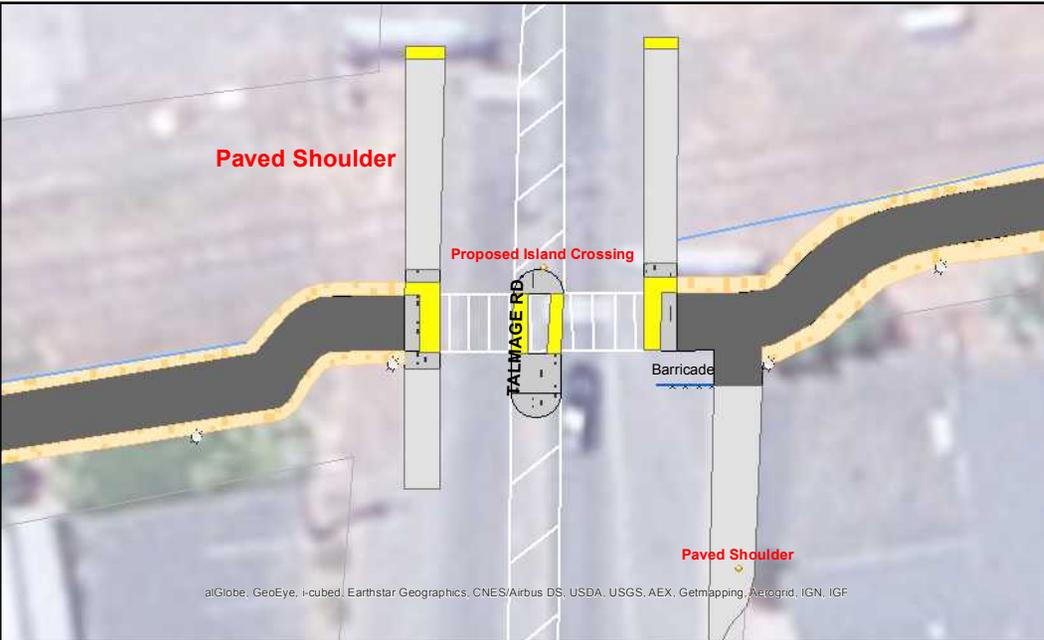
# SECTION #4



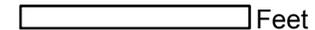
40



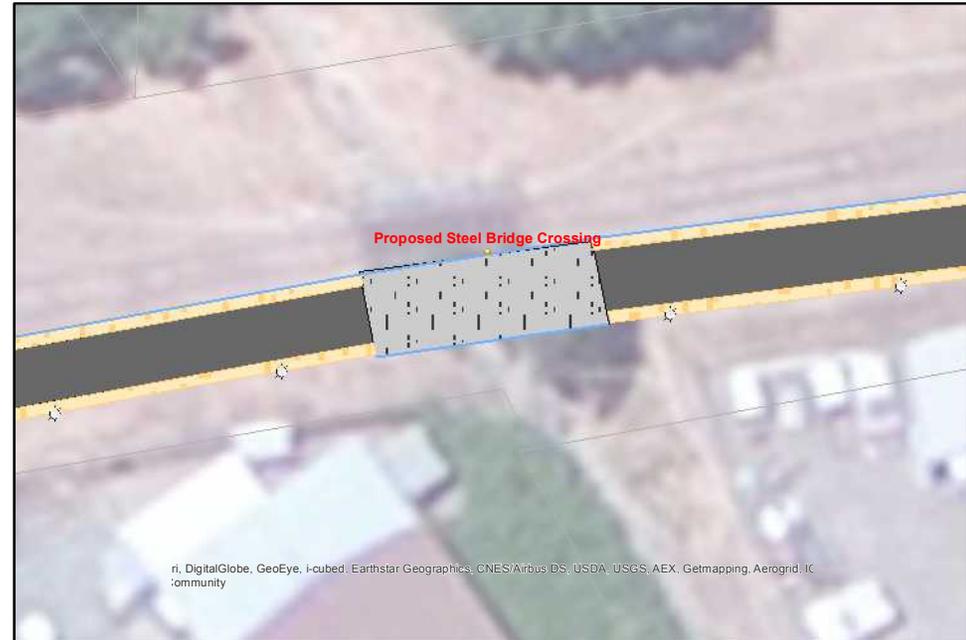
## Detail



40



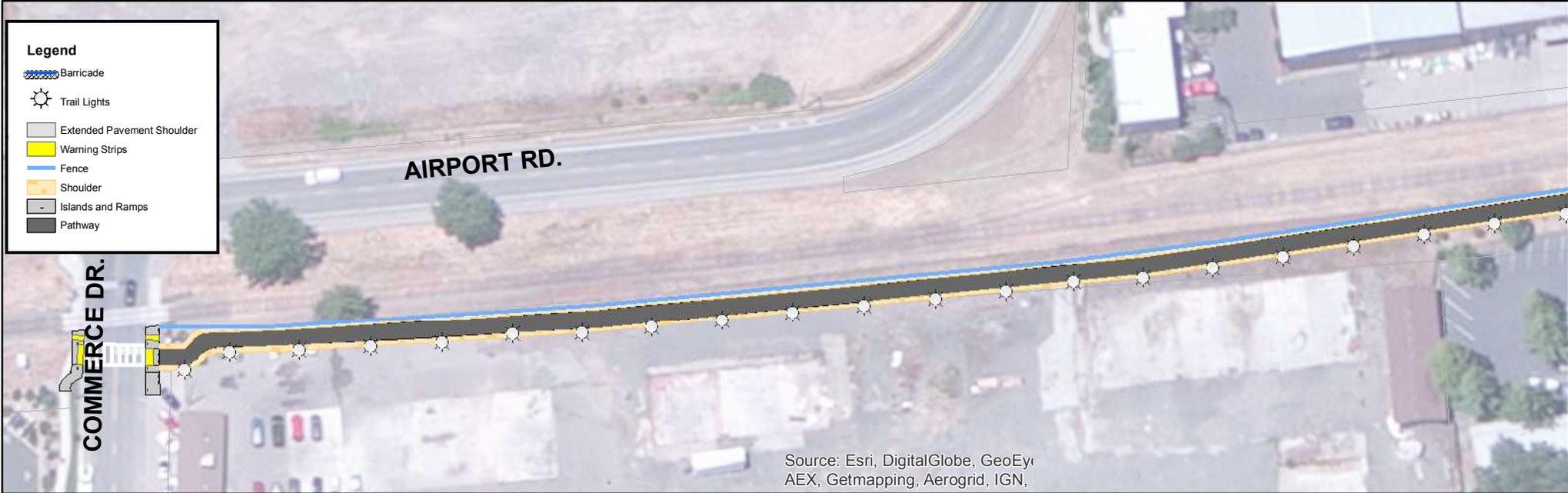
## Detail



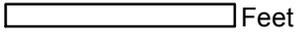
100



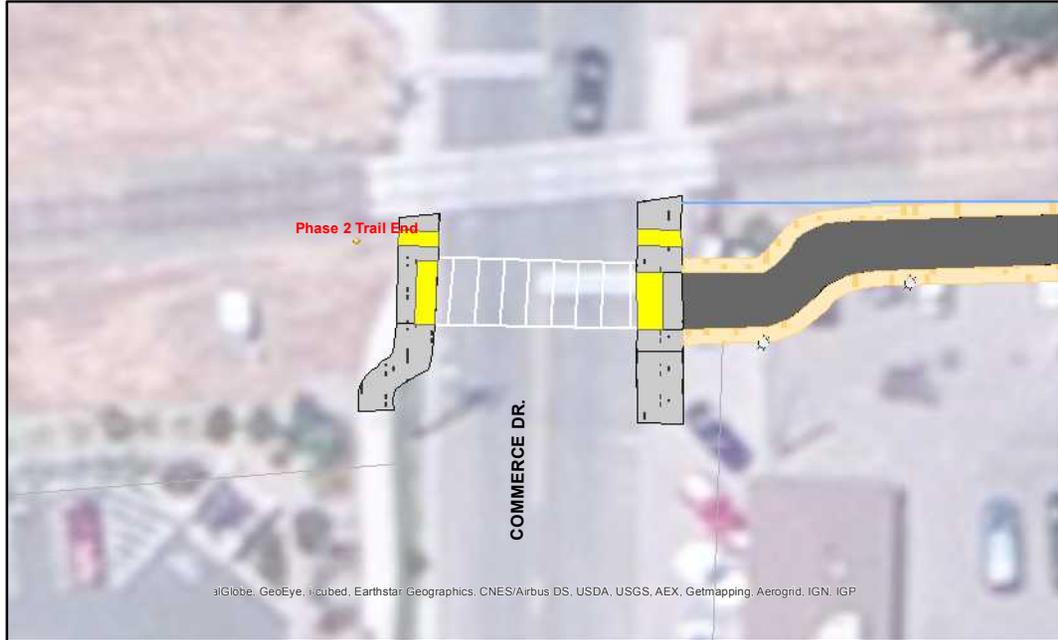
# SECTION #5

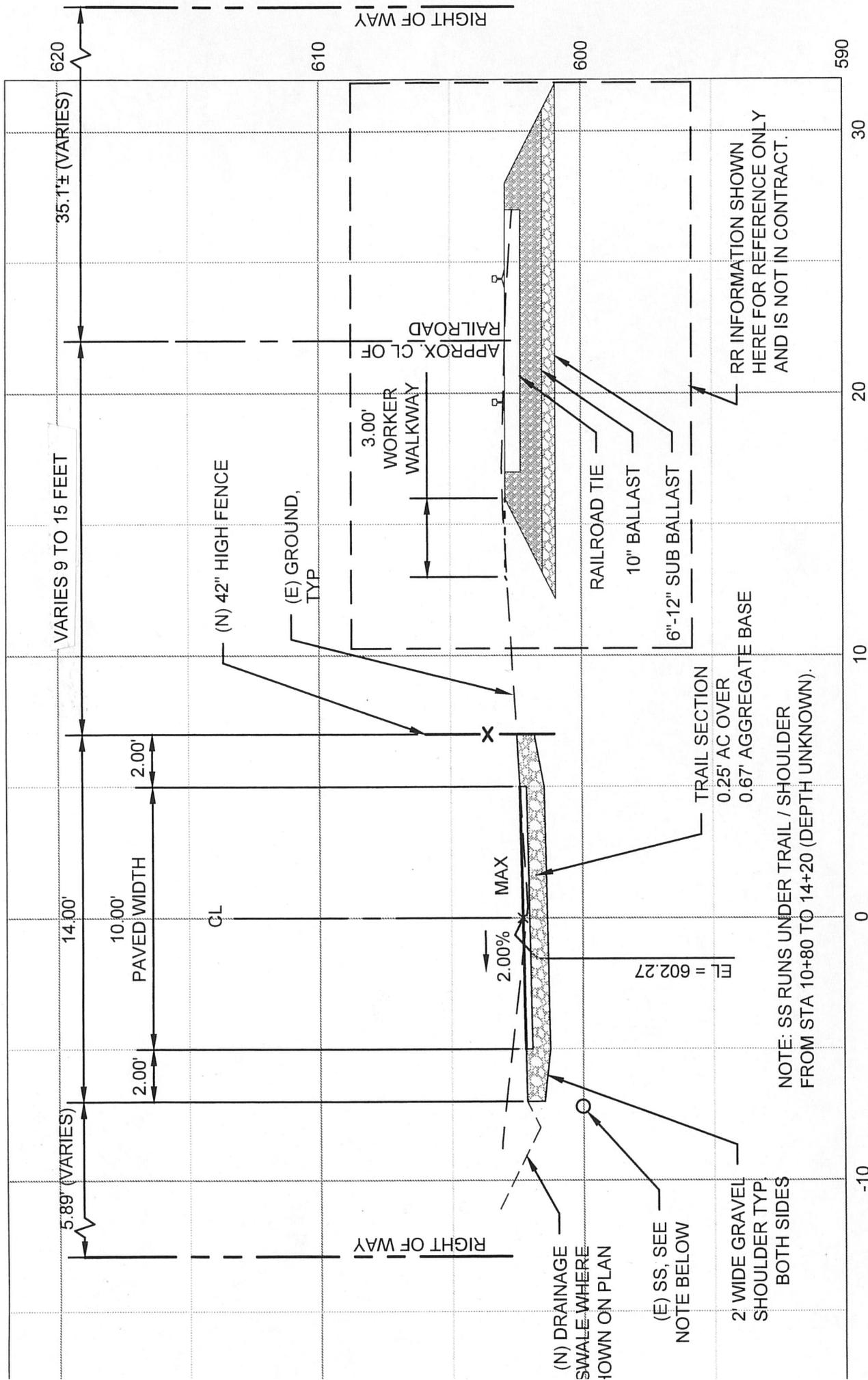


40



## Detail





# TYPICAL CROSS-SECTION NWP RAIL TRAIL PHASE 2

NOTE: SS RUNS UNDER TRAIL / SHOULDER FROM STA 10+80 TO 14+20 (DEPTH UNKNOWN).

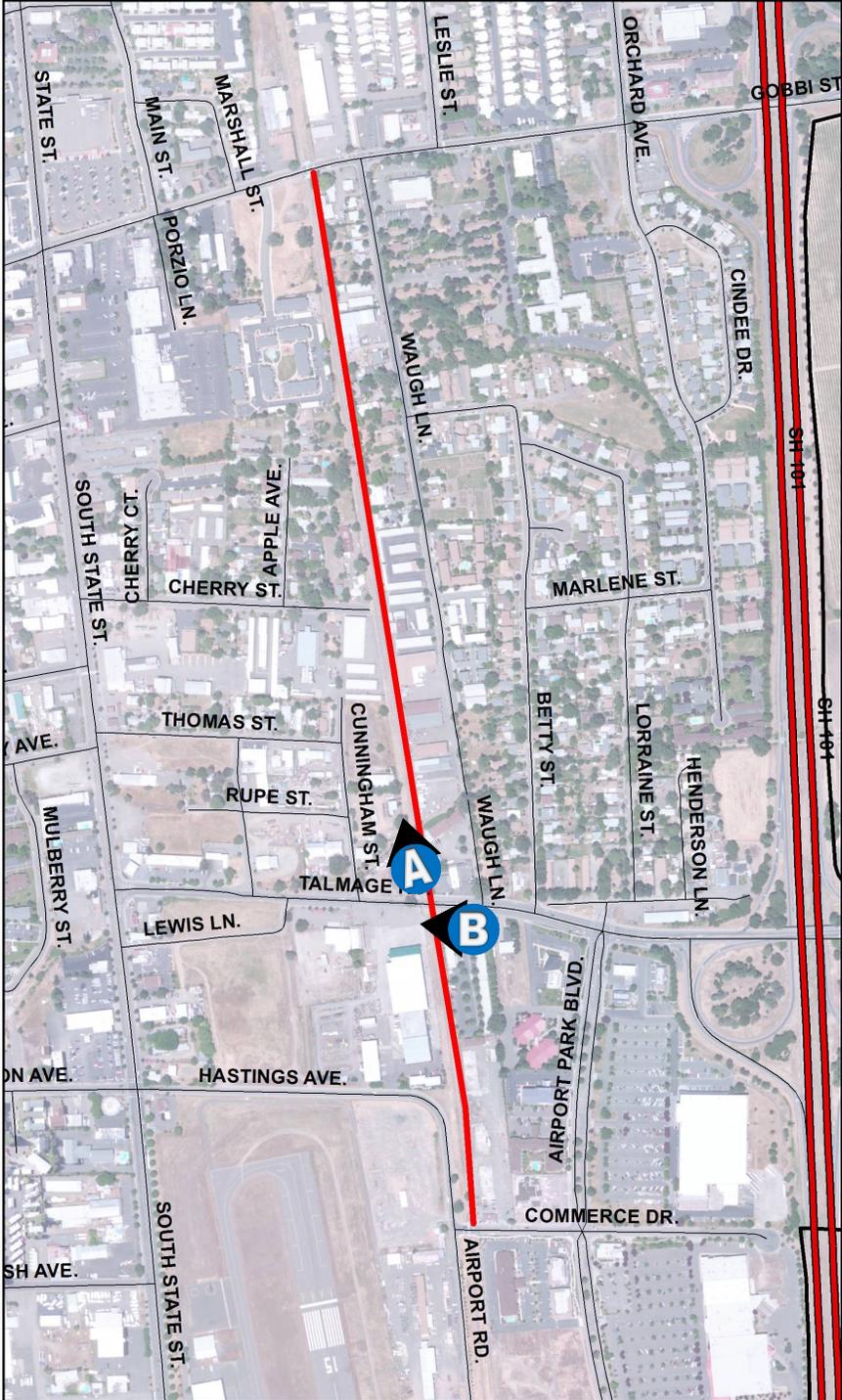
**ATTACHMENT F-1**



**A: Talmage Road Xing—north view**



**B: Talmage Road Xing—west view**



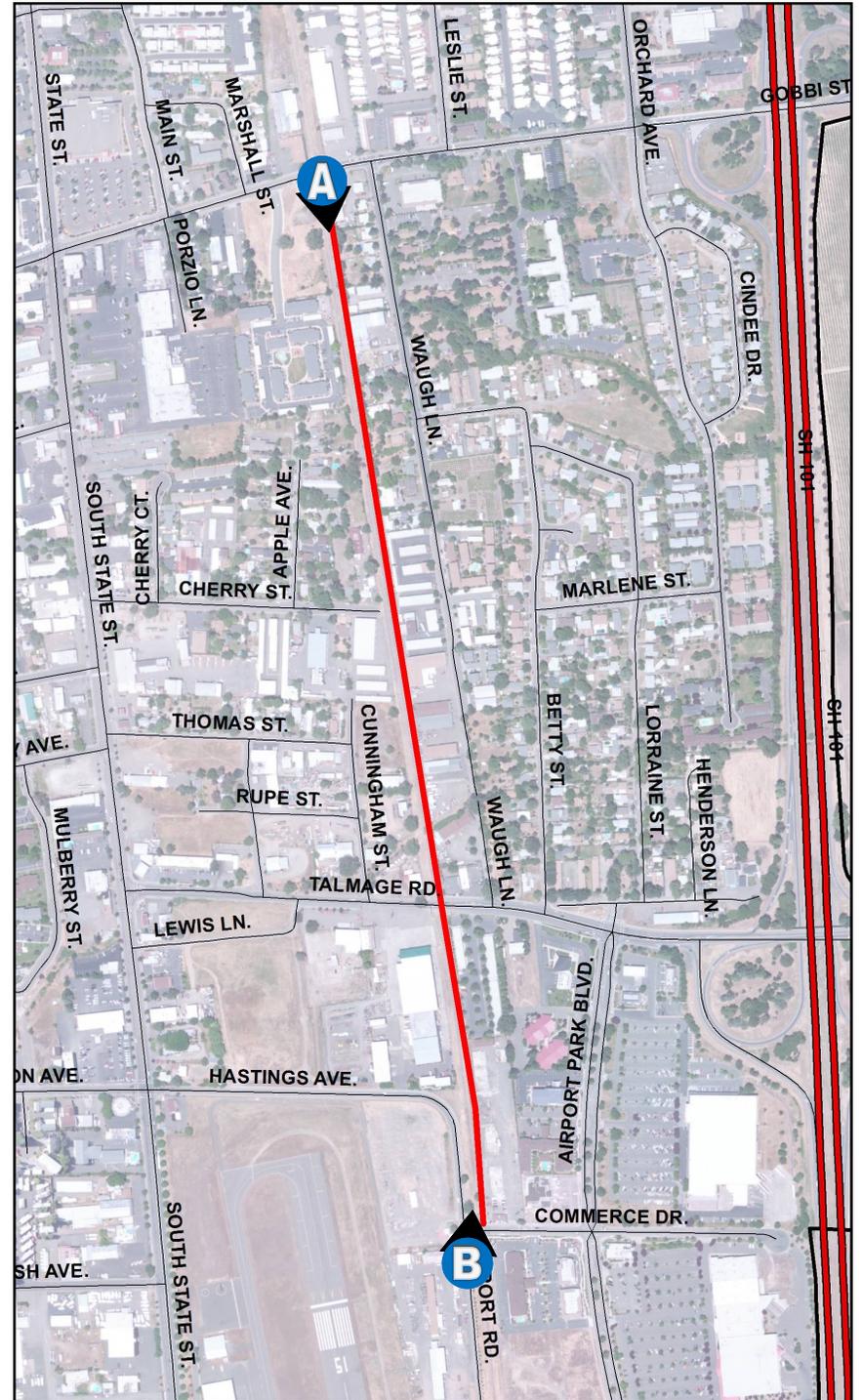
# ATTACHMENT F-2



A: Gobbi Street Xing—south view



B: Commerce Drive Xing—north view



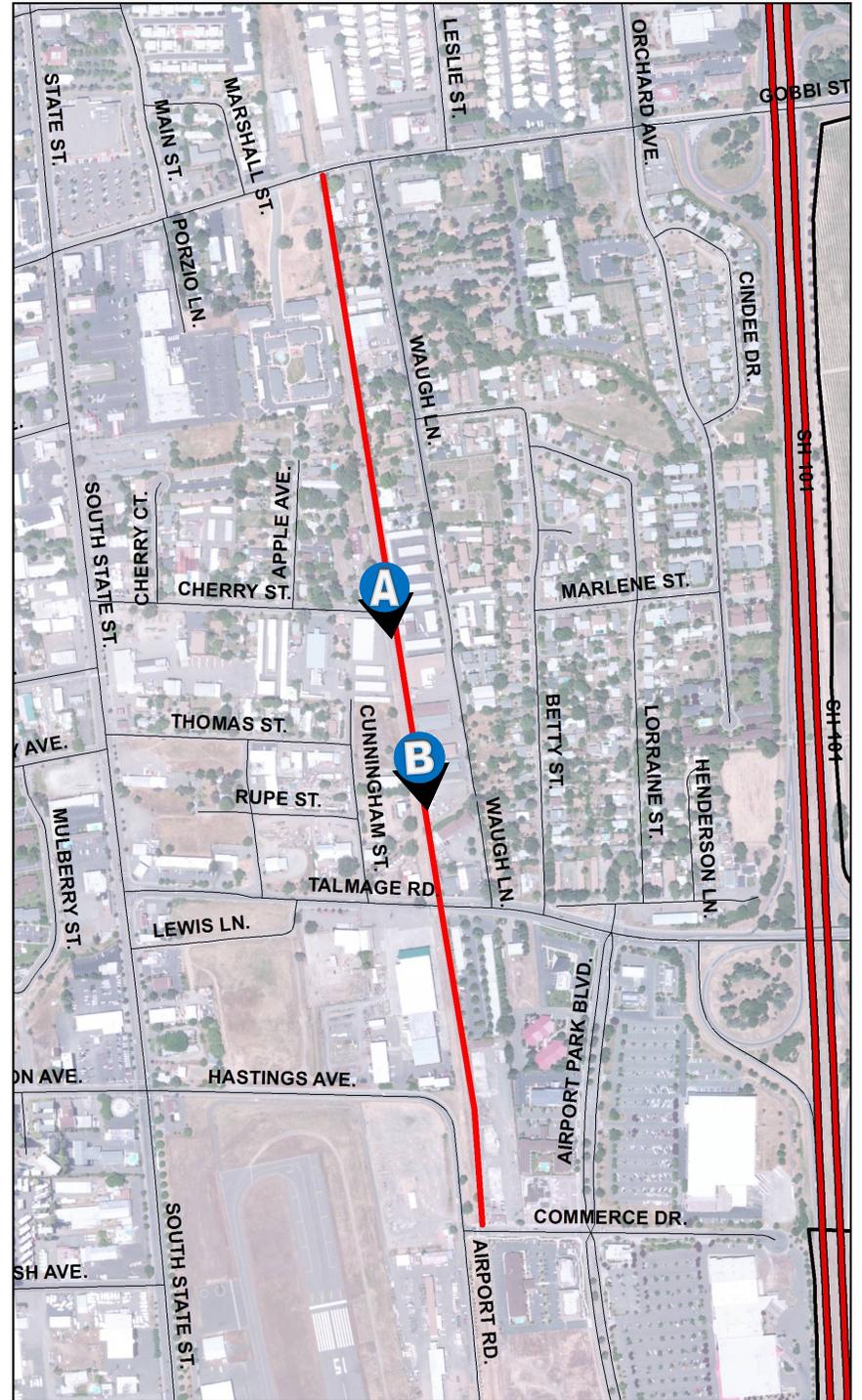
# ATTACHMENT F-3



A: Trail Pathway—south view



B: Future Cyclist/Pedestrian Bridge—south view



**ATTACHMENT F-4**

**EXISTING**



**PROPOSED**



**ATTACHMENT F-5**

**EXISTING**



**PROPOSED**



## Detailed Engineer's Estimate and Total Project Cost

**Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).**

### Project Information:

Agency:	City of Ukiah		
Application ID:	01-Ukiah-1	Prepared by:	Ben Kageyama
Date:	5/26/2015		
Project Description:	Northwestern Pacific Rail Trail Phase 2		
Project Location:	Gobbi Street to Commerce Drive		

### Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Mobilization	1	LS	\$50,000.00	\$50,000	100%	\$50,000						
2	Traffic Control Systems	1	LS	\$40,000.00	\$35,000	100%	\$35,000						
3	Construction Area Signs	14	EA	\$500.00	\$7,000	100%	\$7,000						
4	Water Pollution Prevention	1	LS	\$24,000.00	\$24,000	100%	\$24,000						
5	Clearing and Grubbing	1	LS	\$20,000.00	\$20,000							100%	\$20,000
6	Remove Ex. Traffic Striping/Markings	1	LS	\$10,000.00	\$10,000	100%	\$10,000						
7	Steel bridge 50 foot span	1	LS	\$100,000.00	\$100,000	100%	\$100,000						
8	Remove Concrete and AC Surfacing	720	SY	\$30.00	\$21,600	100%	\$21,600						
9	Trail Excavation and Grading	1500	CY	\$30.00	\$45,000	100%	\$45,000						
10	Roadway Ex/Grading (Talmage Road)	80	CY	\$30.00	\$2,400	100%	\$2,400						
11	Embankment Import Borrow (CL2 AB)	700	CY	\$50.00	\$35,000	100%	\$35,000						
12	Subgrade Replacement	500	SF	\$15.00	\$7,500	100%	\$7,500						
13	Class II AB (Trail & Roadway)	1800	CY	\$55.00	\$99,000	100%	\$99,000						
14	AC (Type A 1/2" Max., 0.25' Min. Thk.	750	Ton	\$150.00	\$112,500	100%	\$112,500						
15	AC (Type A 1/2" Max., 0.33' Min. Thk.	150	Ton	\$150.00	\$22,500	100%	\$22,500						
16	Minor Conc - Type A1-6 Curb, Incl AB	60	LF	\$35.00	\$2,100	100%	\$2,100						
17	Minor Concrete - Curb and Gutter (COU	50	LF	\$55.00	\$2,750	100%	\$2,750						
18	Minor Concrete - Sidewalks, Incl AB	250	SF	\$13.00	\$3,250	100%	\$3,250						
19	Minor Conc - Ramps/Driveways, w/AB	610	SF	\$16.00	\$9,760	100%	\$9,760						
20	Chain Link Fence (42" Tall)	4000	LF	\$20.00	\$80,000	100%	\$80,000						
21	Detectable Warning Surface	250	SF	\$40.00	\$10,000	100%	\$10,000						
22	Signing and Striping	1	LS	\$20,000.00	\$20,000	100%	\$20,000						
23	Type III Barricade (Talmage Road)	12	LF	\$75.00	\$900	100%	\$900						
24	Street light	2	EA	\$6,000.00	\$12,000	100%	\$12,000						
25	2" PVC Conduit	160	LF	\$25.00	\$4,000	100%	\$4,000						
26	Pull box (No. 5)	2	EA	\$570.00	\$1,140	100%	\$1,140						
27	Trail Lighting (Solar powered LED)	100	EA	\$4,000.00	\$400,000							100%	\$400,000
28	Site Furnishings	1	LS	\$30,000.00	\$30,000	100%	\$30,000						
29	Landscaping(ATP eligible since<5%)	1	LS	\$50,000.00	\$50,000							100%	\$50,000
<b>Subtotal of Construction Items:</b>					<b>\$1,217,400</b>		<b>\$747,400</b>						<b>\$470,000</b>
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>15.00%</b>	<b>\$182,610</b>								
<b>Enter in the cell to the right</b>													
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$1,400,010</b>								

### Project Cost Estimate:

Type of Project Delivery Cost	Cost \$
<b>Preliminary Engineering (PE)</b>	
Environmental Studies and Permits(PA&ED):	\$ 75,000
Plans, Specifications and Estimates (PS&E):	\$ 200,000
<b>Total PE:</b>	<b>\$ 275,000</b>
	<b>20%</b> 25% Max

### Right of Way (RW)

Right of Way Engineering:	\$ 15,000
Acquisitions and Utilities:	\$ 10,000
<b>Total RW:</b>	<b>\$ 25,000</b>

Engineer's Estimate (for Construction Items Only)						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
<b>Construction (CON)</b>													
				Construction Engineering (CE):	\$	150,000	10%	15% Max					
				Total Construction Items & Contingencies:	\$	1,400,010							
				<b>Total CON:</b>	\$	<b>1,550,010</b>							
<b>Total Project Cost Estimate:</b>						\$	<b>1,850,010</b>						

## GOALS, OBJECTIVES, POLICIES

### PREAMBLE

Transportation helps shape an area's economic health and quality of life. Not only does the transportation system provide for the mobility of people and goods, it also influences: air quality, environmental resource consumption, social equity, "smart growth," economic development, safety, and security. Transportation planning recognizes the critical links between transportation and other societal goals.

This Regional Transportation Plan (RTP) is more than a mere listing of capital investments, it is a strategy for operating, managing, maintaining, and financing the area's transportation system in such a way as to advance the long-term societal goals of the communities of Mendocino County and the long-term societal goals of the State of California.

This RTP emphasizes a strategy of investing transportation funds to bring greater mobility and access to services for all residents – including pedestrians, bicyclists, transit passengers of all ages and abilities, as well as trucks, buses and automobiles. Among other things, this strategy will reduce green house gas emissions (GHG) and household expenses by reducing vehicle miles traveled (VMT). This strategy will also bring economic and cultural renewal to every community in Mendocino County – because as public investments improve each community's public spaces, private investments follow.

In summary, this RTP provides a comprehensive strategy – one that leverages regional transportation funds to advance the long-term societal goals of the communities of Mendocino County and the State of California.

### POLICIES ON CLIMATE CHANGE & THE ENVIRONMENT

**Goal:** Build a combination of transportation facilities that, when evaluated as a group, will result in improved air quality, and reduce transportation-related air toxics and green house gas emissions in Mendocino County.

Objectives	Policies
Coordinate transportation planning with air quality planning.	Continue to include Air Quality representation on the Technical Advisory Committee and in the decision making process.
	As feasible, evaluate air quality impacts of proposed transportation improvements in the transportation modeling process.
Invest in transportation projects that will help Mendocino County residents to proportionately contribute to the California greenhouse gas reduction targets established by Assembly Bill 32 and	Evaluate transportation projects based on their ability to reduce Mendocino County's transportation-related greenhouse gas emissions.
	Prioritize transportation projects which lead to reduced greenhouse gas emissions.
	Participate with other agencies in Blueprint Planning activities

SB 375.	that may lead to reduced vehicle trips/vehicle miles travelled.
	Monitor new technologies and opportunities to implement energy efficient and nonpolluting transportation infrastructure.
	Continue to consider bicycle transportation, pedestrian, and transit projects for funding in the State Transportation Improvement program (STIP).
	Continue administrative, planning, and funding support for the Region’s transit agency, Mendocino Transit Authority.
Ensure transportation improvements are subject to adequate environmental review and standards.	Monitor transportation projects funded through MCOG to ensure that CEQA and NEPA requirements are being met.
	Coordinate and consult with resource agencies when implementing transportation projects.

## LAND USE, ACCESSIBILITY AND THE ECONOMY

**Goal:** Encourage coordination of land use and public investments in a way that improves accessibility to services, employment and housing – thereby strengthening the local and state economies.

### Objectives

### Policies

Encourage local entities to direct private development to priority urbanized areas where services can best be provided at lowest public cost and least environmental consequences.	Work with the County of Mendocino and the county’s cities to create a regional blueprint that identifies priority development areas where new land division and land use intensification should be directed.
	Consider transportation grant programs to encourage Mendocino County governments to support infill construction in identified priority development areas.
Encourage equity in providing transportation services and facilities.	Prioritize transportation projects that ensure residents – regardless of income – have equitable access to vital services, employment and educational opportunities.

## COMPLETE STREETS

**Goal:** To improve our public spaces so the street, road and transportation system meets the needs of all surface transportation modes, including vehicular, bicycle, pedestrian and transit.

### Objectives

### Policies

Incorporate bicycle, pedestrian and transit improvements when planning roadway improvements, unless the	Coordinate funding programs to provide multiple components of an infrastructure project when appropriate.
	Seek funding sources for multiple modes of transportation.

roadway is exempt by law, or the project receives a specific waiver authorized through a public, high-level process.	Facilitate coordination between local transportation agencies and Mendocino Transit Authority.
	Consider waivers in cases where environmental issues constrain improvement options, transit service is not planned or currently provided, or where the benefit/cost ratio of providing bike/pedestrian improvements is low (as would be expected in isolated rural areas).
Provide new bicycle, pedestrian and transit facilities on existing streets and roads where none exist.	Seek funding to fill gaps in bicycle and pedestrian facilities adjacent to roadways and provide bus stop improvements along fixed transit routes.

## GOODS MOVEMENT

**Goal:** A transportation system allowing the efficient free flow of goods and freight, including agricultural goods, within and through the region.

### Objectives

### Policies

Develop State Highway routes capable of efficiently moving goods and agricultural products to, from, and through the Region.	Prioritize State Highway and local road projects that improve connectivity and overall mobility, and increase efficiency with which freight can travel throughout the region.
	Support State efforts to develop a Surface Transportation Assistance Act (STAA) route along the existing alignment through Richardson Grove State Park to eliminate the only STAA gap between the Bay Area and Eureka.
Re-establish freight rail service in Mendocino County.	Support the efforts of the North Coast Railroad Authority to re-establish freight rail service in Mendocino County if viable and financially feasible.

## TRANSPORTATION SECURITY AND EMERGENCY RESPONSE

**Goal:** Provide a safe transportation system and enable rapid and safe evacuation and emergency response.

### Objectives

### Policies

Coordinate with local and state agencies on security and emergency response planning efforts.	Encourage local agencies and airports to work with Mendocino County Office of Emergency Services to prepare for emergency response and security.
	Identify key transportation routes for evacuation as well as emergency responder access.
Encourage the provision of safety	Consider safety features when planning new transportation

measures for all modes of the regional transportation system.	projects, such as lighting fencing, that would improve safety and security of travelers.
	Consider new technologies to improve security, such as on-board security equipment for transit and changeable message signs for roads and highways.

## STATE HIGHWAY SYSTEM

**Goal:** Provide safe, efficient transportation for regional and interregional traffic while maintaining quality of life for residents of the county.

### Objectives

### Policies

Provide timely improvements to the Principal Arterial (major highway) system consistent with statewide needs and regional priorities.	Identify improvements to the major corridors consistent with route concepts.
	Seek funding for priority improvements identified on major corridors and interregional routes, including the consideration of RIP programming and pursuit of other State and Federal funding sources.
	Prioritize completion of all phased of the U.S. 101 bypass of Willits consistent with the adopted EIR/EIS for that facility.
	Identify, prioritize, and seek funding for access improvements (interchanges & intersections) to the Principal Arterial System.
	Consider funding participation in staged widening of two-lane segments of U. S. 101 south of Ukiah.
Provide a system of Minor Arterial Highways consistent with statewide needs and local priorities.	Encourage State funding for maintenance of Minor Arterial Highway segments within the County.
	Coordinate with Caltrans to identify and program needed operational and safety improvements.
	Consider local funding partnership to correct safety concerns as appropriate.
Provide safe traveling conditions on all State Highways within Mendocino County.	Prioritize projects that correct safety issues (particularly in locations with high accident rates) for support and funding consideration.
	Implement a system of motorist aid call boxes consistent with the Call Box Implementation Plan per MCOG’s role as the Service Authority for Freeway Emergencies (SAFE) for Mendocino County.
Provide for efficient, free-flowing travel on all Sate Highways in Mendocino County.	Maintain a minimum Level of Service C on rural segments of the Principal Arterial System and a minimum Level of Service of D in “urbanized” areas as measured by the current Highway Capacity Manual.
	Maintain a minimum Level of Service D on the “main line” at all

	interchanges and at-grade crossings on the state Highway System.
	Consider programming RIP funding for projects that maintain or improve Level of Service to standards identified herein.
Balance the needs for transportation improvements with quality of life for residents of and visitors to the region.	Consider context sensitive solutions when planning and designing highway improvements, particularly in communities where a State highway serves as “Main Street.”
	Consider “complete streets” strategies when planning major corridor improvements that include the needs of bicyclists, pedestrians, and transit users.
	Pursue multiple funding sources (STIP, TE, SR2S, BTA, etc.) on corridor projects to fund multiple modal aspects of the project.

## LOCAL STREETS & ROADS

**Goal:** Provide a safe and efficient transportation network, connecting local community roads and major transportation corridors and meeting the transportation needs of the communities served by these facilities.

Objectives	Policies
Identify and prioritize capital improvements to the regional road system	Conduct planning activities, such as development of CIPs, to identify critical, high priority improvements.
	Seek funding for needed improvements, including consideration of RIP funding and other state and federal grant sources.
	Prioritize improvements to principal local roadways, particularly those providing primary access to communities, those that connect to the State Highway system, or those that relieve the impact on the State Highway system.
Balance the need for safety and operational improvements with the need for maintenance of the existing system.	Maintain a Pavement Management Program to analyze and determine the best use for funds available for pavement maintenance and rehabilitation.
	Assist local agencies in identifying, prioritizing, and funding safety improvements on local streets and roads systems.
	Seek reliable funding sources for ongoing maintenance and rehabilitation efforts in order to protect investment in existing system.
Provide for alternative forms of transportation on local street and road networks.	Consider “complete streets” strategies when planning and implementing local street and road improvements, including the addition/improvement of bicycle and pedestrian facilities and transit stops.

## NON MOTORIZED TRANSPORTATION

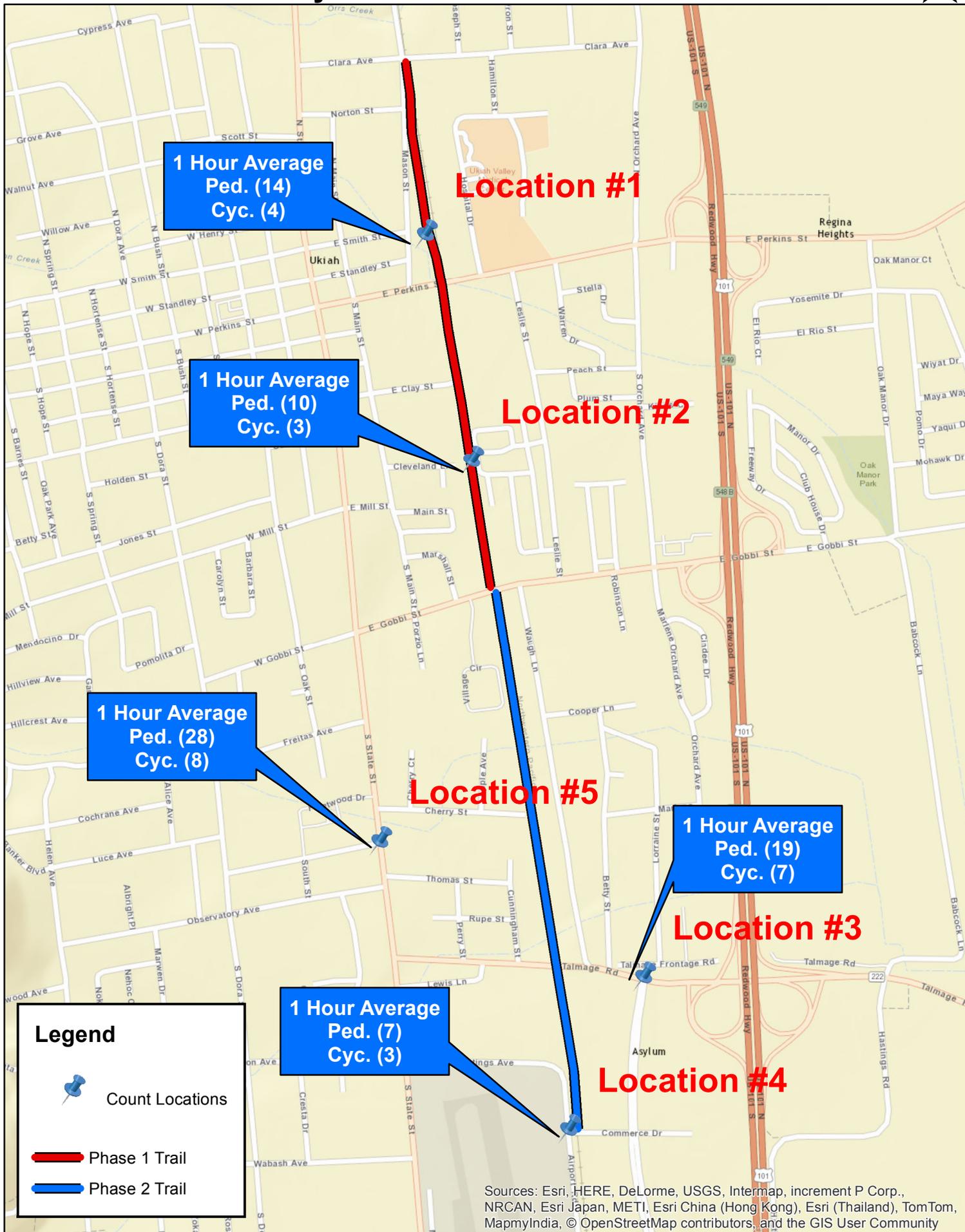
**Goal:** Provide a safe and useable network of bicycle and pedestrian facilities throughout the region as a means to lessen dependence on vehicular travel and improve the health of Mendocino County’s residents.

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.

## TRANSIT

The Mendocino Transit Authority is the Consolidated Transit Service Agency for Mendocino County and provides the majority of transit services throughout the county, including support for

# ATTACHMENT I-1 Cyclists and Pedestrian Count



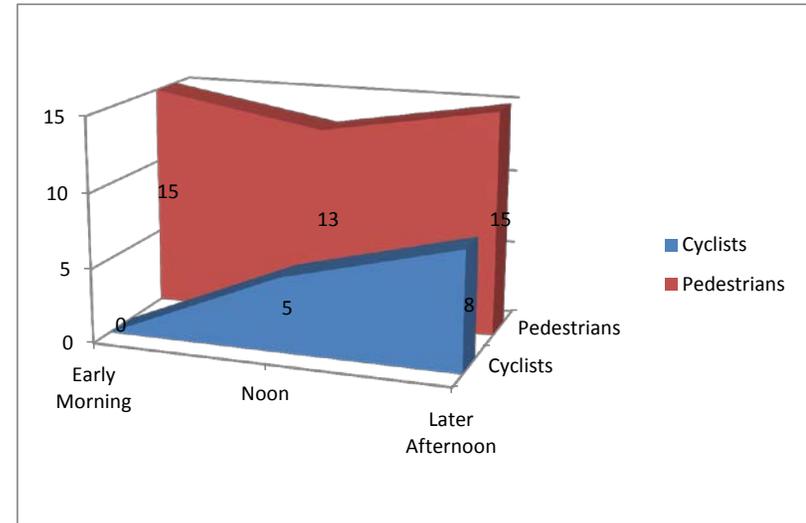
## ATTACHMENT I-1

### Pedestrian and Cyclist Counts

Count Duration: 60 minutes  
 Early Morning (7:30AM - 9:30AM)  
 Noon (11:00 AM - 1:00PM)  
 Later Afternoon (3:00PM - 5:00PM)

#### #1) NWP Rail Trail between Clara Ave. and Perkins St.

GROUP	Early Morning	Noon	Later Afternoon
Pedestrians < Age 18	5	1	5
Pedestrians > Age 18	10	12	10
<b>PEDESTRIANS TOTAL</b>	<b>15</b>	<b>13</b>	<b>15</b>
Cyclists < Age 18	0	0	0
Cyclists > Age 18	0	5	8
<b>CYCLISTS TOTAL</b>	<b>0</b>	<b>5</b>	<b>8</b>



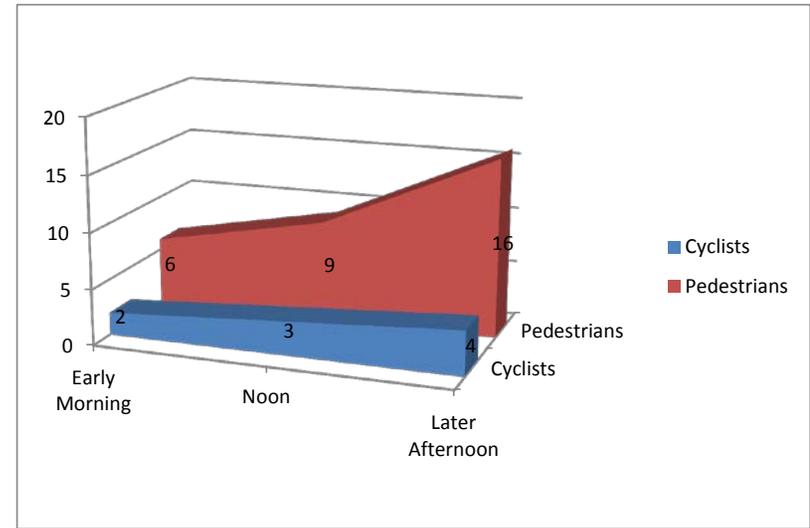
## ATTACHMENT I-1

### Pedestrian and Cyclist Counts

Count Duration: 60 minutes  
 Early Morning (7:30AM - 9:30AM)  
 Noon (11:00 AM - 1:00PM)  
 Later Afternoon (3:00PM - 5:00PM)

#### (#2) NWP Rail Trail between Perkins St. and Gobbi St.

GROUP	Early Morning	Noon	Later Afternoon
Pedestrians < Age 18	2	0	6
Pedestrians > Age 18	4	9	10
<b>PEDESTRIANS TOTAL</b>	<b>6</b>	<b>9</b>	<b>16</b>
Cyclists < Age 18	0	0	0
Cyclists > Age 18	2	3	4
<b>CYCLISTS TOTAL</b>	<b>2</b>	<b>3</b>	<b>4</b>



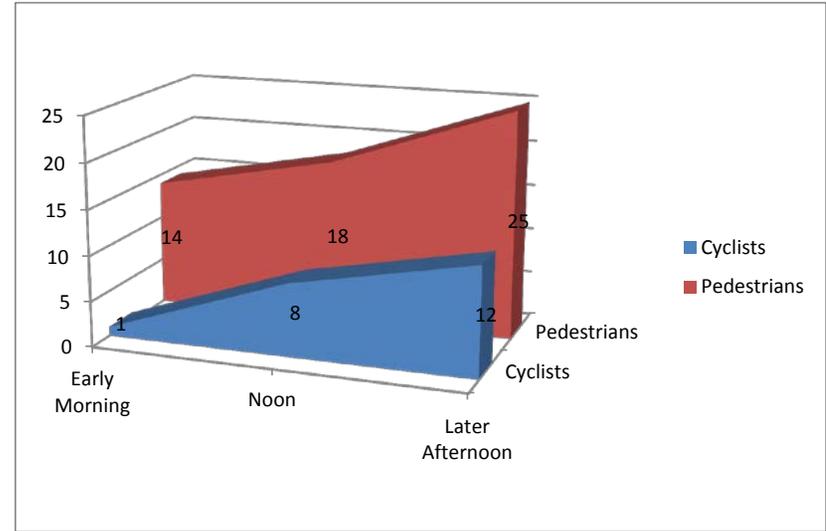
## ATTACHMENT I-1

### Pedestrian and Cyclist Counts

Count Duration: 60 minutes  
 Early Morning (7:30AM - 9:30AM)  
 Noon (11:00 AM - 1:00PM)  
 Later Afternoon (3:00PM - 5:00PM)

#### (#3) Intersection of Airport Park Blvd. and Talmage Rd.

GROUP	Early Morning	Noon	Later Afternoon
Pedestrians < Age 18	2	1	2
Pedestrians > Age 18	12	17	23
<b>PEDESTRIANS TOTAL</b>	<b>14</b>	<b>18</b>	<b>25</b>
Cyclists < Age 18	0	0	0
Cyclists > Age 18	1	8	12
<b>CYCLISTS TOTAL</b>	<b>1</b>	<b>8</b>	<b>12</b>



## ATTACHMENT I-1 Pedestrian and Cyclist Counts

Count Duration: 60 minutes  
 Early Morning (7:30AM - 9:30AM)  
 Noon (11:00 AM - 1:00PM)  
 Later Afternoon (3:00PM - 5:00PM)

### (#4) Intersection of Hastings Ave. and Commerce Dr.

GROUP	Early Morning	Noon	Later Afternoon
Pedestrians < Age 18	0	1	1
Pedestrians > Age 18	2	13	9
<b>PEDESTRIANS TOTAL</b>	<b>2</b>	<b>14</b>	<b>10</b>
Cyclists < Age 18	0	1	0
Cyclists > Age 18	0	6	2
<b>CYCLISTS TOTAL</b>	<b>0</b>	<b>7</b>	<b>2</b>



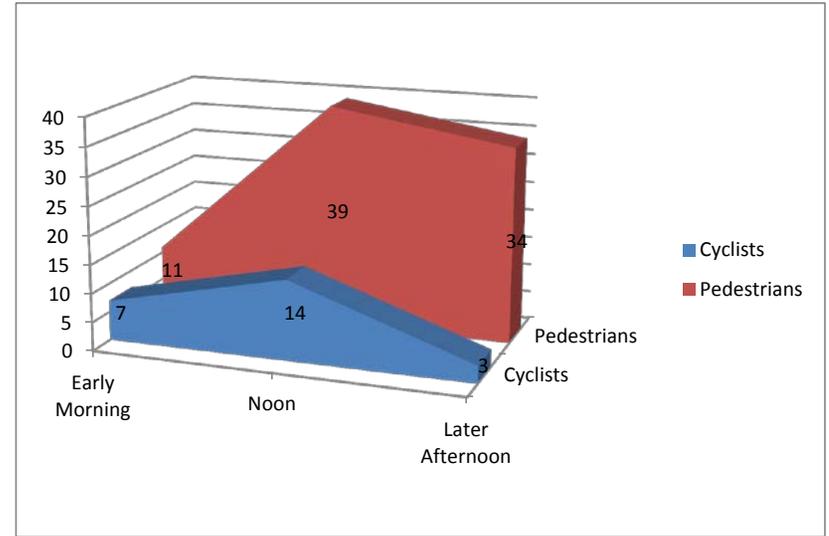
## ATTACHMENT I-1

### Pedestrian and Cyclist Counts

Count Duration: 60 minutes  
 Early Morning (7:30AM - 9:30AM)  
 Noon (11:00 AM - 1:00PM)  
 Later Afternoon (3:00PM - 5:00PM)

#### (#5) Intersection of State St. and Luce Ave.

GROUP	Early Morning	Noon	Later Afternoon
Pedestrians < Age 18	1	9	7
Pedestrians > Age 18	10	30	27
<b>PEDESTRIANS TOTAL</b>	<b>11</b>	<b>39</b>	<b>34</b>
Cyclists < Age 18	1	0	0
Cyclists > Age 18	6	14	3
<b>CYCLISTS TOTAL</b>	<b>7</b>	<b>14</b>	<b>3</b>

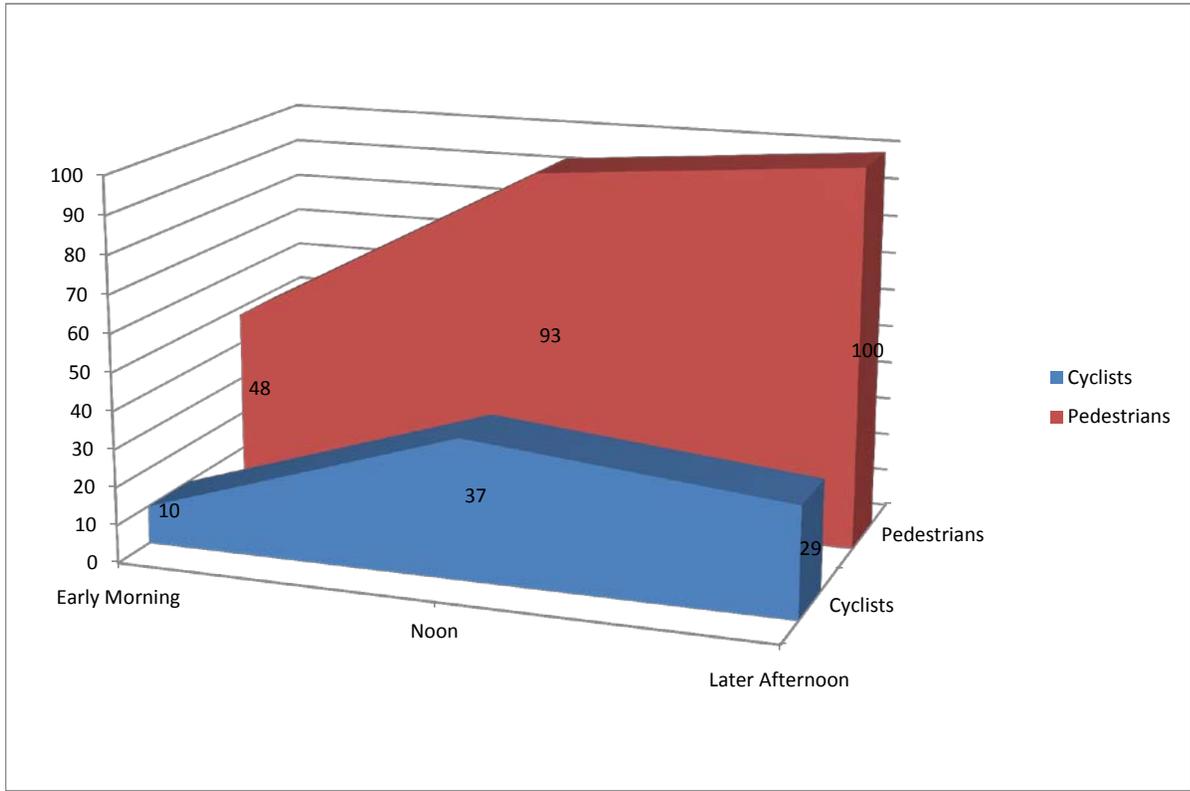


# ATTACHMENT I-1

## Pedestrian and Cyclist Counts

Count Duration: 60 minutes  
Early Morning (7:30AM - 9:30AM)  
Noon (11:00 AM - 1:00PM)  
Later Afternoon (3:00PM - 5:00PM)

<b>Pedestrians TOTALS</b>	48	93	100
<b>Cyclists TOTALS</b>	10	37	29



**Pedestrian and Bicycle Count Summary**

Location Description	One Hour Counts						Average Daily Traffic Estimate		ADT	AADT
	am:		noon:		pm:		Assume 12 hr period 7am to 7pm			
	bike	ped	bike	ped	bike	ped	bike	ped		
1 Phase 1 trail between Clara and Perkins	0	15	5	13	8	15	52.0	172		
2 Phase 1 trail between Perkins and Gobbi	2	6	3	9	4	16	36.0	124		
3 Talmage Road/Airport Park Blvd intersection	1	14	8	18	12	25	84.0	228		
4 Commerce Drive/Hastings Ave intersection	0	2	7	14	2	10	36.0	104		
5 South State Street at Luce Avenue	7	11	14	39	3	34	96.0	336	15,650	14,085
<b>Total existing daily trips on existing streets:</b>							216.0	668		

**Calculations**

**Estimate of pedestrian trips, existing:** assume 50% of pedestrians at location 5, and 67% of pedestrians at locations 3 and 4 = 389

**Estimate of future pedestrian trips using Phase 2 Trail:** use 1/4 mile influence area (12.4% of total Ukiah area) 0.124 x 16,075 (total population) = 1993 people within area  
 Per US Census, commuters in 2013, 2.8% walked & 0.6% biked; Using commute rate of 8% (b/c calculator, misc tab), total estimated pedestrians w/project= 700

**Estimate of Bicycle trips using Phase 2 Trail:** use methodology in Transportation Research Board Report 552 "Guidelines for Analysis of Investments in Bicycle Facilities"  
 Ukiah population 16,075 per 2010 US Census  
 total area = 4.7222 sq. mi.; density = 3400/sq.mi.

	buffer	City Area	Residents	Daily Commuters R x 0.8 x 0.5
(400m)	1/4 mile	12.4%	1993	797
(800m)	1/2 mile	16.4%	2636	1054
(1,600m)	1 mile	31.7%	5096	2038

Rates of walking and bicycling to work by region and city size 2008 - 2012

C: West region - small cities, walk 2.8%, bicycle 0.8%

	# adults(80%)			
T(high) = 0.6 + (0.8) 3 = 3%	1/4 mile	1594	x 3.0%	48
T(moderate) = 0.4 +(0.8) 1.2 = 1.4%	1/2 mile	2109	x 1.4%	30
T(low) = 0.8%	1 mile	4077	x 0.8%	33
<b>Total Daily Existing Adult Cyclists</b>				<b>111</b>
<b>1-year forecast (assume 2% growth):</b>				<b>113</b>

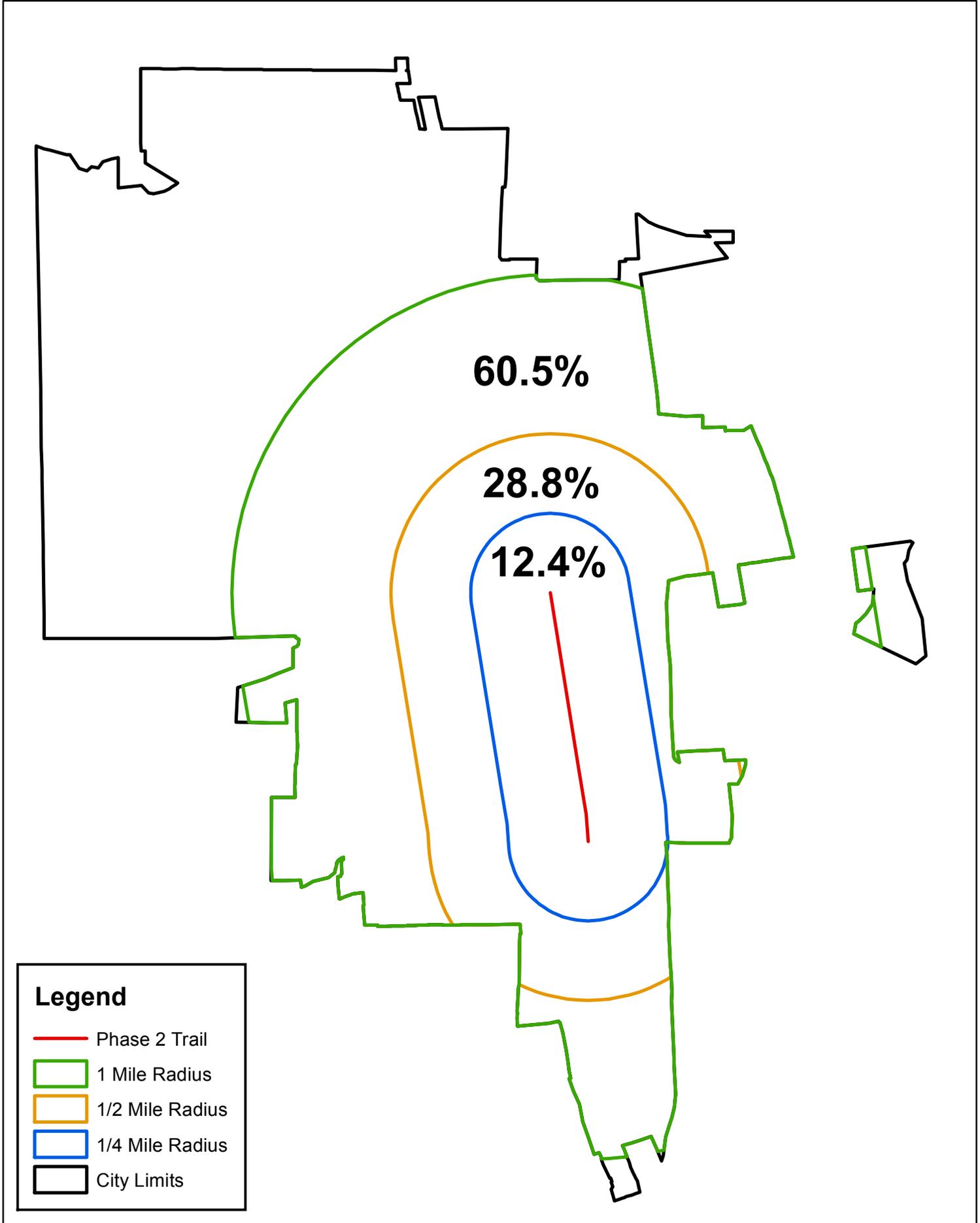
Projected Bicycling Trips:

Sum existing cyclists x (L(d)-1), L(d) = 2.93, 2.11, 1.39	
1/4 mile	48 x 1.93 = 93
1/2 mile	30 x 1.11 = 33
1 mile	33 x 0.39 = 13
<b>Total Projected Daily Bicycle trips w/Project</b>	<b>139</b> (25.2% increase over existing)

# ATTACHMENT "I-1"

## Proposed NWP Rail Trail - Buffer Zone Map

N



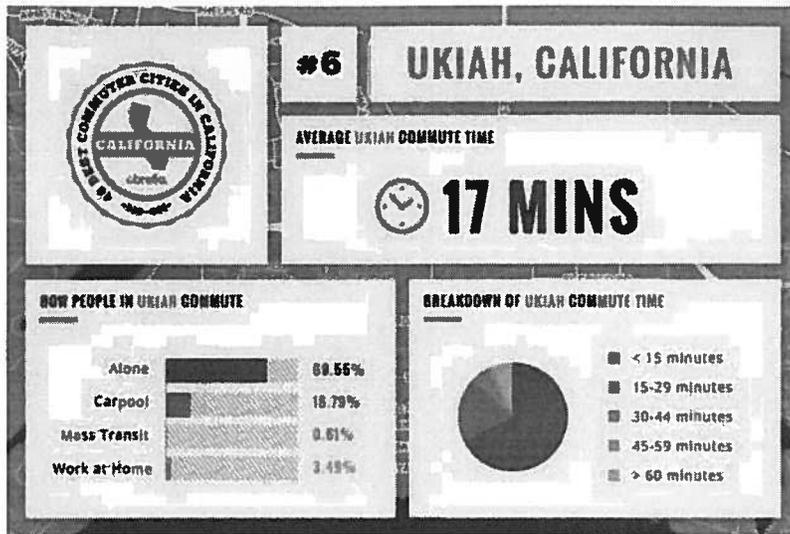
### Legend

- Phase 2 Trail
- 1 Mile Radius
- 1/2 Mile Radius
- 1/4 Mile Radius
- City Limits

# Ukiah makes list of best commuter cities in California

By

UkiahDailyJournal.com



A recent study ranked Ukiah No. 6 out of 40 California cities, with its average commute time of 17 minutes. (Contributed photo)

Ukiah has been ranked No. 6 out of 40 California cities for best commute times, according to a recent study.

Obrella, a company that commissions such reports for insurance purposes, said Ukiahans have an average commute time of 17 minutes, while an

estimated 70 percent do so alone, with nearly 17 percent choosing to carpool.

For the study, traffic data was provided from a 2013 survey by the U.S. Census Bureau, which was the most recent. California cities with population exceeding 10,000 were considered.

"With 67 percent of Ukiah residents commuting for less than 15 minutes, workers in Ukiah have the rare opportunity of enjoying a beautiful California city without having to deal with horrible traffic," said Obrella Community Manager Rachel Drake. "We commend Ukiah's local government, residents and business owners for keeping Ukiah residents away from the dangers and expenses that come with a long commute."

Other high-ranking cities included Susanville, which took the top spot, followed by Ridgecrest, Eureka, San Luis Obispo and Isla Vista.

In its report, Obrella also applauded the local organization Walk and Bike Mendocino, for its effort of promoting alternative commuting methods of walking or biking to work or school.

Neil Davis, program director for Walk and Bike Mendocino, said he planned to brag about the recognition.

The city with the worst commute was Lake Los Angeles, where residents apparently have a 53-minute drive on a typical day.

*The full report can be viewed at <http://www.obrella.com/news/2015/best-worst-commuter-cities-california/>.*

**Summary Result: 54 Collisions.** [Jump to Results Map](#)  
**Warning: 2013 data is provisional and incomplete.**

[Download Data](#) [Save Query](#)

[Download Data](#) [Save Query](#)

PCF Violation		
01 - Driving or Bicycling Under the Influence of Alcohol or Drug	1	1.9%
02 - Impeding Traffic	0	0%
03 - Unsafe Speed	2	3.7%
04 - Following Too Closely	0	0%
05 - Wrong Side of Road	7	13%
06 - Improper Passing	0	0%
07 - Unsafe Lane Change	0	0%
08 - Improper Turning	1	1.9%
09 - Automobile Right of Way	6	11.1%
10 - Pedestrian Right of Way	13	24.1%
11 - Pedestrian Violation	9	16.7%
12 - Traffic Signals and Signs	2	3.7%
13 - Hazardous Parking	0	0%
14 - Lights	0	0%
15 - Brakes	0	0%
16 - Other Equipment	0	0%
17 - Other Hazardous Violation	2	3.7%
18 - Other Than Driver (or Pedestrian)	0	0%
19 -	0	0%
20 -	0	0%
21 - Unsafe Starting or Backing	2	3.7%
22 - Other Improper Driving	2	3.7%
23 - Pedestrian or Other Under the Influence of Alcohol or Drug	0	0%
24 - Fell Asleep	0	0%
00 - Unknown	3	5.6%
-- Not Stated	4	7.4%

Type of Collision		
A - Head-On	2	3.7%
B - Sideswipe	1	1.9%
C - Rear End	1	1.9%
D - Broadside	16	29.6%
E - Hit Object	2	3.7%
F - Overturned	0	0%
G - Vehicle/Pedestrian	29	53.7%
H - Other	3	5.6%
-- Not Stated	0	0%

Collision Severity		
1 - Fatal	2	3.7%
2 - Injury (Severe)	10	18.5%
3 - Injury (Other Visible)	21	38.9%
4 - Injury (Complaint of Pain)	21	38.9%

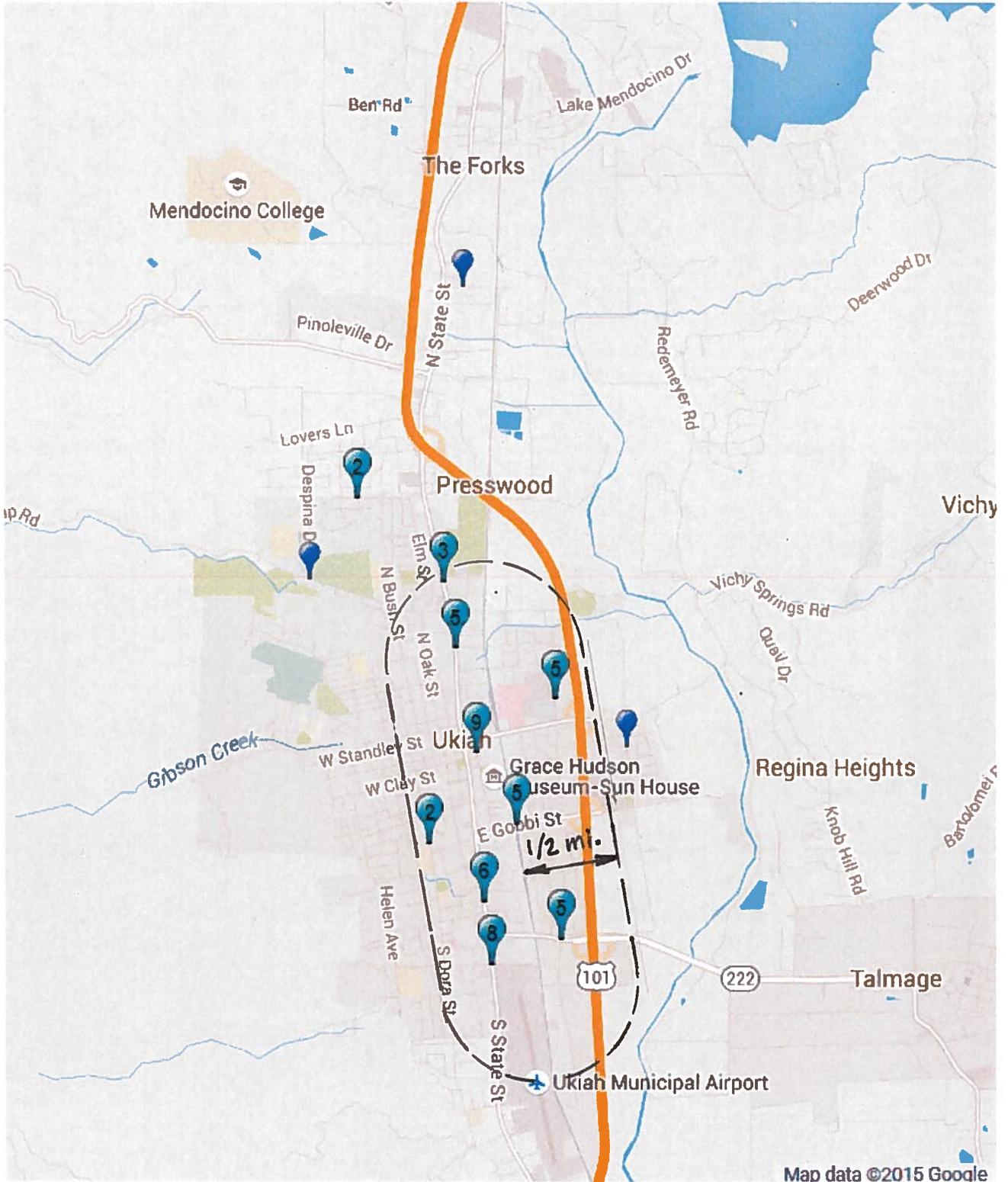
State Highway		
YES	2	3.7%

Vehicle Involvement		
Pedestrian Collision	34	63%
Bicycle Collision	20	37%
Motorcycle Collision	0	0%
Truck Collision	1	1.9%

**Current Selection**

**Date:** 01/01/2009 - 12/31/2013  
**Counties:** Mendocino  
**Cities:** Ukiah

**Pedestrian Collision**  
 YES  
**Bicycle Collision**  
 YES



Transportation Injury Mapping System - TIMS  
 Accident Cluster Map 1/1/2009-12/31/2013

# APPENDIX A

## Summary of Public Outreach

**Mendocino County Rail-with-Trail Corridor Plan**

**DRAFT MARCH 2012**

## Technical Memorandum: Summary of Public Outreach

November 14, 2011

Prepared by Alta Planning + Design

This memorandum presents comments and recommendations for a rail-with-trail (RWT) along the North Coast Railroad Authority (NCRA) railroad tracks in Mendocino County synthesized from public, stakeholder, and agency outreach efforts. Stakeholder input was collected with a public survey and at public workshops in Willits and Ukiah, during adjacent property owner interviews (in Ukiah), and at Technical Advisory Group (TAG) meetings. Detailed findings from the public survey and public workshops are presented in Appendix A and Appendix B, respectively. While preferences for a RWT design, function, and alignment varied, unifying recommendations can be discerned. Overall, stakeholders stated their interest in and support for a RWT that serves both local transportation and recreational needs and facilitates tourism by connecting with lodging, food, and services intermittently along corridor.

This memorandum presents a summary of anticipated RWT user groups, trip types (that is, walking, bicycling, or equestrian), and attractor destinations by jurisdiction for the cities of Willits and Ukiah and Mendocino County. Each of these items will influence the recommended trail alignment and design. A well-designed RWT must be responsive to anticipated user groups and trip types in its surfacing, cross section, and alignment. The RWT should also allow for connections with attractor destinations, thereby connecting RWT users with their preferred destinations. Recommendations for the RWT are presented below.

### City of Willits

#### Anticipated User Groups

Stakeholders conveyed a strong interest in using a RWT in Willits. Bicycling is the mode with the highest overall support, with 91.3% support in Willits. Willits stakeholders expressed slightly less interest in walking along a RWT; 87% of Willits stakeholders confirmed they would use the trail for walking. Hiking is a planned activity for 47.8% of Willits respondents. While none of the stakeholders surveyed in Willits plan to ride horses on the trail, some stakeholders requested equestrian use adjacent to or concurrent with other uses. It was stated that there is currently equestrian use along the NRCA ROW in many areas, including Willits and Redwood Valley. It is recommended that a RWT through Ukiah accommodate walking, bicycling, and equestrian use.

#### Trip Types

Walking as a mode of exercise received the most significant support; 81.5% of Willits respondents confirmed they walk for exercise. Also popular, 51.9% of Willits respondents bicycle for exercise. Approximately half (48.2%) of Willits survey respondents walk for transportation. Similarly, approximately half (48.2%) of Willits respondents confirmed that they bicycle for transportation. Connects between residential neighborhoods and recreational, commercial, and office land uses are recommended.

### Attractor Destinations

Willits respondents support priority development of the corridor between Willits and Ukiah (18.5%) and incorporated Willits (18.5%), followed by Commercial Street (14.8%) and a connection between the Brooktrails subdivision and incorporated Willits (7.4%). Willits respondents selected Safeway (14.8%) and Willits High School (7.4%) as key destinations.

Brooktrails is utilized for walking exercise by 40% of Willits respondents. Willits survey respondents did not identify a clear favorite bicycling for exercise destination; Hopland, Lake Mendocino, and Redwood Valley were the only locations cited more than once by respondents.

Willits respondents favor RWT access at Willits High School (18.5%), followed by the public library (14.8%), Safeway (14.8%), and the Skunk Train depot (11.1%).

It is recommended MCOG and the City consider connecting a RWT along the NCRA rail line to these key destinations.

### RWT Alignment

This RWT Corridor Plan includes selection of three Phase 1 projects; one each within the cities of Willits and Ukiah and one within unincorporated Mendocino County. Given two options, Willits stakeholders expressed a clear preference for the northern option (from Willits High School to E. Commercial Street) over the southern option (between San Francisco and US Highway 101). Members of the public also expressed interest in a RWT through southern Willits, connecting with the senior center and hospital. It is recommended that MCOG and the City pursue development of a RWT from Willits High School to E. Commercial Street as a Phase 1 project. It is recommended that MCOG and the City consider potential connections between a RWT along the NCRA rail line and a future trail to Brooktrails. The conceptual northern RWT alignment includes two RWT spurs that terminate at US Highway 101, to the north and south of Sherwood Road. The southern RWT alignment (between San Francisco and US Highway 101) and an alignment through southern Willits are recommended as Phase 2 and/or Phase 3 alignments.

Viability of the northern Phase 1 RWT alignment is highly dependent of the ability to establish two public at-grade crossings of the NCRA tracks north of E. Commercial Street. The Skunk Train has a joint track agreement with NCRA that includes use of these rail lines. Skunk Train operators have no objection conceptually to the northern Willits RWT alignment or to routing RWT users through the parking lot located north of E. Commercial Street, which the Skunk Train owns. The operators are fairly certain the current access road crossing is not a legal, public grade crossing; however, the crossings may be a legal crossing for rail maintenance. Regarding the parking lot, the operators would be willing to allow RWT user access via a licensing agreement, but will not consider surrendering property or allowing an easement through the parking lot. It is recommended that MCOG and the City continue to pursue discussions with NCRA and the Skunk Train operators regarding the rail crossings.

### RWT Design and Preferred RWT Amenities

The preferred RWT cross section within Willits is a paved trail with a four to six foot wide unpaved shoulder on one side. Some members of public expressed interest in use of permeable pavement for the trail surface. The top three RWT amenities were trailheads, native plantings, and bicycle parking. It is recommended that the City plan for a

paved trail with a four to six foot wide unpaved shoulder and incorporate the stakeholders preferred amenities. Surfacing materials and amenities should be further refined during future planning and design phases.

## City of Ukiah

### Anticipated User Groups

Stakeholders conveyed a strong interest in using a RWT system in Ukiah. Walking is the mode with the highest overall support, with 81.5% support. Hiking is a planned activity for 55.6% of Ukiah respondents. Ukiah stakeholders expressed less interest in bicycling along a RWT; 51.9% of stakeholders confirmed they would use the trail for cycling. Approximately 18.5% of respondents stated they would ride horses on the RWT either within Ukiah or the County. It is recommended that a RWT through Ukiah accommodate walking, bicycling, and equestrian use.

### Trip Types

Walking and bicycling for exercise received significant support; 87% of Ukiah respondents walk for exercise and 73.9% of Ukiah respondents bicycle for exercise. A significant number of Ukiah respondents confirmed that they bicycle (65.2% of respondents) and walk (61.0% of respondents) for transportation.

### Attractor Destinations

Ukiah workshop respondents indicated their support for prioritizing trail development in incorporated Ukiah (52.2%), followed by Lake Mendocino (13.0%), Willits (8.7%), and the corridor between Willits and Ukiah (8.7%). Ukiah respondents selected Mendocino College (21.7%), UVMC (17.4%), and Low Gap (8.7%) as key destinations.

Popular walking for exercise locations in Ukiah include Low Gap Park (20%), Lake Mendocino (15%), and Westside Ukiah (10%). Popular locations for walking for transportation in Ukiah include downtown (28.5%) and the west side of Ukiah (14.2%). Bicycling for transportation destinations include State (20.0%), Gobbi (13.3%), and Dora (13.3%) streets. No clear favorite locations for bicycling for exercise were identified; Hopland, Lake Mendocino, and Redwood Valley were the only locations cited more than once by respondents.

Ukiah workshop respondents favor trail access at the train depot (17.4%), followed by Clay and Cherry Streets (8.7% for both locations) and non-specific railroad crossings (8.7%).

It is recommended MCOG and the City consider connecting a RWT along the NCRA rail line to these key destinations.

### RWT Alignment

One Phase I project through Ukiah from Gobbi Street to Clara Avenue is currently being considered. The public was asked to comment of several alignment alternatives between Perkins Street and Clara Avenue, where abandonment of a rail line spur would be necessary in order to locate a RWT along the main NRCA rail line. Options included either development of a sidepath along Mason Street between North Street and Clara Avenue or development of on-street bicycle facilities (either Class II bike lanes or a Class III bike route) and an eastern sidewalk along Mason Street north of Smith Street. The public stated a clear preference for a sidepath to Clara Avenue, citing a preference to keep bikes off the road. Some members asked that the City develop parallel on-street parking along the north end of

Mason Street and curbs down Mason Street. Some members of the public requested a RWT along both the west and east sides of the rail line in locations adjacent to more densely population neighborhoods.

The feasibility of the sidepath to Clara Avenue alignment option is dependent on abandonment of the westernmost rail spur south of Clara Avenue. It is recommended that MCOG and the City pursue discussions with NRCA regarding abandonment of this rail spur. It is recommended that the City develop parking and street cross section designs with input from the businesses along the impacted portions of Mason Street. It is also recommended that the City consider development of a second, unpaved RWT along the east side of the NRCA line in locations adjacent to more densely population neighborhoods.

### **RWT Design and Preferred RWT Amenities**

The preferred RWT cross section in Ukiah is a paved trail with a four foot wide paved shoulder on one side. Members of the public expressed interested in separate bicycle and walking trails to accommodate RWT users traveling at different speeds.

The top three amenities were native landscaping, benches, and water fountains. Members of the public stated an interest in public art, community gardens/urban farming along the RWT. Still others stated a preference against fencing along the RWT unless or until rail service returns.

It is recommended that the City plan for a paved trail with an unpaved shoulder and incorporate the stakeholders preferred amenities. Amenities should be further refined during future planning and design phases.

## **Mendocino County**

### **Anticipated User Groups**

RWT user groups in the unincorporated portions of Mendocino County are anticipated to be primarily walkers, bicyclists, and equestrians. Mode splits would likely reflect mode splits identified for Willits and Ukiah.

### **Trip Types**

Trip types are anticipated to be primarily recreational and some transportation. The long distances between residential land uses and employment, retail, and school uses likely make transportation trips through much of rural Mendocino County less viable. Trip types through the unincorporated County are anticipated to be primarily shorter trips near the more urbanized portions of the corridor and longer, regional recreational trips through the rural portions.

### **Attractor Destinations**

Stakeholders expressed strong support for a RWT connecting the cities of Ukiah and Willits, including a connection to Mendocino College. There is also interest developing a RWT from Ukiah to Eureka and Humboldt in Humboldt County (especially through in the Eel River corridor from Dos Rios north). This northern County segment could include designated overnight camping areas along the corridor and connections to established lodging, food establishments, and services.

The public expressed interest in connects to potential future trails, such as an east-west trail along the Skunk Train line and the Cross-California Trail which the Mendocino-Tahoe Conservancy is working to develop. This would

connect to Ukiah at Talmage Road to continue eastward toward BLM's Cow Mountain (north) hiking trails and on into Lake County's trail system (new master plan includes trails surrounding entire lake) and on into Cache Creek trail system.

A trailhead in Hopland would provide access to other biking locations (River Road/Mountain House). A trailhead off of Masonite Road north of Ford Road near the County Phase I project was also recommended.

It is recommended MCOG and the City consider connecting a RWT along the NCRA rail line to these key destinations.

### **RWT Alignment**

The Phase I project in the unincorporated portion of Mendocino County is defined as the segment from Brush Street to Lake Mendocino Drive. It is recommended MCOG and the County continue to pursue this Phase I project. The segment from Redwood Valley south to State Route 20 is recommended as a future priority project.

### **RWT Design and Preferred RWT Amenities**

The preferred RWT cross section through the more urbanized portions of unincorporated Mendocino County is a paved trail with an unpaved shoulder. Through the rural portions of unincorporated Mendocino County, decomposed granite is preferred.

The preferred RWT amenities include trailheads with parking. The public expressed interest in inclusion of educational signage concerning rail history and local flora and fauna.

It is recommended the County plan for a decomposed granite RWT through rural segments of the unincorporated County. Further outreach is recommended to determine the preferred trail design in urbanized portions of the unincorporated County, such as Redwood Valley and Longvale. It is recommended the County plan for an eight-foot wide paved RWT through urbanized segments of the unincorporated County, pending the outcome of additional outreach to Redwood Valley and Longvale. Accommodations should also be made for equestrians, particularly along the segments adjoining Ukiah, Willits, and Redwood Valley.

## Mendocino Rail with Trail Corridor Plan: Public Workshop Survey Key Findings and Statistical Overview

This attachment provides a summary of the workshop participant surveys returned during the Mendocino Rail with Trail Corridor Plan public workshops in Willits and Ukiah on September 21 and 22, 2011. A total of 50 surveys were returned from the two workshops. The following sections detail results by each survey question and also include additional written comments submitted via the survey.

The original survey and raw survey results are included as attachments to this memo.

### Methodology

#### *Percentage calculations*

Percentages for survey questions 1 and 8-10 are based on the total number of surveys returned. Questions 2-7 consisted of a yes/no answer and an open answer component (“if so, where?”) for those respondents who responded affirmatively. Percentages for the yes/no component were calculated using a denominator derived from the total number of surveys; percentages for the open answer component were based on a denominator derived from the number of affirmative answers to the yes/no component.

### Survey Results

#### *Total Number and Place of Residence*

- 27 surveys returned in Willits.
- 23 surveys returned in Ukiah.
- 66% of respondents live either in Ukiah or Willits;
- 28% live in unincorporated communities in Mendocino County;
- 6% live outside the county.

#### Rail Corridor Use

##### *Projected Use*

- 100% of those surveyed indicated they would use a rail with trail system in either Willits or Ukiah.
- Walking is the mode with the highest overall support, with 81.5% support in Ukiah and 87.0% support in Willits.
- There is a significant statistical disparity between the workshops in regard to bicycling on the proposed trail. 91.3% of Willits respondents confirmed they would use the trail for cycling, compared to 51.9% of Ukiah respondents.
- Hiking is a planned activity for 55.6% of Ukiah respondents and 47.8% of Willits respondents.
- 18.5% of respondents stated they would ride horses on the trail; no respondents in Willits were planning to ride horses on the trail.

### *Current Use*

Over 55% of Willits respondents and 37% of Ukiah respondents reported that they use the rail corridor; walking is the most common mode in both communities, followed by cycling in Willits and horseback riding in Ukiah.

### Walking

#### *Walking for Transportation*

61.0% of Ukiah respondents and 48.2% of Willits respondents walk for transportation. Popular locations in Ukiah include downtown (28.5%) and the west side of Ukiah (14.2%). There were no clear destination trends in Willits in regard to walking as a mode of transportation.

#### *Walking for Exercise*

Walking as a mode of exercise received significant support from both survey groups; 81.5% of Willits respondents and 87% of Ukiah respondents confirmed they walk for exercise. Popular locations Ukiah include Low Gap Park (20%), Lake Mendocino (15%), and Westside Ukiah (10%). Brooktrails is utilized for walking exercise by 40% of Willits respondents.

### Bicycling

#### *Bicycling for Transportation*

48.2% of Willits respondents and 65.2% of Ukiah respondents confirmed that they bicycle for transportation. Ukiah locations include State (20.0%), Gobbi (13.3%), and Dora (13.3%) streets. There were no clear trends for Willits respondents in regard to location.

#### *Bicycling for Exercise*

51.9% of Willits respondents and 73.9% of Ukiah respondents bicycle for exercise. There were no locations cited in either respondent group that were clear favorites; Hopland, Lake Mendocino, and Redwood Valley were the only locations cited more than once by respondents.

### Priority Trail Development

Ukiah workshop respondents indicated their support for prioritizing trail development in incorporated Ukiah (52.2%), followed by Lake Mendocino (13.0%), Willits (8.7%), and the corridor between Willits and Ukiah (8.7%). Willits respondents support priority development of the corridor between Willits and Ukiah (18.5%) and incorporated Willits (18.5%), followed by Commercial Street (14.8%) and a connection between the Brooktrails subdivision and incorporated Willits (7.4%).

### Trail Access Point

Ukiah workshop respondents favor trail access at the train depot (17.4%), followed by Clay and Cherry Streets (8.7% for both locations) and non-specific railroad crossings (8.7%). Willits respondents favor access point development at Willits High School (18.5%), followed by the public library (14.8%), Safeway (14.8%), and the Skunk Train depot (11.1%).

### Key Destinations

Willits respondents selected Safeway (14.8%) and Willits High School (7.4%) as key destinations. Ukiah respondents selected Mendocino College (21.7%), UVMC (17.4%), and Low Gap (8.7%) as key destinations.

## Selected Comments

1. "Hopland is the southernmost town in Mendocino County. There is a large community of bicyclists in Sonoma County who could start riding in Hopland and access other bike riding opportunities such as Mt. House Road and River Road as well as easting and staying in Hopland and Ukiah."
2. "Would love to see public art along trail by local artists. The Arts Council of Mendocino County would like partner on this. Please allow a line item for public art through arts council. Contact info: [director@artsmendocino.org](mailto:director@artsmendocino.org), 309 E Perkins ST, Ukiah, CA 95482, 707-463-2727. Please contact me about art placement along the trail!"
3. "In these austere times, it seems it would be prudent to use (in Ukiah) existing roads going north/south (Orchard, Orr St, Myron, Joseph, Hospital Way, Mason, and Main) rather than a dedicated bike path. But a path along the tracks seems like a done deal. Top priority should be north of Ukiah where North State Street is the only link with its crowded fast moving traffic. A rail with trail north to Willits, from Ukiah, and beyond would be a dream I hope to live to see. PS – Don't use chain link fence if possible."
4. "I came out of curiosity and interest in the Eel River corridor from Dos Rios to Founder's Grove in Humboldt. Since it is inaccessible by road the idea of a safe trail along the river canyon is very exciting. A couple of designated overnight camping areas along the way would be good too.  
  
The urban trails seem best suited to hiking, jogging, or getting from one end of tow to the other. As a recreational walker, I would tend to favor more routes like Ukiah's west side streets. If planting of wildflowers etc. is allowed it would add greatly to the trail's appeal. I am an artist but I don't feel public art is necessary."
5. "In high density areas, particularly with multi-family residential and single family homes, seek greater easements, etc., to incorporate community gardening and urban farming."
6. "Allow equestrian use adjacent to or concurrent with other uses. There is already equestrian use [on the rail ROW] in many areas, including Willits and Redwood Valley.  
  
Ukiah trail (Clara to Gobbi) – connect to new trails on East Gobbi along the creek.  
  
Develop trails along Broaddus Creek or Baechtel Creek to connect with rail trail in Willits."
7. "We'd love to see the full Willits-to-Ukiah route included in long-term planning, both of the benefit of bike commuters who live/work in the both communities, and to connect the Cross-California Trail which the Mendocino-Tahoe Conservancy is working to develop long-term planning for at present. This would connect to Ukiah at Talmage Road to continue eastward toward BLM's Cow Mountain (north) hiking trails and on into Lake County's trail system (new master plan includes trails surrounding entire lake) and on into Cache Creek trail system. It could also connect to Willits at Skunk Train (potential Rail-to-trail) westward into Jackson State Forest and on to the Mendocino coast."

## Attachment A: Public Workshop Survey Key Findings

8. "Ukiah-Willits path is critical. From Ukiah, the roads to the south are bikable (Westside Road, 101 from Hopland to Geysers Road, Geysers to C'dale – all rideable and safe).

Develop a tourist destination from Ukiah to Eureka via rail-trail with established bed and breakfast / tavern /restaurants every 20 miles to provide services and trail supervision – a world class destination would be created with the addition of these services."

9. "I have in the past commuted to Willits by bike, but Sherwood Road has become too busy now. The Northbrook trail was perfect."

10. "We desperately need bike routes that are not Highway 101 and this would bring lots of tourists (cyclists/walkers/hikers) to this area! We need a route to the coast that is safe and not on Hwy 20 (from Willits).

The route going north to Eureka would be fantastic and after walking it I do not think the railroad will ever use it again!"

## Mendocino Rail with Trail Corridor Plan: Public Workshop Comments

This attachment provides comments from the first and second public workshops for the Mendocino County NWP Rail-with-Trail Corridor Plan held on Wednesday, September 21, 2011 in Willits, CA and on Thursday, September 22, 2011 in Ukiah, CA.

Approximately 70 people attended the workshop in Willits and approximately 30 people attended the workshop in Ukiah. A list of attendees is provided separate from this memo.

The workshop consisted of an open house, a presentation, and a break-out session. The presentation:

- Described the background of and previous planning efforts for a rail-with-trail along the NWP rail line, the project scope, and the project schedule;
- Presented an overview of the NWP corridor in Mendocino County;
- Presented the three Phase 1 projects, including general opportunities and constraints associated with each project; and
- Described the break-out session exercise, including topics the project team sought feedback on.
- A questions and answer period followed the presentation.

Prior to and following the presentation, participants reviewed presentation boards showing the recommended countywide trail segments; preliminary trail alignments for the County, Willits, and Ukiah Phase 1 projects; and possible amenities to include along the trail (such as benches, bicycle parking, lighting, and landscaping). Workshop participants were asked to vote for their preferred trail amenities and train surface types. Participants were also asked to comment on their preference for the Willits Phase 1 project; two options were presented. Redwood Community Action Agency, Winzler and Kelly, and Alta Planning and Design staff responded to questions and collected public input.

The comments collected at the workshops are presented below. Error! Not a valid bookmark self-reference. presents the comments from the workshop held in Willits. Table 2 presents the comments from the workshop held in Ukiah.

**Table 1: Public Workshop Comments – Willits**

No.	Comment
General Comments	
1	The trail is the only thing our County has that could bring in new money. Now that logging and fishing are virtually extinct, tourism with a world class trail here is such an opportunity.
2	Has Mendocino Land Trust been considered as a potential partner?
3	Any Class I trail should have an unpaved shoulder for equestrians and runners...6' preferred.
4	Hold a meeting in Redwood Valley.
County Overview Map (North)	
5	How get hikers through tunnels in Eel River Canyon?
6	Popular hiking/rafting corridor (Segment N.4)
7	Long stretches of biking, hiking very appealing! Economics!
8	Rail history signs along the way.
9	Great beautiful route – needs to happen!
10	I agree with above comment.
11	Dots near segments N.1/N.2 and N.4.

Attachment B: Public Workshop Comments

No.	Comment
County Overview Map (Center)	
12	I like here (Longvale). This is a great walk if trail was improved. [N.1/C.12 area]
13	Need a trail to Brooktrails! So many cars on Sherwood Road. Used to be informal trails but fenced.
14	"Golden State Land Conservancy" name? – managing private trail to Brooktrails.
15	Could utilize another road to make bike/ped connection to Brooktrails.
16	Sherwood Road dangerous for bikes.
17	From Commercial north is great walking corridor.
18	Skunk Train line would be opportunity west – east.
19	Equestrian access along trail corridor. Ditto.
20	Ridgewood Ranch: Rail runs through ranch; has conservation easement with public access (near "Ridge" on map).
21	Only one bike lane in Ukiah N-S. Not many cyclists in Ukiah; have more dedicated bike lanes to encourage cycling.
22	Popular walking and equestrian route from Redwood Valley to around SR 20; not many barriers.
23	Connections to trails east at Talmadge (Ukiah) and west at Skunk Train. Connectivity to Cross-California Trail. Access points convenient for bike commuters to/from homes, employment, groceries. Web-available maps showing where trails intersect roads with/without bike lanes and sidewalks, to help folks plan cycling and walking routes. Connectivity to local parks.
24	Connect to trail and horse camp/staging area at south end of Lake Mendocino.
County Overview Map (South)	
25	Start the project where people are likely to use the trail.
26	Educational signage about local plants, trees, history.
Willits Phase 1 Project Comments	
27	Dot voting results: 11 votes for the northern option (Willits High School to E. Commercial Street) and 2 votes for the southern option (San Francisco to US 101).
28	Is the plan looking at connections to Brook Trails?
29	Just pave the railroad crossing parts (i.e., where the trail would cross the Skunk train tracks in the Northern Option). The rest cheaper.
30	Why did you choose these two alternatives? Why not an alternative at the southern end of the City? Near hospital.
31	Extend trail along new bridge at Railroad Ave. and E. Barbara Ln. through land to Shell Ln. and then along tracks to new hospital.
32	This can also extend to the Senior Center.
33	Also connects with Haehl Creek and offers connections to present and future walkers and bicyclists.
34	Northern option connects High School and Willits Healthy Action Team 10,000 step walk.
35	From new hospital to E. Valley.
36	Existing rail already connects all the major town centers, schools, etc. Let's add trails alongside, especially Railroad Avenue to new hospital and connecting schools. [This comment received a "yes!" vote from another attendant.]
37	Connection of Sherwood Road to this trail project – specifically Brooktrails (lodge). Easement from Brooktrails to Exley Road.
38	Light rail trolley from High School (north end) south to new Howard Hospital, Haehl Creek subdivision in between stops at Senior Center, Harrahs Manor.
39	The connection of Raymond Lane to W. Oak Street would be high priority to me.
40	From new hospital past senior center and housing to Safeway.
41	Bike path/trail must connect to Brooktrails. 8,000 cars per day on Sherwood Road. Willits Creek trail should connect.
42	At the south end, I think it is really important for there to be a safe crossing to Walnut Street. Especially with a pedestrian island in the middle of 101 where it is particularly wide. Lots of kids are trying to walk home on Walnut and need a safe crosswalk. This also opens the trail to Safe Routes to School funding!
43	North end seems a good place to start: Not many crossings between the High School and Commercial. Lots of use already. Get rid of vandalism of the rail cars.
44	I agree totally with above.
45	Start at an easy spot in town – north end.
46	I'm happy to see the trail on the north and west of the tracks because I favor a road that connects 101 to a truck route along the tracks on the south and east sides.

No.	Comment
47	Why not priority segments between metro areas? Metro areas already have grid system. Between metro areas even less safe options for bike/ped. Per mile cost less unincorp. Areas because less grade crossings.
48	Connection between Willits and Ukiah is key.
49	Need trail from Brooktrails to Willits. Many cars on Sherwood Road.
County Phase 1 Project Comments	
50	Planning to include equestrians.
51	How are road crossings being addressed? Especially freeway interchange.
52	West Road in Redwood Valley almost to Capella along the railroad line; fairly popular for walking and equestrian use; possible County Phase 1 project. Laughlin Way north is another popular County segment; possible County Phase 1 project.
Trail Surfacing Voting Exercise - Preferences for Rural Trail Segments	
53	Decomposed Granite: 10 dots. Additional notes: Works well, but 10 times less expensive than asphalt.
54	Compacted Earth: 7 dots
55	Paved Trail with 4' Unpaved Shoulder: 4 dots
56	Asphalt: 3 dots Additional notes (applies to asphalt and paved trail with unpaved shoulder): Width appropriate for carriage driving.
Trail Surfacing Voting Exercise - Preferences for Urban Trail Segments	
57	Paved Trail with 4' Unpaved Shoulder: 8 dots
58	Permeable Option (written in category): 4 dots
59	Textured Surface: 3 dots
60	Asphalt: 1 dot
61	Unpaved Option (written in category): 1 dot
62	Concrete: no dots
Trail Amenities Voting Exercise (Pick the three types of amenities most important to you.)	
63	Trailheads: 14 dots
64	Native landscape plants: 13 dots
65	Bicycle parking: 11 dots Additional notes: preference for U-rack
66	Trash receptacles: 10 dots
67	Benches: 9 dots Additional notes: preference for benches with a back
68	Water Fountains: 9 dots
69	Public Art: 5 dots
70	Lighting: 4 dots Additional notes: lighting: urban yes, rural no.
71	Public restroom (written in category): 4 dots
72	Fencing: 3 dots Additional notes: Chain-link for longevity and reduced maintenance.
Signage Voting Exercise (Pick the three types of signs most important to you.)	
73	Kiosk/Map: 10 dots
74	Directional Signs (2 types: destination and distance information; directional arrows): 19 dots Additional notes: Urban preference idea (i.e., CA Coastal Trail sign showing (1) direction and mileage to other trails and landmarks and (2) interpretive information). Dots reflect preference for directional arrows in a style similar to the Bay Area Ridge Trail (logos mounted on post with directional arrow and allowed trail user groups).
75	Confirmation Signs (3 types: identification signs; trail medallion; mile marker): 17 dots Additional notes: Dots show preference for mile markers (especially River Park System, OR design); note stating mile markers are rural preference idea. Need law enforcement presence.
76	Interpretive Signs: 4 dots

**Table 2: Public Workshop Comments – Ukiah**

No.	Comment
<b>General Comments</b>	
	Prefer not to have fencing if rail service does not return.
	Will segways be allowed on the trail?
	See additional easements. Where appropriate for community garden spaces (high density areas)
	Fruit trees and community gardens please.
	Maintenance plan? Carrying capacity?
	Paved trail to attract road biking from Sonoma County
	Beautification of corridor is key.
	Would love to see public art incorporated into this project. And perhaps public gardens.
	Shade trees along trail.
	Please have wide enough trails to accommodate separate bike and walking trails (otherwise, bikers will have to try to pass walkers).
	Trailheads/parking to draw visitors.
	Please identify and plan for existing public access points – north of Brush Street in particular.
	Please include artistic design/art in project.
	Can a non-profit be trail manager?
<b>County Overview Map (Center)</b>	
	Keep bridge closed to cars; for bike/pedestrian only north of Clara. Orr Street goes north-south over creek.
	Priority = Lake Mendocino/Capella to Talmage
	Class I facility all through Ukiah is priority.
	Trail from Hopland to Ukiah mostly flat – would be less expensive.
<b>County Overview Map (South)</b>	
	Please connect SMART to Ukiah!
	Hopland trailhead/parking
	Hopland trailhead would provide access to other biking locations (River Road/Mountain House)
	I want to ride my bike from Redwood Valley to work in Ukiah at the hospital!
<b>Ukiah Phase 1 Project Comments</b>	
	At corner Gobbi St tracks – existing underperforming public drain back-up flooding with Cleveland area. Will this rail with trail impact (positive or negative) this condition?
	Community garden spaces (north of Perkins St, between the trail and the tracks)
	Area across from Alpha Labs is leased from NCRA for parking.
	See alternative for north end of Mason Street: Please continue this design for parking (that is, parallel on-street) and curbs down Mason Street (that is, across from and south of Alpha Labs) – landowners are willing partners.
	Prefer to keep bikes off road; prefer Class I path to Clara Avenue.
	Prefer Class I path to Clara Avenue in hopes Ukiah can continue trail to the north in future phase.
	Chevron Chemical Company publishes an Ortho gardening guide. Could they get involved in designing landscape for this trail and possibly putting in some of the plantings? What about talking with a gardening club (or clubs) to help with maintenance?
	Fruit trees and community gardens along trail please!
	There is a disconnect between Ukiah Phase 1 and County Phase 1. Bikes/pedestrians would need to travel out of way to make connection. Why not include a trail from Clara Avenue to Brush Street as part of the Ukiah Phase 1 project? People will walk the rail corridor anyway.
	Between Perkins and Clara, not good east-west access to and from trail corridor for bikes and pedestrians...hospital, neighborhoods...east side is important for connections to the trail. Potential new crossing of rail between Clara and Perkins and/or Perkins and Gobbi.
	Trail on both west side and east side (where there are a lot of neighborhoods) of tracks?
<b>County Phase 1 Project Comments</b>	
	This is more of a priority than through Ukiah because North State Street is congested and bike lane is narrow (to Mendo Mill)

No.	Comment
	Please look for connection to Mendocino College.
	Potential trailhead along Masonite Road near trail in County Phase 1; locate approximately 200 feet north of Ford Road.
<b>Trail Surfacing Voting Exercise - Preferences for Rural Trail Segments</b>	
	Decomposed Granite: 14 dots
	Compacted Earth: 2 dots
	Paved Trail with 4' Unpaved Shoulder: 2 dots
	Asphalt: 0 dots
<b>Trail Surfacing Voting Exercise - Preferences for Urban Trail Segments</b>	
	Paved Trail with 4' Unpaved Shoulder: 12 dots
	Asphalt: 2 dots
	Textured Surface: 1 dot
	Concrete: 0 dots
<b>Trail Amenities Voting Exercise (Pick the three types of amenities most important to you.)</b>	
	Native Landscape Plants: 11 dots Additional notes: Edible spaces community gardens 10' x 1,000'. I agree! And fruit trees. Involve the horticulture department at college to design and install planters.
	Benches: 8 dots
	Water fountains: 6 dots
	Public Art: 6 dots
	Lighting: 5 dots
	Bicycle Parking: 5 dots
	Trash receptacles: 4 dots
	Trailheads: 3 dots
	Fencing: 3 dots
	Additional notes: In town: water, landscaping, art
<b>Signage Voting Exercise (Pick the three types of signs most important to you.)</b>	
	Kiosk/Maps: 12 dots
	Directional Signs (2 types: destination and distance information; directional arrows): 9 dots Additional notes: Higher preference for signs with destination and distance information over signs with directional arrows only. Dots reflect preference for CA Coastal Trail sign showing 1) direction and mileage to other trails and landmarks and 2) interpretive information.
	Confirmation Signs (3 types: identification signs; trail medallion; mile marker): 8 dots Notes: Higher preference for mile markers than identification signs or trail medallions.
	Interpretive Signs: 6 dots

seniors, and people with mobility impairments. The Americans with Disabilities Act (ADA) mandates the provision of reasonable accommodations for individuals whose accessibility needs require such assistance.

The most critical needs of pedestrians include:

- Direct connections: Pedestrians must sometimes walk long distances to access adjacent destinations when the street network does not directly connect them to destinations.
- Clearly indicated crossings: Pedestrians and motorists must be aware of the marked crossing locations for pedestrians.
- Continuous facilities: Sidewalk gaps, missing sidewalks, and worn crosswalks are all barriers to pedestrian travel.
- Well-designed walkways: Narrow sidewalks, sidewalks that are directly adjacent to heavy-volume roadways without vegetation or parking buffer, and sidewalks obstructed by utility boxes or lighting poles detract from the walking environment and can make it difficult or impossible for the mobility-impaired to use the sidewalk.
- Slow traffic speeds: The likelihood of pedestrian injury or death increases dramatically with increasing motor vehicle speeds.

## 3.2 Public Engagement

Public engagement for the Plan included community and business surveys, a public comment table at four consecutive Farmers Markets, and a presentation with opportunity for feedback with a group of seniors. Walk & Bike Mendocino used Facebook (over 2300 people reached) and their website to promote the opportunity to provide input, and advertised in the Ukiah Daily Journal and local radio stations. Walk & Bike Mendocino staff went door to door in the downtown area and procured an additional fifteen business surveys.

### 3.2.1 Steering Committee

#### Meeting #1: Bike Tour

The City hosted a bike tour on Monday, June 2nd from 10:00 to noon to tour the City and observe walking and bicycling conditions. The approximately 7-mile long tour route included six designated stops and began and ended at the City's Civic Center. Two members of the Bicycle and Master Plan Stakeholder Group attended.

Challenges discussed include pinch points at the Commerce Road/Airport Road and Talmage Road/Airport Park Boulevard intersections where vehicle turning right have been observed jumping the curb. Opportunities included recommended walking and bicycling routes and locations for sharrows or other bikeway treatments.



**The BPMP Steering Committee and project team observed conditions along City bikeways, sidewalks, and pathways during the Bike Tour**

#### Meeting #2: Project Recommendations

The second Steering Committee Meeting was held on August 19, 2014 at the North Coast Opportunities, Inc. conference room. Participants included representatives from Mendocino County, the City of Ukiah, Friends of

Gibson Creek, Walk and Bike Mendocino, city residents, and the consulting team. Walk and Bike Mendocino and the consulting team shared summaries of outreach activities from the First Gear Bike Classes for adults, a bike tour, four Farmers Markets, a community survey, and a business survey. The Farmers Market outreach and the two surveys were all conducted in July and August of 2014 and collected feedback from over 200 individuals.

After a brief overview of the survey responses, the consulting team presented a supplemental collision analysis, reviewed changes to the bicycle and pedestrian network that took place after the 1999 Ukiah Bicycle Master Plan, and shared relevant projects from recent plans with bicycle and pedestrian components. The committee then discussed project recommendations and priority projects during a working session. High priority projects that developed out of the discussion included:

- The NWP Rail Trail Project
- The Orr Creek Greenway
- Bicycle treatments along Clay Street and extending over the proposed NWP crossing
- Bicycle treatments along Gobbi Street
- Bicycle treatments along Orchard Avenue

In addition, the committee expressed interest in conducting outreach to local schools, developing a Share the Road campaign, adopting Vision Zero as a policy, and incorporating NACTO guidelines into the updated BPMP.

### 3.2.2 Farmers Market Tabling

Walk & Bike Mendocino staffed comment tables at the Ukiah Farmers Market on July 12, 19 and 26 and on August 2, 2014 from 9:00 a.m. to noon. The Farmers Market table was prominent in the main corridor of the market and staff remained busy receiving public comment approximately ninety percent of the time, engaging in over 30 interactions per day, and collecting over 100 comments. Appendix A includes a photo of the marked-up map and a table with comments received.

Common themes included:

- Support for extension of the rail trail to the city limits
- Support for an Orr Creek Greenway path extending from Low Gap Park to the Softball fields
- Need for crossing improvements at intersections and overpasses, including:
  - All intersections along State Street



**Walk & Bike Mendocino staffed four consecutive Farmers Markets to gather input on walking and bicycling conditions and community member priorities.**

# RECOMMENDATIONS TO IMPROVE PEDESTRIAN SAFETY IN THE CITY OF UKIAH



May  
2015

By Jaime Fearer, Tony Dang, Wendy Alfsen, California Walks;  
Jill Cooper, UC Berkeley SafeTREC



# Recommendations to Improve Pedestrian Safety in the City of Ukiah

BY JAIME FEARER, TONY DANG, WENDY ALFSEN, CALIFORNIA WALKS;  
JILL COOPER, UC BERKELEY SAFETREC

## INTRODUCTION

In collaboration with the Mendocino County Department of Public Health and Walk & Bike Mendocino, the City of Ukiah was identified as a focus community for a Community Pedestrian Safety Training based on resident interest in pedestrian safety and walkability, as well as recent and planned active transportation improvements in and around the downtown core.

Following additional conversations with the Ukiah Department of Public Works, the community invited the University of California at Berkeley's Safe Transportation Research Center (SafeTREC) and California Walks (Cal Walks) to Ukiah to facilitate a pedestrian safety action-planning workshop with an immediate focus on strengthening the City's grant application to the California Active Transportation Program (ATP) through a community-driven process. Cal Walks facilitated the workshop on May 5, 2015, which consisted of: 1) an overview of multidisciplinary approaches to improve pedestrian safety; 2) two walkability assessments through downtown Ukiah during the afternoon rush hour; and 3) small group action planning discussions to facilitate the development of recommendations for the City's ongoing active transportation efforts, as well as to inform the City's ATP application. This report summarizes the workshop proceedings, as well as ideas identified during the process and recommendations for pedestrian safety projects.

## BACKGROUND

### Community Pedestrian Safety Training Program

The Community Pedestrian Safety Training (CPST) program is a joint project of UC Berkeley SafeTREC and Cal Walks. Funding for this program is provided by a grant from the California Office of Traffic Safety (OTS) through the National Highway Traffic Safety Administration (NHTSA). The purpose of the CPST is to train local neighborhood residents and safety advocates in pedestrian safety and to educate them about collaborating with local officials and agency staff to make communities safer and more pleasant to walk. The half-day training is designed to provide participants with pedestrian safety best practices and a range of proven strategies to address and improve pedestrian safety conditions and concerns (the 6 E's: Evaluation, Engineering, Enforcement, Education, Encouragement, Empowerment). Participants are then guided on a walkability assessment of nearby streets before setting pedestrian safety priorities and actionable next steps for their community.

For a summary of outcomes from past CPST workshops, please visit:

[www.californiawalks.org/wp-content/uploads/2015/05/CPST\\_Follow-Up\\_2009-14.pdf](http://www.californiawalks.org/wp-content/uploads/2015/05/CPST_Follow-Up_2009-14.pdf)

## Selected Pedestrian Safety Conditions in the City of Ukiah

### High Speeds & Diminished Walkability along State Street

State Street is a 4-lane, 25 MPH arterial road that runs north/south through the 8-block downtown area, and it is a 4-lane, 30 MPH arterial road both north and south of downtown. State Street is the former US-101, and as the only local road that runs through the northern and southern city limits, it is expected to accommodate both through-traffic and traffic to and from downtown. Many of the crossings in the downtown area are uncontrolled and otherwise unimproved with safety enhancements.

Recognizing the need to transform State Street to meet the community's evolving needs, the City Public Works Department worked with community residents to develop the "Ukiah Downtown Streetscape Improvement Plan Final Report" in 2009. The Plan outlines proposed improvements to both State Street and Main Street from Gobbi Street at the south and Norton Street at the north, including a road diet for State Street. The road diet will convert State Street from 4 lanes to 3 lanes, and the 3-lane conversion will provide one (1) through-lane in each direction and a center two-way left-turn lane. State Street sidewalks will generally be widened, and Main Street sidewalk gaps will be filled. Both corridors will receive additional street trees, enhanced pedestrian crossings and intersection treatments, new street furniture, and some changes to parking and traffic flow at cross streets.



STATE STREET AND MAIN STREET PROPOSED IMPROVEMENTS FROM THE UKIAH DOWNTOWN STREETScape IMPROVEMENT PLAN FINAL REPORT, 2009

### **High Traffic Volumes & Speeds along East Perkins Street**

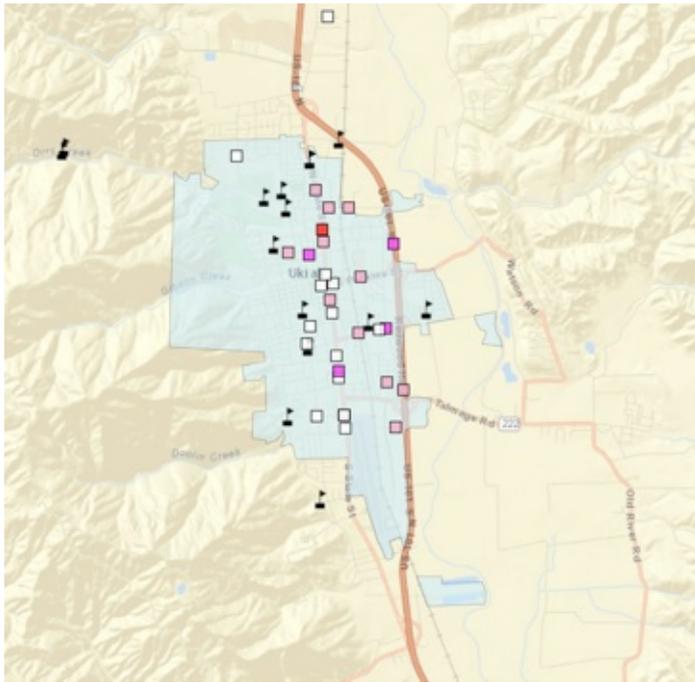
East Perkins Street is a four-lane, 30 MPH street between State Street and US-101, with sections dropping to 3 lanes with a dedicated left-turn lane. Perkins is one of three streets that connect the City of Ukiah to US-101 to the east. Sidewalks are present and continuous on both sides of east Perkins Street, with the exception of the perimeter around the railroad tracks. East Perkins provides a route to Ukiah Valley Medical Center as well as big box shopping on the north side at North Orchard Avenue and a strip mall on South Orchard Avenue. Due to being one of the few routes to access US-101, as well as the main route for entrance and egress to the Medical Center campus, traffic becomes congested during rush hours.

Outside of the morning and afternoon rush, residents have noted that drivers routinely exceed the posted speed limit. The intersection at Hospital Drive currently has legal pedestrian crossings at three legs. Future plans are to extend Hospital Drive to the south, and extend East Clay Street to the east—the two roads will intersect at the future site of the new courthouse. When those extensions are made, the City plans to improve the pedestrian crossings at East Perkins Street and Hospital Drive, including opening up the fourth leg of the intersection for crossing.

As part of the recent rail trail construction, the City Public Works Department will soon install a high-visibility marked crosswalk, pedestrian safety island, and advanced yield signs and markings at the East Perkins Street/trail crossing, and a similar crossing is currently under construction on East Gobbi Street.



**IN-PROGRESS INSTALLATION OF NEW PEDESTRIAN SAFETY ISLAND AT GOBBI STREET RAIL TRAIL CROSSING**



PEDESTRIAN COLLISIONS IN UKIAH FROM 2008-2012; RED: FATAL; DARK PINK: SEVERE; LIGHT PINK: OTHER VISIBLE INJURY; WHITE: COMPLAINT OF PAIN; FLAG: SCHOOL

### Ukiah’s Pedestrian Collision History

Between 2008-2012, there were 33 pedestrian collisions in the City of Ukiah, including 1 fatality and 4 severe injuries. Pedestrian collisions during this time period occurred primarily on the State Street corridor as well as along East Perkins Street, East Gobbi Street. The top two Primary Collision Factors for these pedestrian collisions were: Pedestrian Right-of-Way Violations (43.8%) and Pedestrian Violations (28.1%).

Unfortunately, several pedestrian collisions occurred recently leading up to the workshop. In April 2015, a man in a motorized wheelchair and a young student walking to school were hit and injured by vehicles on N. State Street on separate occasions, and on May 5, 2015, a man was hit and injured by a vehicle in a crosswalk in front of Ukiah’s library.

### MAY 5 WORKSHOP

The City of Ukiah requested a workshop to address two goals: 1) to inform the development of the City’s ATP grant application in alignment with community residents’ identified and prioritized needs, and 2) to provide City staff, community organizations, and residents with a toolkit for promoting pedestrian safety and walkability to inform future comprehensive active transportation



CITY COUNCIL MEMBER MAUREEN “MO” MULHEREN WELCOMING RESIDENTS TO WORKSHOP

planning and improvement efforts. The workshop was hosted from 3:00 PM-7:30 PM with refreshments and a light dinner provided to encourage community resident participation, as well as Spanish-language translation and child care services. The workshop was attended by 30 individuals representing a wide range of organizations and disciplines, as well as the community-at-large, including:

- City Council Member Maureen “Mo” Mulheren
- City Council Member Kevin Doble
- Mendocino County Board of Supervisors, John McCowen (2<sup>nd</sup> District)
- City of Ukiah Public Works Department
  - Tim Eriksen, Director
  - Ben Kageyama, Senior Civil Engineer
  - Rick Seanor, Deputy Director
- Ukiah City Manager’s Office
  - Assistant City Manager Sage Sangiacomo
- City of Ukiah Police Department
  - Police Chief Chris Dewey
- City of Ukiah Planning Commission
- City of Ukiah Planning Department
- Mendocino Council of Governments
- North Coast Opportunities
- Walk & Bike Mendocino
- Mendocino County Public Health Department
- Mendocino County Safe Routes to School Program
- Redwood Empire Fairgrounds
- 12<sup>th</sup> District Agricultural Association
- Community Residents

## Reflections from Walkability Assessment



WORKSHOP PARTICIPANTS DISCUSSING OBSERVATIONS DURING WALKABILITY ASSESSMENT

Walkability assessments were conducted along East Perkins Street between North School Street and Warren Drive and along a circuit that included South Oak Street, West Gobbi Street, and South State Street. Participants were asked to 1) observe infrastructure conditions and the behavior of all road users and 2) note strategies and solutions that could help overcome infrastructure deficiencies and unsafe driver, pedestrian, and bicyclist behavior. Following the walkability assessment, participants shared the following reflections:

- **East Perkins Street:** Participants noted that they typically avoid walking on Perkins if possible because it is an uncomfortable experience, in large part due to the volume and speed of vehicular traffic. Visually, the street is long and straight, and

there was discussion on how to “break up” that experience for drivers to encourage lower speeds. There is also a lack of shade and street furniture along the street, and very little buffer between walkers and traffic. The already narrow sidewalks contained a number of obstructions, including utility poles which are currently being undergrounded, and the old railroad crossing barrier. The sidewalk itself is in poor condition in a number of spots due to age, maintenance, and previous cuts and patches. Many of the existing crosswalks markings—both at signalized and unsignalized crossings—are faded, and participants voiced the need for more marked crosswalks. As participants crossed from the north side to the south side of Perkins, they noted the unpredictable yielding patterns of drivers.

- **Numerous Driveways Present Accessibility Challenges:** The numerous driveways along several streets—including S. State, Gobbi, and Perkins—presented a number of challenges for people walking. First, the ingress/egress of vehicles increased potential conflicts between drivers and pedestrians, especially since several driveways had poor sight lines due to parked vehicles close to the driveways. Secondly, the driveways generally were not ADA-compliant, with cross slopes too steep for wheelchair users and other persons with disabilities.
- **Building Upon Local Successes:** Participants noted several existing features that are successful in facilitating a safer and more pleasant walking experience. School Street, for example, provided wide sidewalks and ample trees and shade and was much quieter than State Street just one block to the east. The new rail-trail was also noted as being very enjoyable due to its full separation from traffic and noise.
- **Maintenance Enforcement:** Participants brought up the need to enforce maintenance concerns with property owners, including cutting back plants that obstruct or narrow sidewalks.
- **North Ukiah Area Near the High School:** While not a part of our workshop walkability assessments, participants are concerned about the existing crosswalk placement by Ukiah High School—visibility is particularly low at dusk—and that traffic currently obscures students who are crossing. These concerns and others are addressed in the City’s 2014 Safe Routes to School Plan.
- **Need for Culture & Policy Changes:** Participants noted the need for culture change around walking—many in the community view walking as punishment (e.g., the result of a DUI) or as the result of unemployment or not being able to afford a car. Additionally, the importance of involving a diversity of stakeholders—including, for example, the disability community—in establishing policies and implementing standards and designs for the City was brought up; workshop participants would like to see the City “go beyond standards.”

## Community Resident Recommendations

Following a presentation by Ben Kageyama, Senior Civil Engineer with the City of Ukiah Public Works Department, on the City’s potential Active Transportation Program (ATP) grant application, Cal Walks facilitated small-group action planning discussions. Workshop participants were tasked with developing concrete recommendations to improve pedestrian safety in the City of



SENIOR CIVIL ENGINEER BEN KAGEYAMA SHARING THE PROPOSED ATP APPLICATION WITH RESIDENTS

Ukiah observed during the workshop, including evaluating whether the City’s ATP application aligned with the community’s priorities and if so, determining whether a north or south extension made the most sense. The ATP application proposal concept involves Phase 2 of the Rail Trail. Workshop

participants provided the following recommendations for the grant application and overall pedestrian safety improvements in Ukiah based on the 6 E's of pedestrian safety and the walkability assessment:

- 1) ATP Application for Rail Trail Phase 2:** Two of the three small groups expressed strong support for the southern extension over the northern extension, while the third group did not express a preference. Participants cited that the southern extension would connect the community to more shopping destinations—both existing and planned—and that it was ultimately “more bang for the buck.” Participants identified several features they believed to be critical for maximizing community use of the rail trail, such as trees and/or shade structures, benches, fitness and/or play equipment, restrooms and water fountains, landscaping and the involvement of the Native Plant Society and other community groups, murals and public art, and doggie “rest areas” with waste bags and trash cans. Participants also noted the need to consider access along the trail for emergency vehicles.
- 2) Ladder Crosswalk Policy for all Maintenance/Resurfacing Projects:** Participants identified a low-cost, short-term policy solution to improving pedestrian safety that would codify existing Public Works Department practice: whenever street maintenance or resurfacing is performed, all marked crosswalks affected by the project should be upgraded to high-visibility ladder style crosswalks. This policy would be one component of a holistic “Complete Streets” policy guiding street maintenance and improvements.
- 3) Encouragement through Wayfinding:** Workshop participants identified pedestrian-scale wayfinding as a priority strategy to encourage more walking. Participants noted that any new wayfinding effort should build upon the existing Ukiah Walks program. The enhanced program should incorporate both walking distances and times, as well as additional wayfinding signs near/in parks, bus stops, and busy corners. Additionally, participants identified the creation of a smartphone app for the program would broaden its reach; the app could include mile markers with estimates for minutes and steps walked.



- 4) Community Events to Foster Vibrant Walking Environment:** Participants came up with a range of community events meant to foster a culture of walking in Ukiah, including a series of movies in the park, group events like dog walking clubs, and deliberately encouraging residents and visitors to park and walk to destinations downtown.
- 5) Pedestrian Safety Education Efforts:** Safety education targeted specifically to parents was highlighted as a priority, with separate efforts needed to reach students at the schools and senior centers attendees.

to parents was highlighted as a priority, with separate efforts needed to reach students at the schools and senior centers attendees.

- 6) Encourage More Safe Routes to School Strategies:** In addition to targeted safety education at schools and for parents, participants identified a number of additional Safe Routes to Schools strategies they would like to see implemented, including the establishment of off-site drop-offs/pick-ups and the incorporation of multi-modal education like “traffic city” assemblies/demonstrations.
- 7) Bicycle & Pedestrian Master Plan Update:** The update to the 1999 Bicycle and Pedestrian Master Plan is still in draft; public comment will open once the draft is sent to the City Traffic Committee, and from there the draft plan will go to the City Council. Community participants were also interested in learning of and attending the City Traffic Committee’s meetings. At the workshop, the City committed to posting the draft to City website for public comment and running a newspaper announcement. Walk & Bike Mendocino also committed to help circulate and promote the public comment opportunity on the draft plan.
- 8) State Street Road Diet:** Participants supported the plans for the State Street Road Diet and encouraged the City to work with the County to explore the future possibility of extending the diet north of Norton Street, particularly in light of a recent crash which injured a student at Redwood Academy.

## ACKNOWLEDGMENTS

We would like to thank the City of Ukiah for inviting us and for hosting the Community Pedestrian Safety Training. Thank you to Ben Kageyama, Senior Civil Engineer with the City of Ukiah Public Works Department and Neil Davis of Walk and Bike Mendocino and Ukiah Valley Trail Group for their full commitment to and leadership of community-driven transportation planning and meaningful engagement with community residents. Thank you also to Colleen Schenck, Meredyth Reinhard, and Basima Sisemore with the Mendocino County Department of Public Health for providing leadership and organizational support in planning the workshop. We would also like to acknowledge Ukiah City Council Members Maureen “Mo” Mulheren and Kevin Doble, Mendocino County Supervisor John McCowen, Ukiah Assistant City Manager Sage Sangiacomo, Ukiah Police Chief Chris Dewey, Ukiah Public Works Director Tim Eriksen, and community members whose dedication to pedestrian safety meaningfully informed and strengthened the workshop’s outcomes.

Funding for the Community Pedestrian Safety Training program was provided by a grant to University of California at Berkeley Safe Transportation Research & Education Center from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

# County Health Rankings & Roadmaps

Building a Culture of Health, County by County

## Mendocino (ME)

	Mendocino County	Error Margin	Top U.S. Performers*	California	Rank (of 57)
<b>Health Outcomes</b>					35
<b>Length of Life</b>					45
Premature death	7,323	6,670-7,976	5,200	5,295	
<b>Quality of Life</b>					28
Poor or fair health	16%	12-21%	10%	18%	
Poor physical health days	4.2	3.0-5.4	2.5	3.7	
Poor mental health days	4.0	2.7-5.2	2.3	3.6	
Low birthweight	6.1%	5.5-6.6%	5.9%	6.8%	
<b>Health Factors</b>					31
<b>Health Behaviors</b>					45
Adult smoking	18%	12-27%	14%	13%	
Adult obesity	24%	20-29%	25%	23%	
Food environment index	6.8		8.4	7.5	
Physical inactivity	18%	14-22%	20%	17%	
Access to exercise opportunities	75%		92%	93%	
Excessive drinking	24%	16-34%	10%	17%	
Alcohol-impaired driving deaths	27%		14%	31%	
Sexually transmitted infections	403		138	441	
Teen births	39	36-41	20	34	
<b>Clinical Care</b>					23
Uninsured	22%	20-24%	11%	20%	
Primary care physicians	1,053:1		1,045:1	1,294:1	
Dentists	1,301:1		1,377:1	1,291:1	
Mental health providers	238:1		386:1	376:1	
Preventable hospital stays	36	33-39	41	45	
Diabetic monitoring	84%	79-89%	90%	81%	
Mammography screening	58.4%	54.1-62.7%	70.7%	59.3%	
<b>Social &amp; Economic Factors</b>					35
High school graduation	84%			83%	
Some college	53.8%	49.4-58.3%	71.0%	61.7%	
Unemployment	7.7%		4.0%	8.9%	
Children in poverty	29%	22-35%	13%	24%	
Income inequality	4.9	4.5-5.3	3.7	5.1	
Children in single-parent households	37%	32-41%	20%	32%	
Social associations	8.2		22.0	5.8	
Violent crime	501		59	425	
Injury deaths	89	80-97	50	46	
<b>Physical Environment</b>					15
Air pollution - particulate matter	7.3		9.5	9.3	
Drinking water violations	7%		0%	3%	
Severe housing problems	28%	26-30%	9%	29%	
Driving alone to work	72%	70-74%	71%	73%	
Long commute - driving alone	20%	17-22%	15%	37%	

\* 90th percentile, i.e., only 10% are better.

Note: Blank values reflect unreliable or missing data

**2013-2014 Fitnessgram test scores for 5<sup>th</sup>, 7<sup>th</sup> & 9<sup>th</sup> grade students.**

Location	% Met all six fitness standards		
	Grade 5	Grade 7	Grade 9
	California	26.6	33
Mendocino County	16.1	24.2	30.3
Accelerated Achievement Academy	11.8	25	0
Anderson Valley Unified	15.6	17	19
Arena Union Elementary	18.2	12	-
Fort Bragg Unified	5.2	33.9	37.4
Laytonville Unified	32.1	28	37
Mendocino Unified	6.5	21.7	54.9
Point Arena Joint Union High	-	-	43.3
River Oak Charter	46.4	20	-
Round Valley Unified	17.6	15.8	0
Ukiah Unified	15.2	28.5	34.6
Willits Elementary	18.2	-	-
Willits Unified	24.2	10.6	14.1

Note: For more data relating to California Physical Fitness Test, visit  
[\(http://dq.cde.ca.gov/dataquest/\)](http://dq.cde.ca.gov/dataquest/)

Dataquest allows you to view Physical Fitness Test gender, ethnicity and socioeconomic status



S1903 | MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)

2009-2013 American Community Survey 5-Year Estimates

**Note:** This is a modified view of the original table.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	California		Census Tract 115, Mendocino County, California		Census Tract 116, Mendocino County, California
	Total	Median income (dollars)	Total	Median income (dollars)	Total
	Estimate	Estimate	Estimate	Estimate	Estimate
Households	12,542,460	61,094	2,328	43,906	2,268

Subject	Census Tract 116, Mendocino County, California
	Median income (dollars)
	Estimate
Households	26,655

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

#### Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



S0101 | AGE AND SEX

2009-2013 American Community Survey 5-Year Estimates

**Note:** This is a modified view of the original table.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	California	Census Tract 115, Mendocino County, California	Census Tract 116, Mendocino County, California
	Total	Total	Total
	Estimate	Estimate	Estimate
Total population	37,659,181	6,085	6,768

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The age dependency ratio is derived by dividing the combined under-18 and 65-and-over populations by the 18-to-64 population and multiplying by 100.

The old-age dependency ratio is derived by dividing the population 65 and over by the 18-to-64 population and multiplying by 100.

The child dependency ratio is derived by dividing the population under 18 by the 18-to-64 population and multiplying by 100.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.

3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

**Project Name:**

**Project Location:**

City of Ukiah Northwestern Pacific Rail Trail Phase 2  
 Gobbi Street to Commerce Drive

**INFRASTRUCTURE**

**Bike Projects (Daily Person Trips for All Users) (Box 1A)**

	Without Project	With Project
Existing	111	139
Forecast (1 Yr after completion)	113	
Commuters		
Existing Trips	12	37
New Daily Trips (estimate)	6	18.5
(1 YR after completion) (actual)		

**Project Information- Non SR2S Infrastructure**

Bike Class Type	Bike Class I
Average Annual Daily Traffic (AADT)	13,380

**Project Costs (Box 1D)**

Non-SR2S Infrastructure Project Cost	\$1,850,000
SR2S Infrastructure Project Cost	

**ATP Requested Funds (Box 1E)**

Non-SR2S Infrastructure	\$1,831,000
SR2S Infrastructure	

**CRASH DATA (Box 1F)**

	Last 5 Yrs	Annual Average
Fatal Crashes	2	0.4
Injury Crashes	52	10.4
PDO	0	0

**Pedestrian Projects (daily Person Trips for All Users) (Box 1B)**

	Without Project	With Project
Existing	389	700
Forecast (1 YR after project completion)	397	
Existing step counts		
(600 steps=0.3mi=1 trip)		
Existing miles walked		

**SAFETY COUNTERMEASURES (improvements) (Box 1G)**

	Y or N (Capitalized)
Pedestrian countdown signal heads	
Pedestrian crossing	
Advance stop bar before crosswalk	
Install overpass/underpass	
Raised medians/refuge islands	Y
Pedestrian crossing (new signs and markings only)	Y
Pedestrian crossing (safety features, curb extensions)	N
Pedestrian signals	N
Bike lanes	
Sidewalk/pathway (to avoid walking along roadway)	
Pedestrian crossing (with enhanced safety features)	
Pedestrian crossing	
<b>Other reduction factor countermeasures</b>	

**Safe Routes to School (SR2S) (Box 1C)**

Number of student enrollment	Total
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

**20 Year Invest Summary Analysis**

Total Costs	\$1,850,000.00
Net Present Cost	\$1,778,846.15
Total Benefits	\$33,615,633.00
Net Present Benefit	\$22,262,945.12
Benefit-Cost Ratio	12.52

**20 Year Itemized Savings**

Mobility	\$2,532,276.98
Health	\$584,964.52
Recreational	\$2,109,543.20
Gas & Emissions	\$57,467.18
Safety	\$28,331,381.12

Funds Requested	\$1,831,000.00
Net Present Cost of Funds Requested	\$1,760,576.92
Benefit Cost Ratio	12.65

## Ben Kageyama

---

**From:** Active Transportation Program <inquiry@atpcommunitycorps.org>  
**Sent:** Tuesday, May 26, 2015 6:04 PM  
**To:** ATP@CCC  
**Cc:** Ben Kageyama  
**Subject:** Re: ATP Grant Application NWP Rail Trail Project - Partnership with California Conservation Corps and Community Conservation Corps

Hello,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

On Fri, May 22, 2015 at 3:27 PM, ATP@CCC <[ATP@ccc.ca.gov](mailto:ATP@ccc.ca.gov)> wrote:

Hi Ben,

John Button, the Conservation Supervisor at our CCC Ukiah location has responded to the partnership for your project. The CCC can do the following:

Clearing and grubbing

Trail lighting/solar

Landscaping

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact John Button directly [John.Button@ccc.ca.gov](mailto:John.Button@ccc.ca.gov) if your project receives funding.

Thank you,

Wei Hsieh, Manager

Programs & Operations Division

California Conservation Corps

## Ben Kageyama

---

**From:** Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>  
**Sent:** Friday, May 22, 2015 11:57 AM  
**To:** Ben Kageyama  
**Cc:** Hsieh, Wei@CCC; ATP@CCC; inquiry@atpcommunitycorps.org; Button, John@CCC; Notheis, Larry@CCC  
**Subject:** RE: ATP Grant Application NWP Rail Trail Project - Partnership with California Conservation Corps and Community Conservation Corps

Hi Ben,

John Button, the Conservation Supervisor at our CCC Ukiah location has responded to the partnership for your project. The CCC can do the following tasks:

Clearing and grubbing  
Trail lighting/solar  
Landscaping

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact John Button directly [John.Button@ccc.ca.gov](mailto:John.Button@ccc.ca.gov) if your project receives funding.

Thank you,

Wei Hsieh, Manager  
Programs & Operations Division  
California Conservation Corps  
1719 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

---

**From:** Ben Kageyama [<mailto:bkageyama@cityofukiah.com>]  
**Sent:** Tuesday, May 19, 2015 5:29 PM  
**To:** ATP@CCC; [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)  
**Subject:** FW: ATP Grant Application NWP Rail Trail Project - Partnership with California Conservation Corps and Community Conservation Corps

Wei Hsieh (California Conservation Corps) and Danielle Lynch (Community Conservation Corps):

I am preparing an Active Transportation Program Grant Application for the City of Ukiah Northwestern Pacific Rail Trail Phase 2 Project. The following information is provided for your consideration of partnering on this project:

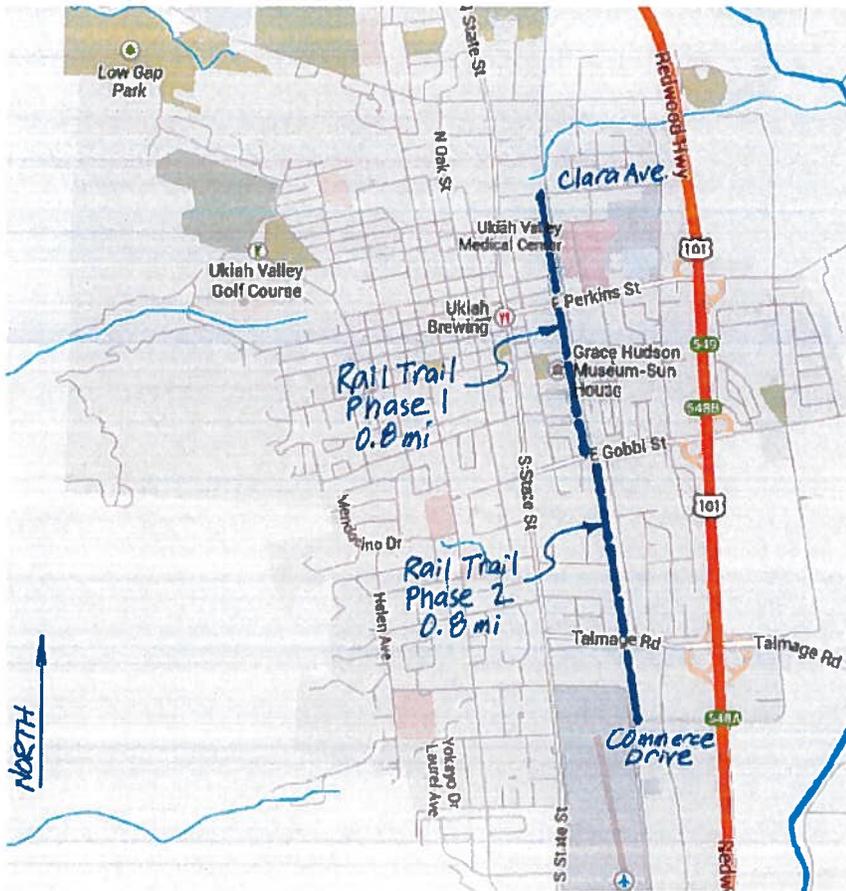
**Project Title:** City of Ukiah Northwestern Pacific Rail Trail Phase 2

**Project Description:**

The NWP Rail Trail is a multi-use bicycle and pedestrian paved trail within the Northwestern Pacific Railroad right-of-way in the City of Ukiah (see Project Map below). The construction of Phase 1 (Clara Avenue to Gobbi Street, 0.8 mile) is currently nearing completion. The proposed Phase 2 extension will continue south from Gobbi Street to Commerce Drive (0.8 mile). The Rail Trail includes a 10 foot wide paved path with 2 foot wide graded shoulders, a barrier fence (chain link, 42 inches high) between the path and the railroad tracks, and trail lighting to enhance security and allow

for night-time use, meeting the requirements of the North Coast Railroad Authority (NCRA). The proposed project requests funding for the design and construction of the NWP Rail Trail Phase 2 from Gobbi Street to Commerce Drive.

**Project Map:**



**Detailed Estimate:** See attached Construction Cost Estimate

**Project Schedule:**

- Selection of Design Consultant - August 2016
- Begin Design Phase – October 2016
- Complete PS&E – February 2017
- Bid Phase – April 2017
- Start Construction – June 2017
- End Construction/Notice of Completion – September 2017

**Preliminary Plan:** See attached preliminary plan

Please let me know if you need additional information for your assessment. I look forward to hearing from you. Thank you.

Ben

Benjamin Kageyama, P.E.  
Senior Civil Engineer  
City of Ukiah, Public Works Department  
300 Seminary Avenue  
Ukiah, CA 95482  
phone: (707) 463-6284 fax: (707) 463-6204  
email: [bkageyama@cityofukiah.com](mailto:bkageyama@cityofukiah.com)



MENDOCINO  
COUNCIL OF GOVERNMENTS

367 North State Street~Ukiah~California~95482  
www.mendocinocog.org

PHILLIP J. DOW, EXECUTIVE DIRECTOR

Administration: Suite 206  
(707) 463-1859  
Transportation Planning: Suite 204  
(707) 234-3434

Mr. Ben Kageyama, Senior Civil Engineer  
City of Ukiah Public Works Department  
300 Seminary Avenue  
Ukiah, CA 95482

May 22, 2015

RE: Support for City of Ukiah's Active Transportation Program Application  
NWP Rail Trail, Phase 2

Dear Ben,

I am writing to offer MCOG's support of the City's application for an Active Transportation Program grant to fund the design and construction of the NWP Rail Trail, Phase 2, from Gobbi Street to Commerce Drive in Ukiah. We are aware that the first phase of this project (*funded with a State Bicycle Transportation Account grant plus local matching funds*) is nearing completion, and has already received overwhelmingly positive feedback and public support.

MCOG is pleased that the City is pursuing this second phase of the NWP Rail Trail, which was identified as a top priority project in MCOG's *Mendocino County Rail-with-Trail Corridor Plan (May 2012)*. The development of that Plan underwent a thorough public review process, including well attended public workshops that resulted in the identification of priority projects.

This rail trail project is perfectly suited to the goals of the ATP grant program. It will promote non-motorized modes of travel and greatly improve bicycle and pedestrian safety by providing a separated travel corridor and removing non-motorized traffic from the busy parallel main street. This trail extension will connect the downtown area to Ukiah's largest retail center and other destinations and schools in south Ukiah, making walking and bicycling a pleasant and feasible alternative to driving.

In addition to providing a safe transportation alternative, this project would reduce congestion, create a more walkable community, and result in numerous public health benefits for youth as well as adults. We are pleased to offer our strong support for this application.

Please feel free to contact me with any questions.

Sincerely,

Phillip J. Dow  
Executive Director



# Mendocino County Health & Human Services Agency

*Healthy People, Healthy Communities*

**Stacey Cryer, Director**

Public Health

Dave Jensen, Interim Public Health Director



May 18, 2015

Teresa McWilliam  
Program Manager, Active Transportation Program (ATP)  
State Of California, Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS-1  
Sacramento, CA 94274-0001

Re: City of Ukiah, ATP Grant Application

Dear Ms. McWilliam:

Mendocino County Health and Human Services Agency, Public Health, Prevention and Planning Unit is in enthusiastic support of the City of Ukiah's Northwestern Pacific Rail Trail Phase 2.

Over the past 30 years, childhood obesity rates in the U.S. have tripled. Today, nearly a third of children in the U.S. are overweight or obese. In Ukiah Unified School District, 50% of students are overweight or obese. More and more, children are being diagnosed with obesity-related conditions that were traditionally only seen in adults, such as Type 2 diabetes and high blood pressure. The early onset of these chronic conditions puts children at higher risk for serious conditions like heart disease, cancer and stroke later in life.

One of the goals of Public Health's Prevention and Planning Unit is to reduce the rate of childhood obesity in our communities. We believe that the City of Ukiah's multi-use trail will increase the city's capacity to provide exercise opportunities thus lowering the risk for chronic diseases in the Ukiah community and beyond.

With the support of the Active Transportation Program funding, we foresee a healthier community wherein all ages will be inspired to be active in a safe environment. Our county itself will benefit as we increase the walkability and bikeability of our communities.

Thank you for your consideration.

Sincerely,

Dave Jensen  
Interim Public Health Director

Administrative Services 747 S. State St. Ukiah, CA 95482 Ph. 707-472-2333 Fax 707-472-2335	Adult & Aging Services 747 S. State St. Ukiah, CA 95482 Ph. 707-463-7900 Fax 707-463-7979	Children & Family Services 727 S. State St. Ukiah, CA 95482 Ph. 707-463-7990 Fax 707-463-7960	Behavioral Health & Recovery Services 1120 S. Dora St. Ukiah, CA 95482 Ph. 707-472-2300 Fax 707-472-2306 - MH Fax - 707-472-2657 - AOD	Public Health Services 1120 S. Dora St. Ukiah, CA 95482 Ph. 707-472-2700 Fax 707-472-2773	Employment & Family Assistance Services 737 S. State St. Ukiah, CA 95482 Ph. 707-463-7700 Fax 707-463-7859
--	---	---	---	---	--

**ROBERT A. SCAGLIONE**  
Air Pollution Control Officer

**DONNA ROBERTS NASH**  
Program Coordinator



306 East Gobbi Street  
Ukiah, California 95482  
(707) 463-4354 Fax: 463-5707  
mcaqmd@co.mendocino.ca.us  
www.mendoair.org

**MENDOCINO COUNTY**  
**AIR QUALITY MANAGEMENT DISTRICT**

May 15, 2015

Mr. Benjamin Kageyama, P.E.  
Senior Civil Engineer  
City of Ukiah, Public Works Department  
300 Seminary Avenue  
Ukiah, CA 95482

Dear Mr. Kageyama:

The Mendocino County Air Quality Management District supports the City of Ukiah's application for an Active Transportation Program grant for the design and construction of Phase 2 of the NWP Rail Trail project. The proposed project is another forward thinking step to improve pedestrian safety, reduce congestion and Green House Gases, and subsequently create a more walkable community.

The current Phase 1 project between Clara Avenue and Gobbi Street, although not complete, has already been observed to be a popular and active avenue for pedestrian and bicycle traffic through that part of the Ukiah corridor. The proposed second Phase will not only provide a better connection through the City of Ukiah, it will help reduce pedestrian and bicycle traffic on busy city streets, provide a safe avenue for children walking to and from school, and encourage alternate non-vehicular means of transportation within the city. This will also provide a corresponding reduction in vehicle trips and associated air impacts. It is for these reasons that the District supports and encourages this project.

Please call the District office at (707) 463-4354 should you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Robert A. Scaglione'. The signature is stylized and fluid, with a long horizontal stroke extending to the right.

Robert A. Scaglione  
Air Pollution Control Officer



North Coast Railroad Authority  
419 Talmage Road, Suite M  
Ukiah, CA 95482  
707-463-3280

---

May 15, 2015

Program Manager, Active Transportation Program (ATP)  
State of California  
Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS-1  
Sacramento, Ca. 94274-0001

Re: City of Ukiah Application for Grant Pursuant to Active Transportation Program

To Whom It May Concern:

The City of Ukiah is preparing a grant application for the 2015 cycle of the Active Transportation Program (ATP) for a trail traversing the railroad right-of-way owned by North Coast Railroad Authority, ("NCRA") a state agency created by the Legislature pursuant to Government Code 93000. The purpose of this letter is to state the support of the NCRA for the grant application submitted by The City of Ukiah for the 2015 ATP cycle.

The NCRA Board of Directors conceptually supports the proposed Phase 2 rails-with-trails project which will extend the existing rail-with-trail south from Gobbi Street terminating at Commerce Drive in Ukiah, CA. The NWP Rail Trail including the proposed southerly extension has been identified as the highest priority project in the City's Bicycle and Pedestrian Master Plan, numerous adopted planning documents, and most recently, at the Community Pedestrian Safety Workshop which was held on May 5th. The proposed extension will connect the downtown area to Ukiah's largest retail center along Airport Park Boulevard, hotels, and other destinations in south Ukiah, making walking and bicycling a pleasant and feasible alternative to driving.

Further, the NCRA Board of Directors agreed to make a substantial in-kind contribution to the project by contributing this portion of the right-of-way from Gobbi Street south to Commerce Drive, a distance of approximately  $\frac{3}{4}$  of a mile. We have been advised by our property manager that the lease value of the right-of-way is approximately \$3,750 per year, making the capitalized value \$37,500, if capitalized on a 10-year basis for a permanent easement. In making this contribution of value, it is hoped that the City may use NCRA's in-kind contribution to satisfy any match requirement that may improve the chances of funding for this important rail-with-trail project.

If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Mitch Stogner".

Mitch Stogner, Executive Director  
North Coast Railroad Authority



May 27, 2015

Mr. Benjamin Kageyama, P.E.  
Senior Civil Engineer  
City of Ukiah, Public Works Department  
300 Seminary Avenue  
Ukiah, CA 95482

Dear Mr. Kageyama.

On behalf of the Dharma Realm Buddhist Association, I would like to express our support for the City of Ukiah's application for the Active Transportation Program (ATP) grant for Phase 2 of the NWP Rail Trail Project in Ukiah.

This project will provide much needed bicycle and pedestrian access from the downtown area to Ukiah's largest retail center along Airport Park Boulevard, hotels, and other destinations in south Ukiah, making walking and cycling a pleasant and feasible alternative to driving. In addition, Phase 2 of the Rail Trail project offers an alternate route for our students and faculty to bike between our main campus in Talmage and our new campus on the west side of Ukiah.

We greatly appreciate your efforts in making this project a reality. Please let us know if we can be of any assistance to you in securing the Caltrans grant for the City of Ukiah.

Sincerely,

A handwritten signature in blue ink that reads "Wayne Chen".

Wayne Chen  
Director of Development and Strategic Planning  
Dharma Realm Buddhist University



Walk & Bike Mendocino  
413 N State St  
Ukiah, CA 95482

5/22/2015

CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Spec. Prog  
PO Box 942874  
Sacramento CA 94274-0001

**RE: Support of City of Ukiah ATP Grant Application**

Dear Ms. McWilliam,

On behalf of Walk & Bike Mendocino I want to register our strong support for the City of Ukiah's ATP cycle II Grant application. The project involves extending our recently completed Rail with Trail for approximately one mile to the south. Providing this active transportation corridor will be a transformative project for the walk-ability and bike-ability for the City of Ukiah.

Currently, the major north – south corridor through Ukiah is the old highway 101 route that has been renamed "State Street." This corridor is narrow, lacks bike lanes, has many sections that lack or have inadequate sidewalks, and has a recurring problem of speeding vehicles. A review of accident data shows that State Street is where most of our bicycle and pedestrian injuries occur. Extending our short first section of Rail with Trail to the south will increase the safety of bicyclists and pedestrians and we believe will encourage more people to leave their car at home and walk or bike for short in town trips. The project will allow users to travel from the south side of town that is zoned for, and home to, retail shops, with our downtown.

The route will also benefit and encourage those who are considering active transportation for the 5 mile trip from Talmage to Ukiah. Our local Buddhist University, located in Talmage, has recently acquired a new school site near our downtown. This route links the two campuses and will allow students commuting between the two campuses access to a safe route separated from the most dangerous section of the route.

Our organization is poised to provide education to the many new bicyclists we expect to see once this trail is completed. Please give all possible consideration and weight to this request.

Sincerely,



**Neil Davis, RN PHN**

Principal

[neil@mendotrails.org](mailto:neil@mendotrails.org)

[www.walkbikemendo.org](http://www.walkbikemendo.org)

707-972-0926

707-467-3217

Cc: Ben Kagayama  
City Of Ukiah

THE MISSION OF THE UKIAH MAIN STREET PROGRAM IS TO  
PRESERVE AND ENHANCE WHAT MAKES UKIAH A GREAT PLACE



May 19, 2015

City of Ukiah  
Public Works Department  
Attn: Benjamin Kageyama, P.E.  
Senior Civil Engineer  
300 Seminary Avenue  
Ukiah, CA 95482

**Board of Directors**

*Tom Liden*  
Tom Liden Photography  
President

*Jenifer Bazzani*  
JLB Insurance  
Vice President

*Mary Ann Villwock*  
Law Offices of M.A.V.  
Secretary

*Stan Singley*  
Maple Cafe  
Treasurer

*Benj Thomas*  
Former City  
Council Member

*Jason Brenner*  
Collaborative Design

*Sid Harper*  
Savings Bank

*Jill Lolonis*  
Triple S Camera

*John Meyer*  
New Trend Wireless

**Ex Officio Directors**

*Maureen Mulheren*  
City Council Member

*Sage Sangiacomo*  
Assistant City Manager

**Staff**

*Rick Hansen*  
Executive Director

To Whom It May Concern:

Please let it be known that the Board of Directors of the Ukiah Main Street Program have voted in favor of endorsing the proposed Phase 2 Rail Trail Project, which we understand to be  $\frac{3}{4}$  of a mile in length and will be a southerly continuation of Phase 1 from Gobbi Street, thereby extending the trail to Commerce Drive, south of Talmage Road. In doing so this project will connect the downtown area to Ukiah's largest retail center along Airport Park Boulevard, hotels, and other destinations in south Ukiah, making walking and bicycling a pleasant and feasible alternative to driving.

Please note that the Ukiah Main Street Program's endorsement of this project does not necessarily reflect the opinion of all our constituents, but as the governing body for the Downtown Business Improvement District the Board felt that this project was of great benefit to the community for a variety of reasons.

Respectfully submitted,

A handwritten signature in blue ink that reads "Rick Hansen". The signature is stylized and cursive.

Rick Hansen  
Executive Director,  
Ukiah Main Street Program

Ukiah Valley Trail Group  
413 N State St  
Ukiah, CA 95482

5/20/2015

CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Spec. Prog  
PO Box 942874  
Sacramento CA 94274-0001

**RE: Ukiah ATP Grant Application**

Dear Ms. McWilliam,

I am writing to express our support of the City of Ukiah's ATP grant application to extend the Rail with Trail from Gobbi Street to Commerce Drive.

Our organization has been working for the last twelve years to improve the trails in our Ukiah Valley. Over those last twelve years, the most common question we have heard is, "when are they going to build a rail trail?"

The unused rail corridor has been both a blight and a wasted resource for our community and the public is absolutely clamoring for the chance to have safe access to the corridor. Currently walkers and bikers are forced onto side streets with fast moving traffic. This route will allow users a safe, enjoyable north – south corridor for both recreation and transportation.

Our community has precious few places for people to walk safely and we are convinced that access to this corridor will encourage more people to walk or bike. Please help us make our community a safer more accommodating place for people to walk and bike.

Sincerely,



Carolyn Welch  
Board President  
[info@mendotrails.org](mailto:info@mendotrails.org)  
[www.mendotrails.org](http://www.mendotrails.org)  
707-467-3231

