111 E. COMMERCIAL STREET
WILLITS, CALIFORNIA 95490
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WILLITS CITY COUNCIL
SPECIAL MEETING AGENDA
DECEMBER 6, 2016 ♦ 5:30 P.M. ♦ COUNCIL CHAMBERS

1. **OPENING MATTERS** – a) Call to Order; b) Pledge to the Flag; c) Roll Call

2. **PRESENTATION BY HOWARD HOSPITAL & FOUNDATION**

3. **PRESENTATION, DISCUSSION, AND POSSIBLE ACTION REGARDING DOWNTOWN WILLITS STREETS AND ALLEYS CONNECTIVITY STUDY**

4. **PRESENTATION, DISCUSSION, AND POSSIBLE ACTION REGARDING WILLITS MAIN STREET CORRIDOR ENHANCEMENT PLAN**

5. **DISCUSSION AND POSSIBLE ACTION TO APPROVE A BUDGET AMENDMENT FOR A FULL-TIME WATER OPERATOR-IN-TRAINING POSITION**

6. **CONFIRMATION OF CODE ENFORCEMENT COSTS INCURRED BY CITY AND ADOPTION OF RESOLUTION TO AUTHORIZE COLLECTION OF DEBT AND RECORDING OF LIENS ON PROPERTIES LOCATED AT 491, 495, AND 497 EAST VALLEY STREET (APN'S 006-053-29, 006-053-30, 006-053-31) TO RECOVER COSTS OF CODE ENFORCEMENT FOR VIOLATION OF SECTION 17.86 OF WILLITS MUNICIPAL CODE**

7. **ADOPTION OF NEW ORDINANCE NO. 2016-03, AMENDING CHAPTER 8.09 – CONSTRUCTION AND DEMOLITION RECYCLING OF THE WILLITS MUNICIPAL CODE FOR THE PURPOSE OF UNIFORMITY AND CONFORMANCE WITH MENDOCINO COUNTY CODE**

8. **ADOPTION OF NEW ORDINANCE NO. 2016-04, AMENDING CHAPTER 2.08, ENTITLED "CITY MANAGER" SECTION 2.08.100, ENTITLED "AUTHORITY LIMITED" OF THE WILLITS MUNICIPAL CODE**

9. **ADJOURNMENT**

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted on the bulletin board at the main entrance of the City of Willits City Hall, located at 111 East Commercial Street, Willits, California, not less than 24 hours prior to the meeting set forth on this agenda.

Dated this 3rd day of December, 2016.
Cathy Moorhead, City Clerk

AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE

The meeting room is wheelchair accessible and disabled parking is available. If you are a person with a disability and need disability-related modifications or accommodations to participate in this meeting, please contact Cathy Moorhead at (707) 459-7121 or Fax (707) 459-1562. Requests for such modifications or accommodations must be made at least two full business days prior to the meeting.

ADDITIONAL MEETING INFORMATION FOR INTERESTED PARTIES

Materials related to an item on this Agenda submitted to the Willits City Council, Planning Commission, or Community Development Agency after distribution of the agenda packet are available for public inspection at City Clerk's office at 111 E. Commercial Street, Willits, during normal business hours.

Item No. 3

Meeting Date: December 6, 2016

AGENDA SUMMARY REPORT

To: Honorable Mayor and Council Members

From: Dusty Duley, City Planner

Agenda Title: PRESENTATION, DISCUSSION, AND POSSIBLE ACTION REGARDING THE DOWNTOWN WILLITS STREETS AND ALLEYS CONNECTIVITY STUDY

Type: ☒ Presentation ☐ Consent ☐ Regular Agenda ☐ Public Hearing ☐ Urgent Time: 60 min.

Summary of Request: Staff is seeking Council approval of the *Downtown Willits Streets & Alleys Connectivity Study.*

The City retained the consulting services of PlaceWorks and Fehr and Peers to conduct a traffic circulation and connectivity study to assess existing traffic circulation and safety for all modes of transportation in our downtown area as well as make recommendations for enhancing the connectivity in downtown consistent with the Study goals as follows:

1. Beautify and enhance downtown.
2. Provide better accessibility for pedestrians and bicyclists.
3. Maintain parking and provide loading zones for downtown merchants.
4. Encourage local and regional bicycle and pedestrian mobility.
5. Improve public gathering spaces in downtown.
6. Improve traffic safety and visibility for motorists.
7. Improve lighting, wayfinding signage and landscaping throughout downtown.

The area addressed by this Study focuses on Downtown Willits. The boundaries of this area are State Street to the north; School Street to the west; California Street to the south; and the Northwestern Pacific Railroad tracks to the east. Staff envisions being able to use concepts and designs identified in this Study and apply them to other areas of the City at large. Although the entire study area was analyzed, areas of specific focus include Commercial Street, Mendocino and Wood Streets, as well as the downtown alley network including Van Lane, Muir Lane and Schmidbauer Lane.

A number of improvements within downtown have been identified to help accomplish Study goals such as establishing protected left turn lanes, signal timing improvements, changes to street travel direction, crosswalk enhancements, new public spaces, additional lighting, wayfinding signage, landscaping and new loading zones.

Public input received through several Advisory Group meetings, two public workshops, a Council meeting, as well the Main Street Corridor Planning Fair has shaped the ideas and concepts found in the Plan.

The *Downtown Willits Streets & Alleys Connectivity Study* and appendices, including the Existing Circulation Assessment and project Cost Estimate Tables are attached.

Recommended Action: Staff recommends the Council receive a presentation on the Downtown Willits Streets & Alleys Connectivity Study, provide opportunity for public comment and approve the Study by resolution.

Alternative(s): None recommended.

Fiscal Impact: There is no fiscal impact associated with the Study itself. The Study was prepared utilizing funds that were made available through the Mendocino Council of Governments' Transportation Planning Work Program.

Personnel Impact: None.

Reviewed by: ☒ City Manager ☐ City Attorney ☐ Finance Director ☐ Human Resources ☐ Risk

Council Action: ☐ Approved ☐ Denied ☐ Other: _____

Records: ☐ Agreement ☐ Resolution #_____ ☐ Ordinance #_____ ☐ Other _____

RESOLUTION 2016-_____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILLITS APPROVING THE DOWNTOWN WILLITS STREETS & ALLEYS CONNECTIVITY STUDY

WHEREAS, the purpose of the Downtown Willits Streets and Alleys Connectivity Study is to review circulation, connectivity and safety among various streets, lanes, alleys and parking lots in the downtown business district, and to evaluate potential design concepts that would improve and enhance safety for all modes of transportation, with particular emphasis on pedestrian and bicycle traffic, and to enhance aesthetics and livability in the downtown area to make it more vibrant and attractive for businesses; and

WHEREAS, the Downtown Willits Streets and Alleys Connectivity Study seeks to achieve the following goals for enhancing the connectivity and livability in downtown including, beautifying and enhancing downtown, providing better accessibility for pedestrians and bicyclists, maintaining parking and providing loading zones for downtown merchants, encouraging local and regional bicycle and pedestrian mobility, improving public gathering spaces in downtown, improving traffic safety and visibility for motorists, and improving lighting, wayfinding signage and landscaping throughout downtown; and

WHEREAS, the Downtown Willits Streets and Alleys Connectivity Study identifies opportunities to improve pedestrian and vehicular environments throughout downtown and create amenities that will enhance the quality of life of residences and improve the physical and social environment in ways that support businesses and attract visitors; and

WHEREAS, this project was funded by a grant made available through the Mendocino Council of Governments' Transportation Planning Work Program; and

WHEREAS, the City conducted a public involvement process to seek input from the community to prepare this plan as outlined in the "Outreach" section of the Study; and

WHEREAS, the area addressed by this plan focuses on Downtown Willits. The boundaries of this area are State Street to the north; School Street to the west; California Street to the south; and the Northwestern Pacific Railroad tracks to the east; and

WHEREAS, the City Council finds that the project qualifies for an exemption from the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15262, Feasibility and Planning Studies; and

WHEREAS, The Willits City Council, at its special meeting held on the 6th of December 2016, carefully reviewed the Downtown Willits Streets and Alleys Connectivity Study before them and received public testimony on the matter; and

WHEREAS, the Willits City Council has had an opportunity to review this Resolution and finds that it accurately sets forth the intentions of the City Council regarding the Project.

NOW, THEREFORE BE IT RESOLVED THAT the Willits City Council hereby adopts the Downtown Willits Streets and Alleys Connectivity Study attached hereto as Exhibit A; and

BE IT FURTHER RESOLVED that the City Council thanks the community members, project management team, project Technical Advisory Group, and the consultant team for preparing the Downtown Willits Streets and Alleys Connectivity Study.

THE FOREGOING RESOLUTION WAS PASSED and adopted at a special meeting of the Willits City Council held on the 6th day of December, 2016, by the following vote:

AYES:
NOES:
ABSENT:
ATTEST:

_____
BRUCE BURTON, Mayor

_____
CATHY MOORHEAD, City Clerk

Downtown Willits Streets & Alleys Connectivity Study

City of Willits

DRAFT REPORT

October 14, 2016

TABLE OF CONTENTS

ACKNOWLEDGEMENTS

Thank you to all who participated.

The preparation of this report was programmed through the Mendocino Council of Governments' Transportation Planning Work Program with State Planning, Programming, and Monitoring (PPM) funds.

Technical Advisory Group (TAG)

CITY OF WILLITS
Evelyn Fisher, community member
Linda Matz, community member
Tony Madrigal, community member
Lisa Epstein, community member
Dusty Duley, City Planner
Adrienne Moore, City Manager
Rod Wilburn, Public Works
Jeremy Ronco, Public Works
Alan Fallari, retired community development director

MCOG
Phil Dow, Executive Director
Loretta Ellard, Assistant Executive Director

Project Team

PLACEWORKS
Bruce Brubaker, Associate Principal
John Hykes, Associate Principal
Cliff Lau, Project Urban Designer/Planner

FEHR & PEERS, INC.
Daniel Jacobson, Senior Transportation Planner
Kendra Rowley, Transportation Planner

Special thanks to:

WRT WALLACE ROBERTS & TODD, LLC
John Gibbs, Principal
Jillian Nameth Zeiger, Landscape Designer

LOCAL GOVERNMENT COMMISSION
Alison Pernell, Project Manager
Paul Zykovsky

1. INTRODUCTION

The Downtown Willits Streets and Alleys Connectivity Study has been prepared for the City of Willits to study and provide recommendations for improving connectivity throughout their downtown.

NEED AND PURPOSE

In 2016, Caltrans will transfer ownership of the current segment of US Highway 101 that passes through Downtown to the City of Willits. In anticipation of this transition, the City sought services to develop recommendations for improvements to traffic circulation, safety, parking, and aesthetics, as well as proposals for several "shovel-ready" projects. These recommendations and projects were prepared with the expectation they would be implemented in conjunction with the separate but directly-related Willits Main Street Corridor Enhancement Plan.

GOALS

The Downtown Willits Streets and Alleys Connectivity Study seeks to achieve the following goals for enhancing the connectivity in downtown. Though these goals were prepared for downtown, opportunities to achieve them in other areas of the City could be explored in future planning efforts:

1. Beautify and enhance downtown.
2. Provide better accessibility for pedestrians and bicyclists.
3. Maintain parking and provide loading zones for downtown merchants.
4. Encourage local and regional bicycle and pedestrian mobility.
5. Improve public gathering spaces in downtown.
6. Improve traffic safety and visibility for motorists.
7. Improve lighting, wayfinding signage and landscaping throughout downtown.

2. EXISTING CONDITIONS

This chapter provides a summary of the previous planning efforts and existing conditions of the Streets and Alleys study area for Willits.

The area addressed by this plan focuses on Downtown Willits. The boundaries of this area are State Street to the north; School Street to the west; California Street to the south; and the Northwestern Pacific Railroad tracks to the east. The spine of the downtown study area is Main Street and to the north an intersection with Commercial Street. See Figure 2-1 for the plan area of this study.

Major locations in Downtown Willits include City Hall, Willits Library, Post Office, Fire Department, and Willits Justice Center. Destinations within and outside of the downtown area include Skunk Train Depot, Mendocino County Museum, Roots of Motive Power, Bud Snyder Memorial Park, Vietnam War Memorial, Recreation Grove Park, Willits Community Theater, and Noyo Theater. Numerous other retail, restaurants, and services also operate in the area.

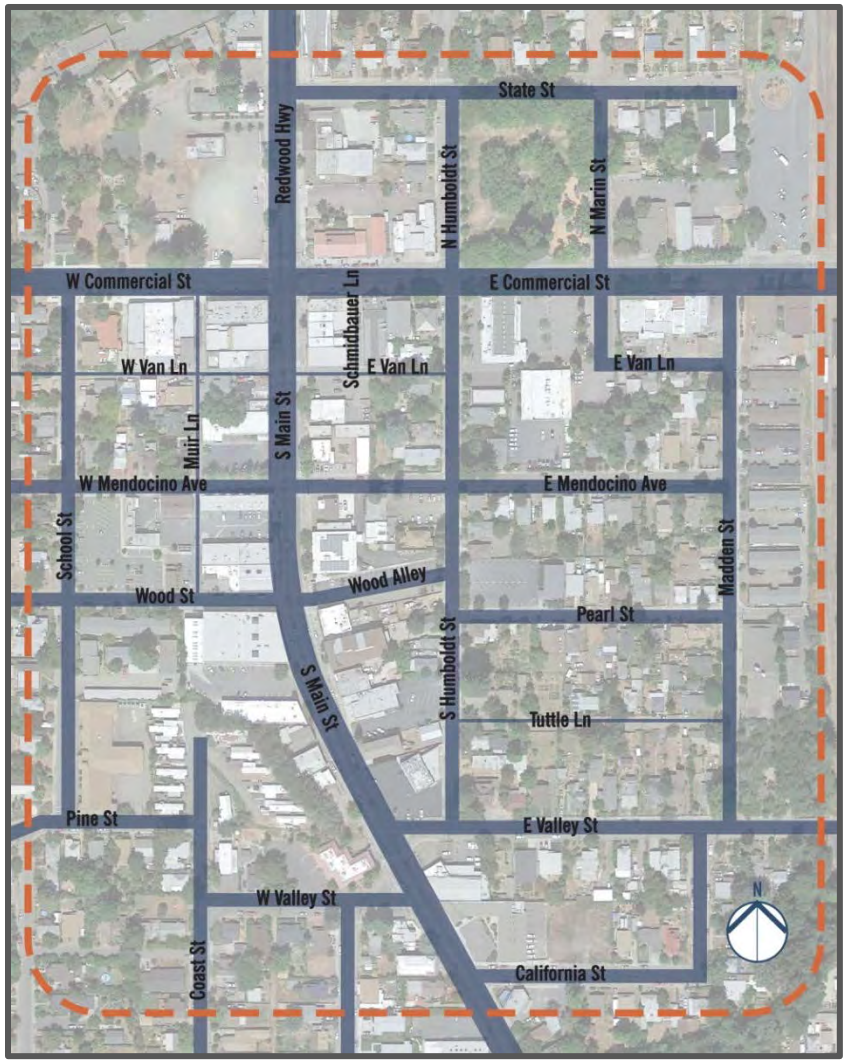


Figure 2-1: Study Area Boundary

RELEVANT PLANNING EFFORTS

Recent planning documents covering the study area along with relevant concurrent planning efforts are summarized below in terms of the work completed to date and how it impacts the Streets and Alleys Connectivity Study.

Willits Downtown Specific Plan and Circulation Element (2000)

The Willits Downtown Specific Plan and Circulation Element provides an overall strategy for expansion, reuse, and revitalization of Downtown Willits via parking strategies, placemaking, and design ideas. Strategies and design ideas for downtown in this specific plan include identifying potential development sites along downtown Main Street to develop public gathering spaces as well as opportunities for bulbouts and intersection improvements at the Post Office, at Main and Wood Street, and improved crosswalks on Main and Commercial Street.

Willits Circulation and Parking Improvement Study (2002)

This study evaluates traffic safety conditions throughout Willits and recommends measures for improving traffic safety across the city's circulation network including locations that demonstrate high-incident collisions and concern for pedestrian safety. A parking study surveys the city's existing public parking stock and provides parking demand projections with a recommended approach for meeting new demand.

Baechtel Road – Railroad Avenue Corridor Community Design Study (2003)

This study proposes a conceptual design for the construction of a new road that would connect Baechtel Road and Railroad Avenue along the east side of Willits, a chief goal of which is to alleviate traffic congestion along US Highway 101. A facilitated charrette gathered recommendations from residents to generate a list of improvements for the area and the proposed road.

City of Willits Bicycle and Pedestrian Specific Plan (2009)

The Bicycle and Pedestrian Specific Plan provides strategies for increasing accommodations of bicycle and pedestrian-friendly circulation throughout Willits. The plan provides a list of projects, design measures, and implementation strategies to improve bicycle and pedestrian facilities, safety, and access.

City of Willits Safe Routes to School Plan (2009)

The Safe Routes to School Plan provides recommendations for improvements in safety and quality of the Willits streetscape environments to increase accommodations for local students to walk and bike to area-wide schools.

Willits Traffic Safety Evaluation (2010)

The purpose of this evaluation is to improve traffic safety throughout the City of Willits. The data-driven report puts forward conceptual recommendations based on best practices in traffic engineering and enforcement to address the city's safety issues and guide decision-making for future safety improvement projects in the city.

Main Street Corridor Enhancement Plan (Forthcoming 2016)

The Willits Main Street Corridor Enhancement Plan seeks to develop a plan and vision for the three miles of US Highway 101 (Main Street), located within the city limits. Caltrans is scheduled to open a US Highway 101 bypass in November 2016. Caltrans will relinquish ownership of the section of the highway that will remain as Willits' Main Street. The plan envisions transforming Main Street into a walkable and bicycle-friendly corridor that supports local businesses and incorporates community gathering areas, landscaping, green streets concepts, traffic calming measures, increased bicycle facilities, and other community-oriented features.

The planning process involved a weeklong design charrette and a live "Sneak Preview" to showcase some of the plan's proposed measures and solicit input from the community. The enhancement plan aims to include as many improvement projects as possible in the relinquishment construction project by Caltrans. Remaining projects will be implemented on a later timeline as part of a long-term vision for Main Street.

The Main Street Corridor Enhancement Plan has been concurrently developed alongside the Downtown Willits Streets and Alleys Connectivity Study.

Pacific Gas & Electric (PG&E) Electric Undergrounding Program

The City of Willits has the opportunity to acquire funding for undergrounding its overhead electrical facilities through PG&E's Electric Undergrounding Program. PG&E converts many miles of overhead electric facilities to underground annually. This work is completed by following the California Public Utilities Commission (CPUC) Rule 20 guideline that is an electric distribution tariff.

Mendocino County Rail-with-Trail Corridor Plan (2012)

In 2012, the Mendocino Council of Governments developed a corridor plan to provide a comprehensive approach for transforming the Northwestern Pacific Railroad (NWP) right-of-way into a transportation route that includes non-motorized connections to population centers in Mendocino County. Driven by community input, the corridor plan envisions the rail corridor to be pedestrian- and bicycle-friendly with the goal of preserving the corridor's function as a key transportation route that will include rail, walking, and bicycling options. The City of Willits is located within the Central Section of the Rail-with-Trail plan area and has the largest yard on the NWP corridor (eight tracks), a turning wye, a refueling facility, and a connection with the Mendocino Railway (Skunk Train).

CONTEXT

The study area is comprised of a series of arterials, collectors, and local roads, exclusive of Main Street. Arterials provide the highest level of service at the greatest speed for the longest uninterrupted distance; collectors provide a less highly developed level of service at a lower speed for shorter distances and collect traffic and connect to arterials. Local Roads (includes "alleys") provide access to land with little or no through movement. The Existing Conditions and Opportunities diagram (Figure 2-2) illustrates the conditions of the existing street network in Downtown, showing existing crosswalk locations, street travel directions, transit lines, bicycle facilities, and destinations.

Though the study area is exclusive of Main Street, it is affected by Main Street activity and traffic volumes. Main Street (US-101) presently serves as a key route for both local and intercity travel as a part of the California State Highway system. On a typical weekday, Main Street carries about 15,000 vehicles through Downtown Willits. Post-Bypass, Main Street is estimated to carry a traffic volume of 11,900 vehicles through Downtown Willits, a near 20% reduction (Caltrans, Willits Bypass EIR, 2006).

The Main Street/Commercial Street intersection presents and provides opportunities for enhancement through protected left turns and signal timing improvements. East Commercial Street serves as a key multimodal street for vehicles, pedestrians, bicyclists, and buses; however, its present design provides limited accommodations for walking and bicycling. The narrow width of some Downtown streets limits sight lines and circulation, particularly along Van Lane and Wood Street. Existing conditions of key streets and alleys within the study area are described in the following pages.

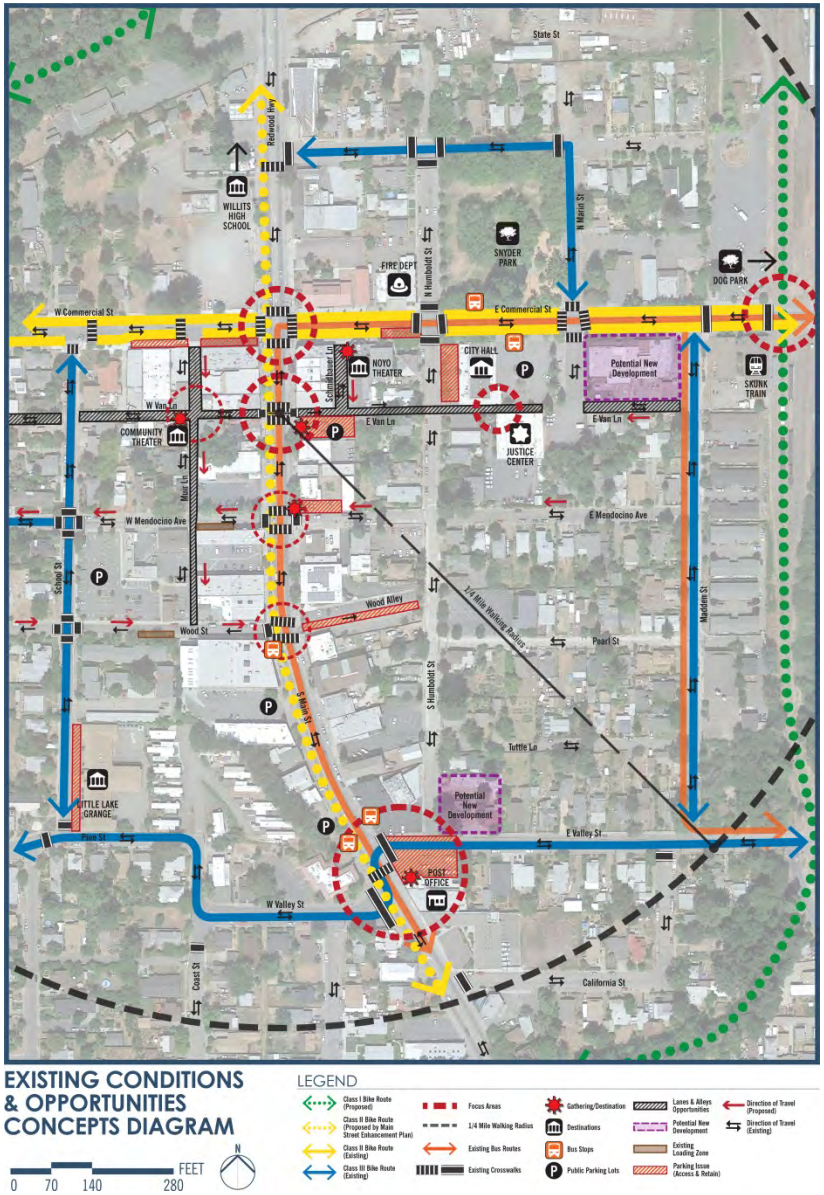


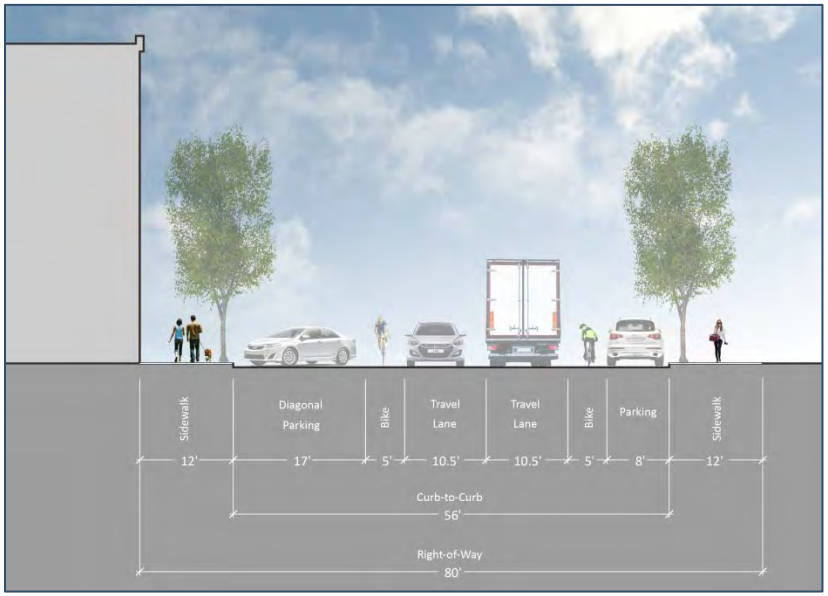
Figure 2-2: Existing Conditions & Opportunities Diagram

Commercial Street

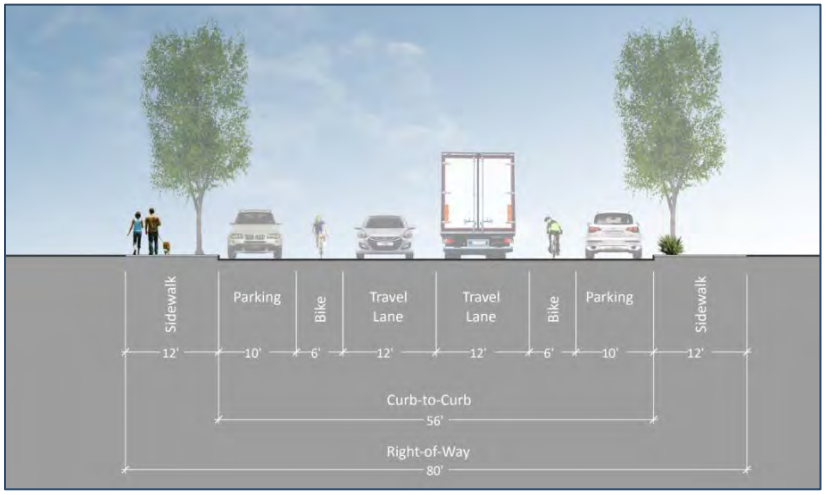
Commercial Street is a 56-foot wide east-west arterial. Numerous civic and commercial uses are located along this arterial at the north-end of the downtown and the study area, including City Hall, Willits Justice Center, Noyo Theater, Snyder Park, Baseball fields, and Skunk Train Depot by the Northwestern Pacific Railroad tracks. In addition, Commercial Street is a major link to other city amenities east of the study area such as Willits Library, Mendocino County Museum, Roots of Motive Power, Recreation Grove Park, Skatepark, and Rodeo Grounds.

Much of Commercial Street is comprised of two travel lanes, existing Class II bicycle facilities, and street parking on either side. Along the south edge of Commercial between School Street and Main Street, there is front-in diagonal parking. The sidewalks are twelve feet wide throughout. The City implemented several improvements on West Commercial Street, which include the angled parking; restriping; raised crosswalks; and striping off bulbouts at corners and intersections. Since these bulbouts are not actually curbed, planters were provided as a barrier between these striped zones and the travel lane.

Existing Condition: East Commercial Street by Skunk Train Depot



Existing Section: West Commercial Street



Existing Section: East Commercial Street

Van, Muir, and Schmidbauer Lanes

Van, Muir, and Schmidbauer Lanes are existing local roads that currently accommodate numerous activities and functions, including pedestrian traffic, vehicular traffic, parking, loading, trash pickup, and building access.

Van Lane is an east-west local road located between Commercial Street and Mendocino Avenue that spans from School Street to Madden Street. The width ranges from 15 feet to 24 feet. The intersection of Van Lane and Main Street is a key pedestrian crossing which currently has two crosswalks. West of Main Street is mostly used for vehicular traffic, trash pickup, and commercial loading. The lane provides access to several buildings including the Willits Community Theater, an apartment building, garages, and several businesses. Van Lane east of Main Street provides access to a public parking lot of approximately 15 spaces. Further east past Humboldt Street, the lane is the access to a paved business parking lot and is blocked by a chain link fence that cordons off a restricted area of City Hall and the adjacent Justice Center. The lane continues east of the Justice Center building between Marin and Madden Streets, terminating at Madden Street.

Muir Lane is a north-south local road located between School Street and Main Street. It spans from Commercial Street at its north end to Wood Street at its south end. The width of Muir Lane varies between 16 feet to 24 feet. Between Commercial Street and Mendocino Avenue, the lane provides access to an apartment building, single-family residence, functions as a loading area, is an exit point for the parking lot adjacent to the vacant Rexall's building, and is largely unpaved. Community art murals and private gardens can be found in this alley. Between Mendocino Avenue and Wood Street, the lane is mostly paved and primarily provides access to several parking lots and utilitarian access to several businesses.

West Van Lane by Willits Community Theater at Muir Lane intersection

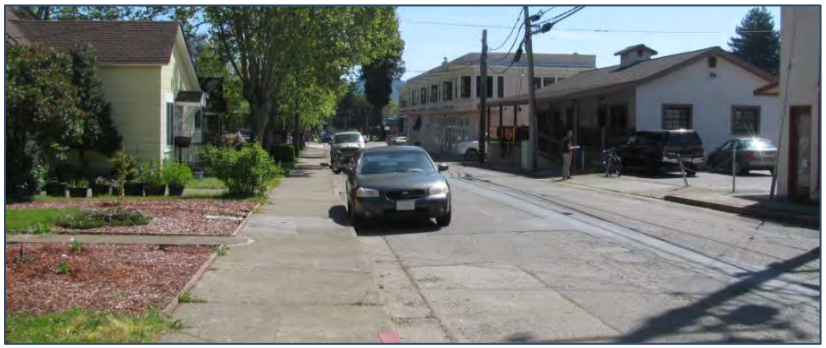
Schmidbauer Lane at Van Lane looking north towards Commercial Street

Schmidbauer Lane is a north-south local road located between Main Street and Humboldt Street and adjacent to the Noyo Theater. It is a short lane of approximately 135 feet in length spanning between Commercial Street and East Van Lane with an average width of approximately 24 feet. The lane provides access to businesses for trash pickup; several parking spaces used by business owners; and the public parking lot located on East Van Lane.

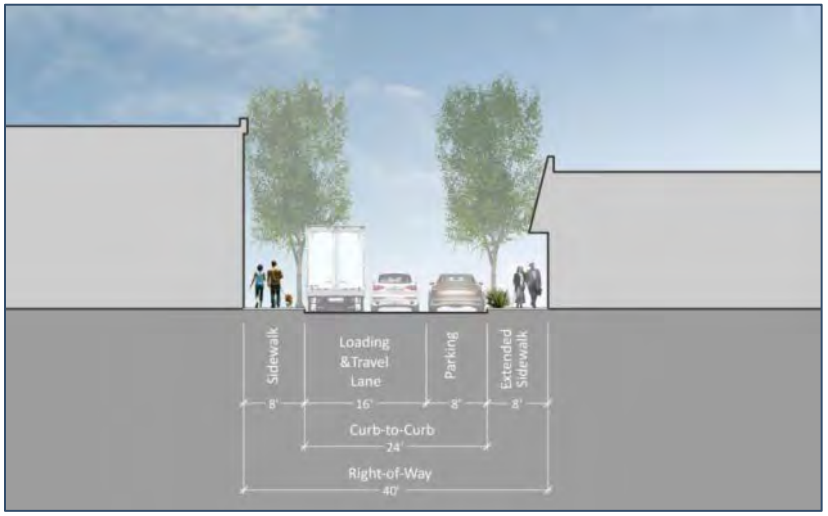
Mendocino Avenue and Wood Street

Mendocino Avenue and Wood Street are east-west collector streets. These streets provide access to public parking lots, businesses, to the frontages of several single-family residences, street parking, and some loading zones. However, a majority of the street frontage along both streets is not of active use; only a few businesses have street frontages.

Mendocino Avenue is a two-way street west of Main Street. Wood Street is one-way westbound. East of Main Street, it is Wood Alley, an eastbound diagonal parking lot. The diagonal parking accessed by Wood Alley is privately-owned, while the 20- to 24-foot wide travel lane itself is a public right-of-way.



West Mendocino Avenue looking east



Existing Street Section: Mendocino Avenue looking west.

Existing Street Section: Wood Street looking west.

CIRCULATION ANALYSIS

The Downtown circulation network includes five east-west streets and alleys (Commercial Street, Van Lane, Mendocino Avenue, Wood Street/Wood Alley, and Valley Street) and five north-south streets and alleys (School Street, Muir Lane, Main Street, Humboldt Street and Madden Street). With the exception of Commercial Street, most streets in Downtown Willits are very narrow: streets are about 28 feet wide (curb-to-curb), while alleys are about 15 feet wide.

Commercial Street at Muir Lane looking east.

Van Lane at Main Street looking west.

Vehicular Circulation

Commercial Street, Valley Street, and Mendocino Avenue (west of Main Street) were observed to carry the highest traffic volumes (Table 2-1). Van Lane experiences very little traffic; no vehicles were observed traveling west of Main Street during the PM peak hour, and two vehicles were observed traveling east of Main Street.

TABLE 2-1: OBSERVED PM PEAK HOUR SEGMENT VOLUMES IN DOWNTOWN WILLITS

Street	Segment Volume (West of Main Street)	Segment Volume (East of Main Street)
Commercial Street	275	427
Mendocino Avenue	95	30
Van Lane	0	2
Wood Street/Wood Alley	51	39
Valley Street	152	166

Note: Counts conducted on Wednesday, March 30, 2016.

The Commercial Street intersection experiences frequent conflicts associated with vehicles turning left from Commercial onto Main Street without signal protection. The existing signal timing prioritizes Main Street and results in queues on Commercial Street that sometimes extend to Humboldt Street and Muir Lane.

Parking

On-street parking is limited due to narrow street widths. Commercial Street includes parallel parking on both sides of the street; between School Street and Main Street, it includes angled parking on the southern side of the street. Other streets typically include parallel parking on only one side of the street. Few on-street parking spaces are provided along alleyways.

Off street parking is provided at five public lots as well as a number of dedicated lots for businesses. No wayfinding signage is provided from Main Street to access off-street public parking lots.

Wood Street has limited sight lines at Main Street due to its narrowness and limited adjacent building setbacks.

The Willits Fire Department is located on the north side of Commercial Street between Main Street and Humboldt Street. Most trips occur via Commercial, Main, and Humboldt Streets.

Surface parking lot at Mendocino Avenue and School Street.

Transit Circulation

Mendocino County Transit Routes 1 (Willits Local) and 20 (Willits-Ukiah) serve stops on Commercial Street at Humboldt Street. Route 1 provides hourly service approximately between the hours of 7:00 AM and 6:00 PM. Route 20 provides six round-trips to Ukiah between the hours of 7:00 AM and 5:00 PM. Both bus routes terminate at the Integrated Service Center on Lenore Avenue between Creekside Street and Valley Street.

Amtrak Thruway Bus 6318 (Arcata-Martinez) stops adjacent to the Skunk Train terminal on Commercial Street. Amtrak provides one daily roundtrip.

Existing transit stops include limited amenities – signage, benches, and shelters are generally not provided.

Bus along Main Street.

Pedestrian Circulation

Sidewalks are included along all streets in Downtown Willits, but are not included along alleys. With the exception of Commercial Street, which has 8- to 12-foot sidewalks, most sidewalks are narrow (about 6 feet wide). Commercial Street also includes planters and street furnishings.

Pedestrian traffic outside of Main Street was primarily observed along Commercial Street and Valley Street. City Park, City Hall, and the Skunk Train represent major Downtown-area pedestrian activity hubs along Commercial Street.

Unimproved alleyways and ADA-inaccessible facilities may pose barriers to pedestrian circulation around Downtown.

Commercial Street at Schmidbauer Lane, looking east.

Bicycle Circulation

Commercial Street includes Class II bicycle lanes and serves as the primary east-west bicycle route across Downtown Willits. However, in some locations, bicycle lane markings have faded and are no longer visible. Near the Humboldt Street intersection, bicycle lanes share space with angled parking for the fire station. Sufficient space generally exists to provide buffered bike lanes.

Observed bicycle volumes were very low (<5 during the PM peak hour at most study intersections).

Bicycle parking is provided at some locations around Downtown Willits, but parking is generally not provided on-street or in visible locations.

Valley Street is designated as a Class III bicycle route; however, no signage or other bicycle improvements are provided. [1]

Pedestrian crossing at Main Street and Mendocino Avenue intersection

[1] Existing Circulation Assessment and Improvement Evaluation for Main Street & Downtown Willits, Fehr & Peers, August 19th, 2016

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3. OUTREACH

The outreach process for the Streets and Alleys Connectivity Study sought to gather information to inform how the improvements of the streets and alleys could be most beneficial to community members and businesses alike. The process included two main components; the Technical Advisory Group and two Community Workshops.

TECHNICAL ADVISORY GROUP

PlaceWorks and the City initiated the community outreach process for the Connectivity Study by forming a Technical Advisory Group (TAG) comprised of City staff, business owners, residents, and members from the consultant team for the Main Street Corridor Enhancement Project. The TAG convened a total of four times:

Technical Advisory Group Meeting #1

The first TAG meeting introduced the TAG members to one another and the project to identify preliminary key issues. A facilitated walking tour highlighted key issues to understand the existing conditions and opportunities in the Downtown streets, alleys, and public spaces.

Technical Advisory Group Meeting #2

At the second TAG meeting, PlaceWorks presented and reviewed the existing conditions diagram and six preliminary project areas to the TAG. The goal of this meeting was to discuss key issues and goals of each project area and arrive at a prioritized list of project areas to focus on out of the six proposed.

Technical Advisory Group Meeting #3

At the third TAG meeting, PlaceWorks presented drafts of the design concept alternatives for each of the three prioritized project areas. The purpose of this meeting was to solicit input from TAG members of each design concept prior to presenting them at the first community workshop.

Technical Advisory Group Meeting #4

The fourth TAG meeting was held to present the preferred concept alternatives developed for the three prioritized projects and to receive preliminary feedback from the group prior to the second workshop.

COMMUNITY WORKSHOPS

Community meetings were held to invite the community to learn, analyze, comment, and provide input on key issues, goals, and options for the Connectivity Study's design concepts. Public notices of each workshop were given in the form of flyers, newspaper advertisements, and email outreach.

Workshop outreach flyer

Workshops

Main Street Corridor Enhancement Plan Design Charrette

PlaceWorks joined and supported the kickoff event of the design charrette for the Main Street Corridor Enhancement Project during the week of April 18 to 22, 2016. PlaceWorks was present on April 17th and 18th to:

- Display a board showcasing the Downtown Willits Streets and Alleys Connectivity study area and receive feedback from community members interested in the study.
- Lead a walking tour through the downtown area and facilitate brief discussions with community members to gather input on concerns and potential priorities for the study.

Community Workshop #1: June 16, 2016

PlaceWorks and City staff facilitated a community workshop on June 16, 2016, and presented the design concepts and alternatives for the project areas before approximately 35 community members. The goal of this meeting was to seek consensus and choose an alternative for each project to develop. After the presentation, PlaceWorks and City staff facilitated a round-robin style discussion for each of the three projects, where feedback was recorded on flipchart pads. Community members were invited to comment and make suggestions on the following:

1. Pros and cons of each project areas alternative.
2. Provide input on specific design recommendations, including lane reconfiguration on Commercial Street in relation to bicycle lanes; the pedestrian crossing at the intersection of Van Lane and Main Street; and public gathering space locations and environmental qualities.
3. Suggestions and additional comments for how the original alternatives could be improved.

Attendees were asked to fill out comment cards in addition to the group discussion. A total of ten cards were collected at the end of the workshop.

Councilmembers attended and participated in the discussion. Both the local newspapers, *Willits News* and *Willits Weekly,* reported on the event.

Community Workshop #2: August 25, 2016

PlaceWorks and City staff facilitated a community workshop on August 25, 2016, and presented the preferred concept alternatives for each of the three prioritized projects. PlaceWorks presented the projects and facilitated a discussion of each one with the community. There were approximately 26 people present at the meeting.

1. Mendocino & Wood

The community members at the meeting raised concerns regarding the change in direction of travel associated with the concept overall. Many of the concerns stemmed from the following:

- Ability of wayfinding to navigate to the public parking lot between Mendocino Avenue and Wood Street.
- Truck turning radii associated with the new design and the potential additional parking removal on School Street at the corners associated with the new truck turns. It was discussed that the turning analysis would be done with further design development to assess potential additional loss of parking on School Street.
- Change in travel direction on Wood Street from west bound to east bound. Community members cited this change would relocate existing parking at the north west corner of Wood Street to the south west corner, further removing the existing 2-3 parking spots away from adjacent businesses. However the concept increases parking on the street overall.
- Maintaining access to Brookside Elementary with change in travel direction on Mendocino Avenue. Brookside Elementary is located west of the study area and Mendocino Avenue is a major connector to the school. It was discussed that the westbound orientation of Mendocino Avenue from Main Street to North Street would not alter current trips to Brookside. Return trips would still take Mendocino Avenue eastbound, head south at School Street and continue to access Main Street via eastbound Main Street.
- Desire to keep existing Liquidambar trees on north side of Mendocino Avenue from Main Street to Muir Lane. The recommended sidewalk extension on the north side of the street at the Rexall parking lot generated some discussion regarding these existing trees on private property, which currently buckle the sidewalk. The Public Works Department currently intends to remove the trees and extend the sidewalk into Mendocino Avenue (as shown) to increase the planter strip for new trees and reduce impacts to the new sidewalk. Community members were concerned about removing these trees. It was discussed that the extended sidewalk could potentially provide the existing trees with additional space to save the trees from removal but that this was a decision for Public Works as it impacted the condition of the public sidewalk.
- Mendocino Avenue between Humboldt Street and Main Street: Plans to improve the sidewalk condition on the southside were met with approval. Currently, this segment of Mendocino Avenue is narrow and has a rolled curb condition. Community members expressed concerns at plans to introduce diagonal parking on the north side of the street as it requires a 2-foot easement into private property to maintain a 6-foot sidewalk in the configuration. The loss of two parking stalls at Ardella's was seen as a negative, but consideration for continuing diagonal parking to the Humboldt Street on the north side was a potentially positive design change.
- Wood Alley remained eastbound and there was little discussion about this street.

2. Van Lane, Muir Lane and Schmidbauer

The proposal concept for the lane was met with general approval. There was a concern about the loss of parking associated with the public lot and the ability to provide adequate way finding for the restricted access to east bound Van Lane. Consideration for emergency vehicle access as well as a discussion with the local waste management division for the restricted access to West Van Lane from Main Street was also an issue. It was pointed out that access from Muir Lane would remain as it is today, and trash enclosure for businesses directly off Main Street on West Van Lane were consolidated and accessible from Main Street.

In general the community members present were in favor of the new lighting, re-paving project, under grounding of existing overhead power lines and beautification efforts associated with the Community Theater and Gateway treatments, including the consolidated crosswalks at Van Lane.

3. Commercial Street

The community members in attendance were in favor of the proposal for Commercial Street. Community members wanted to maintain diagonal parking option from School Street to Muir Lane. The reconfiguration of the intersection at Main Street was seen as a positive improvement to allow for the dedicated left turn lanes in both directions. East commercial improvements were met with general approval of the buffered bike lanes, bulbout design and landscaping. Community members had concerns with making sure the relocated fire department parking spots in the current City Hall lot were adequately sized for volunteer firefighters vehicles. In addition, it was noted to relocate the existing bus stop located at the City Hall parking lot to the far side of the intersection at Marin.


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4. PROJECT GOALS

Project goals were developed to initiate the planning process to create a safer, more accessible, and more pedestrian-friendly downtown environment with direct input from the TAG.

PROJECT GOALS

Project goals comprise the strategy for how the design concepts for the project areas were developed and center around creating a pedestrian-friendly downtown. These were developed and represented in the form of diagrams, street sections, and visual simulations. The following goals guided the designs in the Streets and Alleys Connectivity Study:

1. **Beautify and enhance downtown.** The study seeks to improve the experience of downtown by prioritizing the pedestrian as well bicyclist experience and identifying opportunities to provide shared street environments, new public gathering spaces, improved safety, and a more accessible environment.

2. **Provide better accessibility for pedestrians and bicyclists.** The study seeks to create an accessible and safe downtown for pedestrians and bicyclists and identifies opportunities for sidewalk widenings, safer crossings, accessibility improvements, and traffic calming.

3. **Maintain parking and provide loading zones for downtown merchants.** The study seeks to maintain the existing parking supply where possible, identify opportunities where new parking supply could be located, and provide designated loading zones for downtown merchants.

4. **Encourage local and regional bicycle and pedestrian mobility.** The study seeks to improve the existing bicycle facilities within downtown to encourage bicycle mobility.

5. **Improve public gathering spaces in downtown.** The study seeks to improve existing public gathering spaces as well as identify opportunities for new public gathering spaces. Potential areas identified are the northeast corner of Mendocino Avenue and Main Street and the area in front of the Willits Community Theater by Van and Muir Lanes.

6. **Improve traffic safety and visibility for motorists.** The study seeks to improve traffic safety throughout the area, including the intersection of Commercial Street and Main Street.

7. **Improve lighting, wayfinding signage and landscaping throughout downtown.** The study seeks to increase and identify opportunities for lighting, wayfinding, and landscaping throughout downtown.

PROJECT AREAS

During the initial stages of the Connectivity Study, PlaceWorks identified opportunities and constraints throughout downtown through site tours examining existing conditions and conversations with City staff, community members and consultant team members at the Main Street Corridor Enhancement Project design charrette, and Technical Advisory Group members in the first TAG meeting. These opportunities and constraints were compiled in the Existing Conditions Diagram (Fig. 2-2).

Based on this diagram, PlaceWorks initially identified six potential project areas. At the second TAG meeting with City staff present, PlaceWorks presented the Existing Conditions Diagram followed by the Prioritization Map and asked the members to vote on three to four projects to prioritize. Votes were cast after discussion of goals, issues, and concerns between TAG members and City staff.

The TAG elected to develop the Commercial Street project area; the combined project areas of Van, Muir, and Schmidbauer Lanes; and the Mendocino Avenue/Wood Street project area. The Valley Street project area was not selected because the Main Street Corridor Enhancement Project already proposed a new design for the intersection which would slow vehicular speeds and improve pedestrian safety. The School and Marin Streets project area did not contain as much potential for improvements and therefore was also not selected.

These preliminary project areas later reduced to three focus areas, compiled in a Priority Project Areas Map (Fig. 4-1) and presented in the second TAG meeting. For these three areas, concepts were developed. They are briefly listed below and described further in Chapter 5:

1. **Commercial Street:** A key east-west arterial with existing bicycle facilities, commercial travel routes, business frontages, and civic locations, focus on Commercial Street was seen by City staff and TAG members as critical to the study.
2. **West Van Lane & Muir Lane:** These two lanes posed potential as primary pedestrian thoroughfares west of Main Street with the Willits Community Theater as a destination and considered as a key project area for supporting a pedestrian-friendly downtown.
3. **East Van Lane & Schmidbauer Lane:** East Van and Schmidbauer Lanes also have potential to be primary pedestrian routes, with East Van Lane as a primary east-west connection from Main Street to the Skunk Train Depot and Northwest Pacific Railroad tracks to the east. An existing constraint, however, is the chain link fenced area located between City Hall and the Justice Center, creates a gap in East Van Lane between Humboldt and Marin Streets.
4. **Mendocino Avenue & Wood Street:** As two main east-west connectors located south of Commercial Street, this project considers changing traveling directions to create more efficient traffic flow through downtown as well as improved parking supply, loading areas, accessibility, and streetscape improvements.
5. **Valley Street:** The primary issue which this project area would be concerned with is reconfiguring the U.S. Post Office parking lot and/or the Valley Street intersection to provide safer crossings for pedestrians as well as reduce vehicular collisions that occur between vehicles coming off Main Street and vehicles exiting the parking lot.
6. **School Street & Madden Street:** This project would primarily consider accessibility improvements to create a continuous path of pedestrian travel, address any accessibility gaps throughout these streets, and calm traffic on Madden for any cut through traffic existing or as a result of the Railroad to Baechtel Road connection.

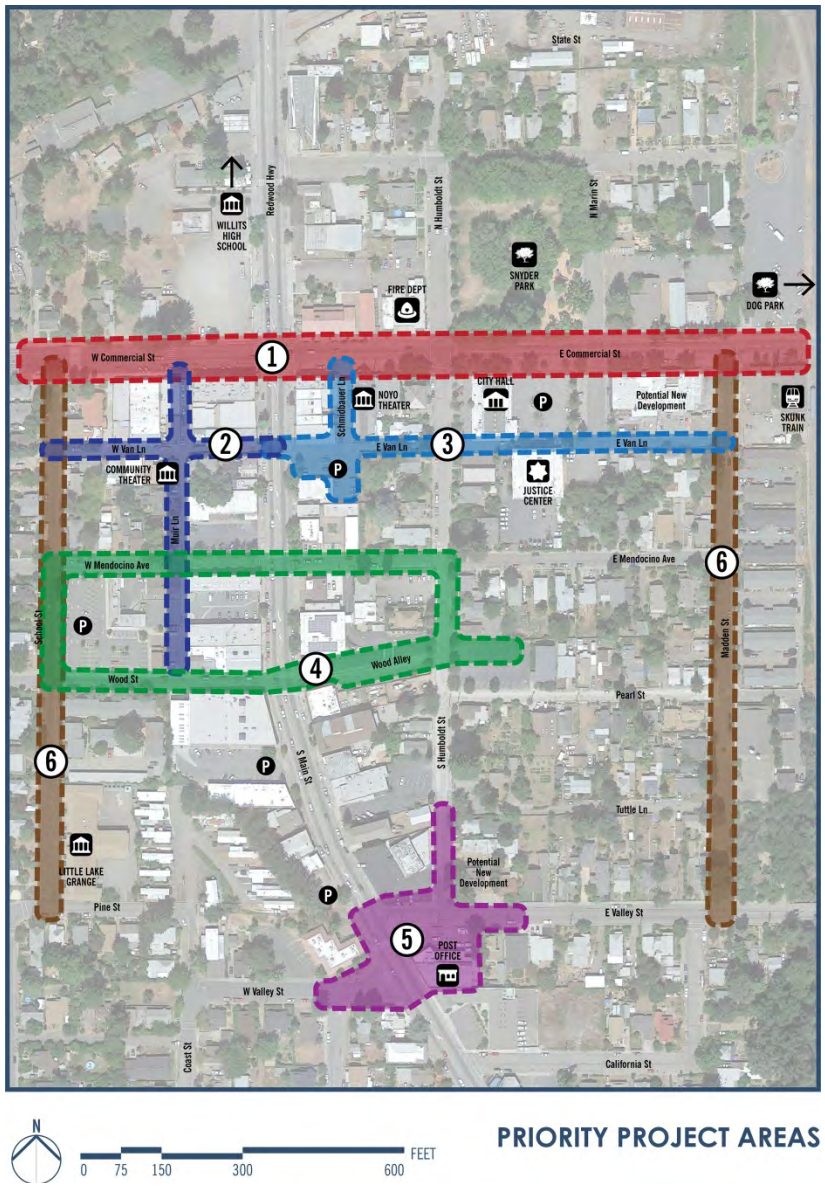

Figure 4-1: Priority Project Areas Map

PRIORITY PROJECT AREAS

PlaceWorks worked with City staff and the TAG to prioritize the following areas:

- **Commercial Street:** As a major east-west arterial, Commercial Street is envisioned to be a quality environment with improved conditions more amenable to pedestrians and bicyclists alike as well as supportive of businesses and vehicular traffic. This project area covers Commercial Street from School Street to the Northwest Pacific Railroad tracks.
- **Van Lane, Muir Lane, and Schmidbauer Lane:** A series of lanes that provides informal bypass routes for both pedestrians and vehicles around downtown. Traffic here is infrequent, and the close proximity of buildings, narrow lane width, and removed setting relative to main arterials gives it a quiet and secluded atmosphere. This project would focus on improving lane surfaces, accessibility, lighting, safety, and increasing pedestrian-friendliness. This project area covers Van Lane from School Street to Humboldt Street along with the full extents of both Muir and Schmidbauer Lanes.
- **Mendocino Avenue and Wood Street:** Improvement of these two side streets that provide access off Main Street to parking, commercial loading zones, and residential areas adjacent to downtown will focus on re-orienting travel directions to facilitate more efficient and safer traffic flow through downtown; maintaining on-street parking; dedicating loading zones for commercial vehicles; and improving pedestrian accessibility. This project area covers the stretch of Mendocino Avenue between School Street and Humboldt Street; Wood Street between School Street and Main Street; and Wood Alley.


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5. PROJECT DESIGN RECOMMENDATIONS

This section describes the project prioritization process, the concept development for each project, and a description of recommendations.

PROJECT DESIGN CONCEPTS

PlaceWorks developed the concepts for each priority project area with the goal of creating a quality, pedestrian-oriented environment throughout Downtown while finding opportunities to improve bicycle facilities, vehicular traffic flow, and parking supply. These concepts were developed with City staff and based on input provided by TAG and community members.

The Streets & Alleys Connectivity Study developed AutoCAD drawings to illustrate the proposed changes throughout the downtown. The project was developed using City provided GIS survey information. Additional survey will be required to continue to consider opportunities associated with these concepts. The layout plans essentially serves as a 10 percent completed design that the City of Willits can use to assist with acquisition of funding and move into further design development.

The following discussion describes project improvements. Illustrative concept drawings are included.

Commercial Street

The overall concept for Commercial Street seeks to balance the nature of the street as a major vehicular corridor and aims to achieve the following:

- Improve pedestrian safety and experience.
- Maintain and improve existing bicycle facilities.
- Reconfigure lanes to ameliorate traffic stacking and provide smoother flow of traffic.

Main Street/Commercial Street intersection

The Main Street/Commercial Street intersection presents and provides opportunities for enhancement through protected left turns and signal timing improvements. The lack of protected left turn phasing and dedicated left turn lanes along Commercial Street at Main Street results in conflicts between left turning vehicles and other modes crossing Main Street, especially pedestrians. Queues generated by left turning vehicles also can impede the flow of through and right-turning vehicles, resulting in delays for both eastbound and westbound traffic flow. While space allows for right turning vehicles to merge into existing bike lanes during their turn, pavement markings could be clearer to highlight this conflict zone for both bikes and vehicles. Several intersection improvements would help address these conflicts and delays:

- Protected left turn phasing and dedicated left turn lanes on Commercial Street through the removal of on-street parking adjacent to the intersection
- Pedestrian bulbouts to shorten crosswalk distances
- Eastbound right turns on Commercial Street accommodated via a right turn pocket shared with the bike lane

- Bicycle conflict zone markings along both Main Street and Commercial Street
- Retiming of the signal to serve post-Bypass volumes, including inclusion of pedestrian recall

These changes are expected to reduce delays along Commercial Street, but may increase delays along Main Street. However, given the expected decrease in traffic volumes along Main Street, these tradeoffs are expected to produce optimal intersection operations as a whole and will improve pedestrian safety.[2]

West Commercial Street

- **Lane reconfiguration:** As illustrated in Figure 5-2, recommend lane reconfiguration and intersection improvements by:
  - Restriping existing westbound Class II bicycle lane to run along north curb between Main Street and Muir Lane, removing street parking (approximately four to six spaces).
  - Removing existing diagonal parking along southside of Commercial Street and replace with new parallel parking (loss of three spaces).
  - **Diagonal Parking Alternative:** Replacing existing diagonal parking spaces between School Street and Muir Lane with new back-in diagonal parking spaces. Provide new parallel parking between Muir Lane and Main Street. (loss of two spaces, see Figure 5-3).
- **Curb extensions:** Provide new curb extensions and bulbouts at the following locations:
  - Southwest intersection corner at Main Street and Commercial Street.
  - Mid-block crosswalk at Muir Lane and Main Street.
  - Southeast corner of Commercial Street and School Street.
  - Existing striped pedestrian refuges, currently buffered by planters, by formalizing them into bulbouts. Study southwest corner of Commercial Street at Main Street intersection for feasibility of bulbouts in relation to truck turning radius and pedestrian safety.
- **West of Muir Lane**: Maintain existing on-street parking on northside and existing bicycle facilities. Provide new 3-foot buffer for bicycle lanes. Remove existing diagonal parking on southside of Commercial Street.
- **Landscaping:** Recommend tree plantings and landscaping where feasible to beautify street, including new bulbout areas.

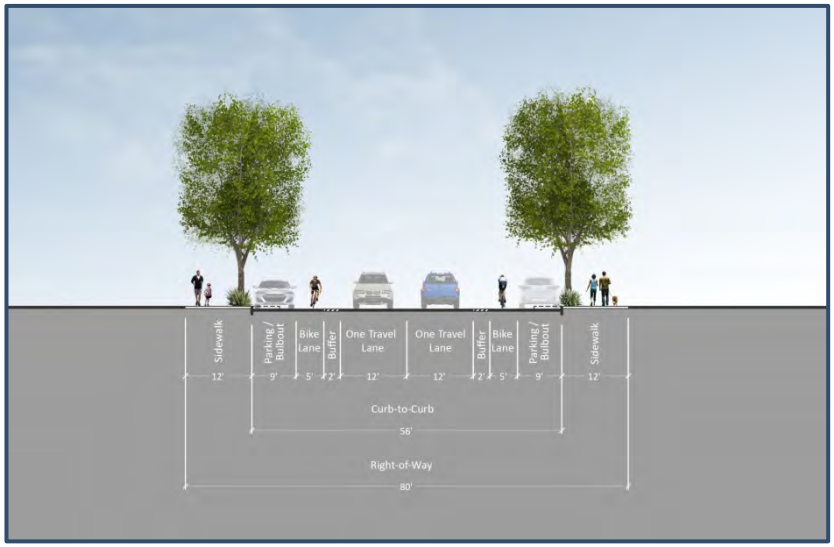

Figure 5-1: Proposed Commercial Street Section

[2] Existing Circulation Assessment and Improvement Evaluation for Main Street & Downtown Willits, Fehr & Peers, August 19th, 2016

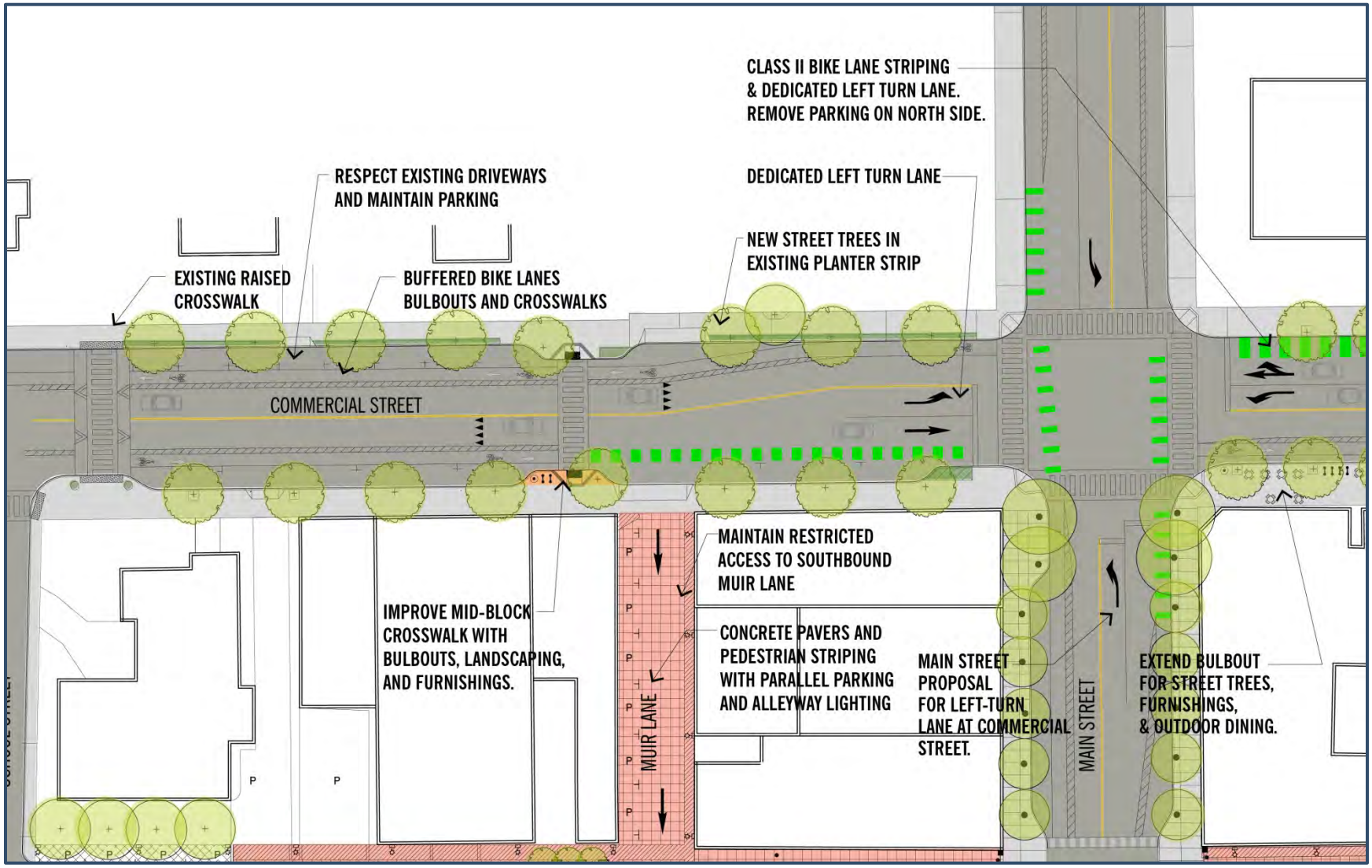

Figure 5-2: Commercial Street at Main Street Intersection (West Commercial Street with Parallel Parking)

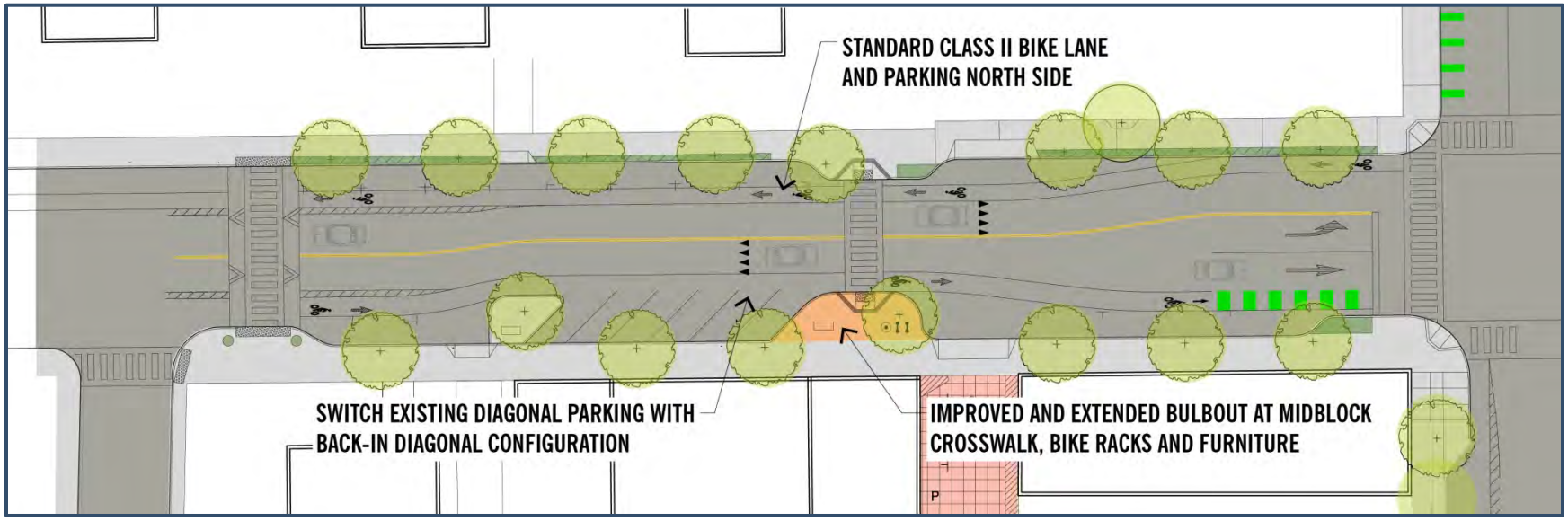

Figure 5-3: Alternative – West Commercial Street at Main Street Intersection with Back-in Diagonal Parking

East Commercial Street

East Commercial Street serves as a key multimodal street for vehicles, pedestrians, bicyclists, and buses; however, its present design provides limited accommodations for people walking and bicycling.

- **Lane reconfiguration:** The concept, illustrated in Figures 5-4 and 5-5, recommends an alternative lane configuration combined with traffic signaling that would reduce traffic queuing times and permit smoother flow of traffic from both directions through the intersection:
  - New southbound dedicated left-turn lane; and westbound thru- and right-turn lane at Main Street.
  - Shift westbound bicycle lane at curb west of Fire Department and remove northside on-street parking (loss of four to five spaces).
  - Maintain existing eastbound travel lane, shift slightly to accommodate new 2-foot buffer for existing eastbound bicycle lane.
  - Relocate on-street parking along southside to accommodate new curb extension (loss of three to four spaces).
  - Relocate four diagonal parking spaces reserved for better bicycle facility and additional public parallel parking spaces (gain of two to three spaces).
- **Curb Extensions / Bulbouts:** Provide new bulbouts at all corners at each intersection. The configuration of each varies and should accommodate turning radii of commercial vehicles, fire engines, and school buses. Provide bulbout along southside from Main Street to slightly past Schmidbauer Lane to accommodate street trees and furnishings and entrance to Schmidbauer. Provide extended bulbouts for transit with improved bus stop facilities at the northeast corner of Commercial and Humboldt Streets intersection. Relocate existing bus stop in front of the Justice Center west of Marin Street to southeast corner of Commercial and Marin Street intersection.
- **East of Humboldt Street:** Maintain existing on-street parking and bicycle facilities. Provide new 2-foot buffer for both eastbound and westbound lanes. Provide striping at conflict zones where needed. (See Figure 5-1).
- **New Pedestrian Crossing:** Provide new pedestrian crossings over Northwest Pacific Railroad tracks along both north and south sides of Commercial Street.
- **Landscaping:** Recommend tree plantings, landscaping, and rain gardens to beautify street, including new bulbout and curb extension areas.

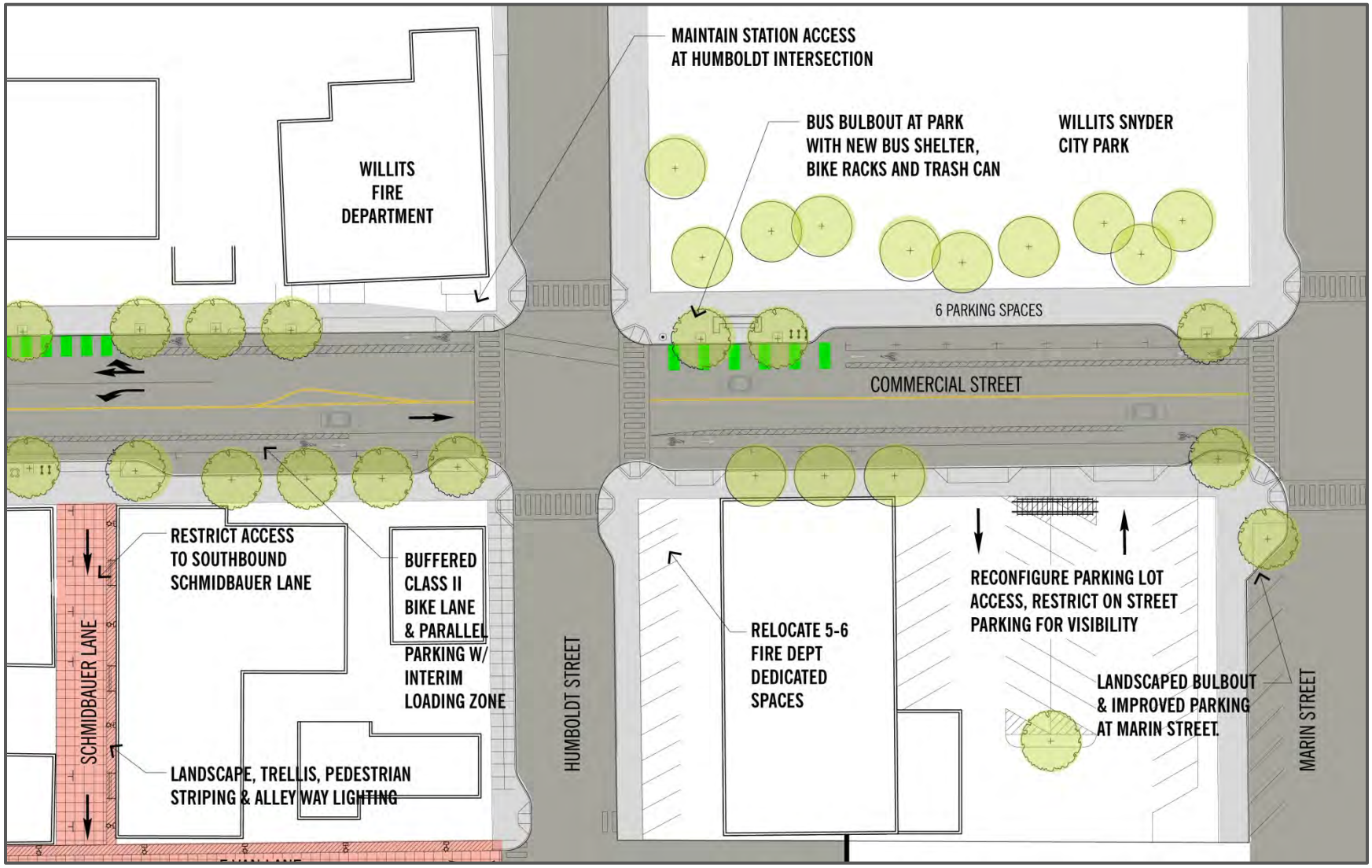

Figure 5-4: East Commercial Street Illustrative Plan

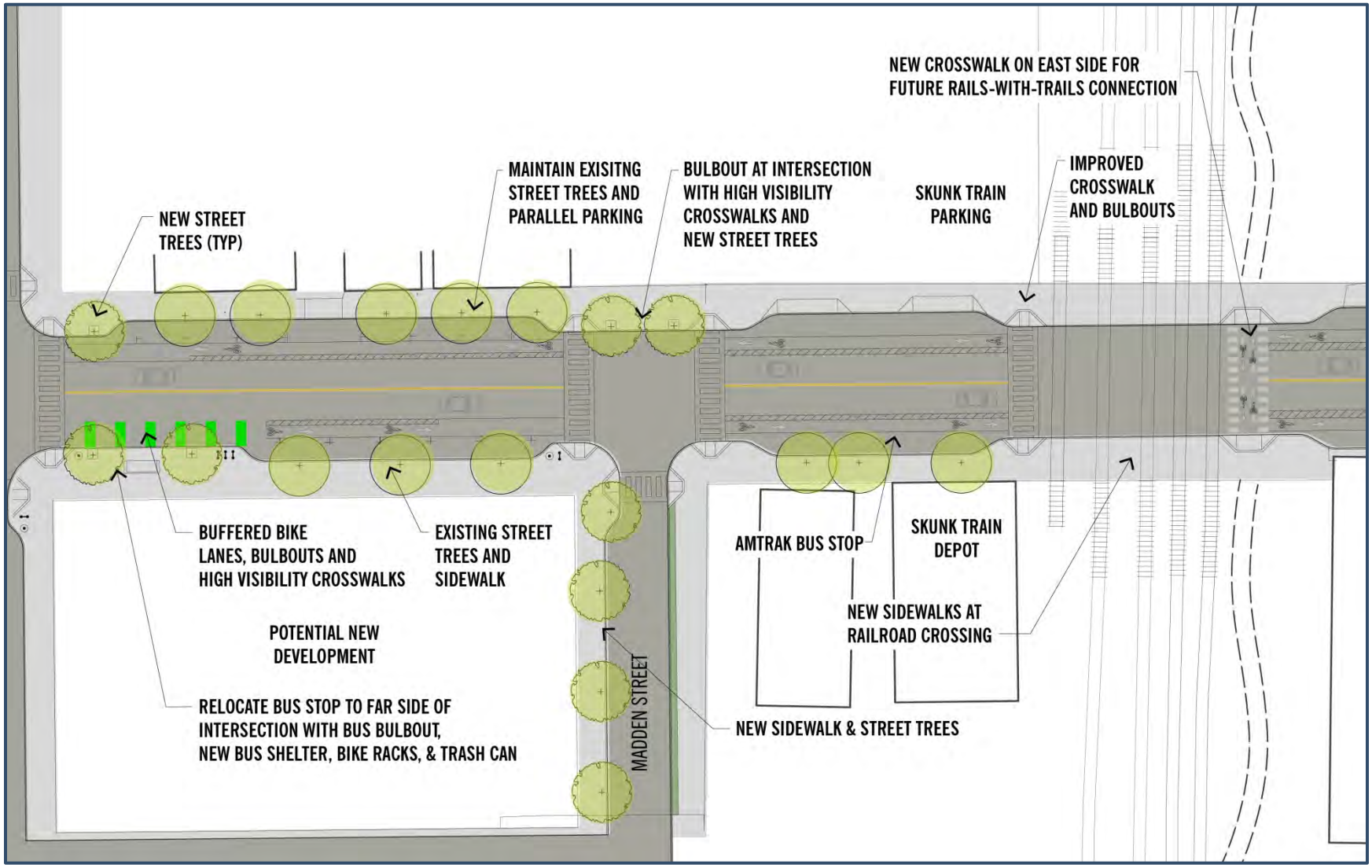

Figure 5-5: East Commercial Street Illustrative Plan

The Lanes: Van, Muir, and Schmidbauer

Van, Muir, and Schmidbauer Lanes are envisioned to be shared streets, accommodating pedestrian activity, slow-moving vehicular traffic, bicyclists, and utility services. The intersection of Main Street and Van Lane is a major site of pedestrian and vehicle conflicts within Downtown streets and alleys network due to the narrow width of Van Lane (about 15 feet), the high volume of vehicle and pedestrian traffic along and crossing Main Street, and the close proximity of the pedestrian crosswalks at this intersection to the Main Street/Commercial Street intersection. Van Lane experiences very low traffic volumes (less than five vehicles during the PM peak hour). In order to reduce these conflicts and enhance walkability, limiting passenger vehicle access along Van Lane via movable bollards is recommended. Maintaining one-way access on Muir Lane in the southbound direction would maintain access to the residential uses and Mendocino Avenue to the south, such that vehicles would enter via Muir Lane from Commercial Street, and exit via Van Lane to School Street or further south to Mendocino Avenue.[3] The proposed recommendations are described below.

West Van Lane and Muir Lane

The concepts for West Van Lane and Muir Lane are illustrated in Figure 5-6 propose the following:

- **Pedestrian Paseo:** Recommended between Main Street and the apartment garage slightly east of Muir Lane. Create a pedestrian-only area between Main Street and Muir Lane, just before the privately-owned garage at the northeast corner. Proposed furnishings are to be moveable to maintain emergency vehicle access at Main Street.
- **Vehicular Access:** Provide westbound-only access between Muir Lane and School Street with one-way westbound travel direction. Maintain southbound-only direction and formalize parking configuration and access.
- **Public Plaza at Willits Community Theater:** Recommend a new public gathering space with trees, planters, and seating to promote the Willits Community Theater as a destination and further activate the lanes as pedestrian-friendly areas. See Figure 5-9.
- **Underground powerlines:** Through the PG&E Electric Undergrounding Program, recommend undergrounding of existing overhead utilities (five poles on West Van Lane and Muir Lane).
- **High-Friction Paving, Resurfacing, and Accessibility:** Provide high-friction paving throughout and pave areas previously unpaved. For pedestrian-only plazas and pathways, utilize fine-grain paving patterns to promote a human scale. Implement repairs to meet accessibility requirements throughout.
- **Lighting:** Provide new pedestrian-scaled lighting in lanes to create safer environments for pedestrians and motorists alike.
- **New Trash Enclosure:** Consolidate and conceal private trash bins into a new trash enclosure attached to the north face of the building at the intersection of West Van Lane and Main Street.
- **Public Art:** Recommend public art and murals be provided on blank building facades to activate a pedestrian-oriented environment.
- **Gateway / Raised Crosswalk at Main Street:** Consistent with the Main Street Corridor Enhancement Plan, provide a raised crosswalk at the intersection with Main Street to replace the two existing crosswalks. Provide gateway at the entrance of West Van Lan. See Figure 5-8.

[3] Existing Circulation Assessment and Improvement Evaluation for Main Street & Downtown Willits, Fehr & Peers, August 19th, 2016

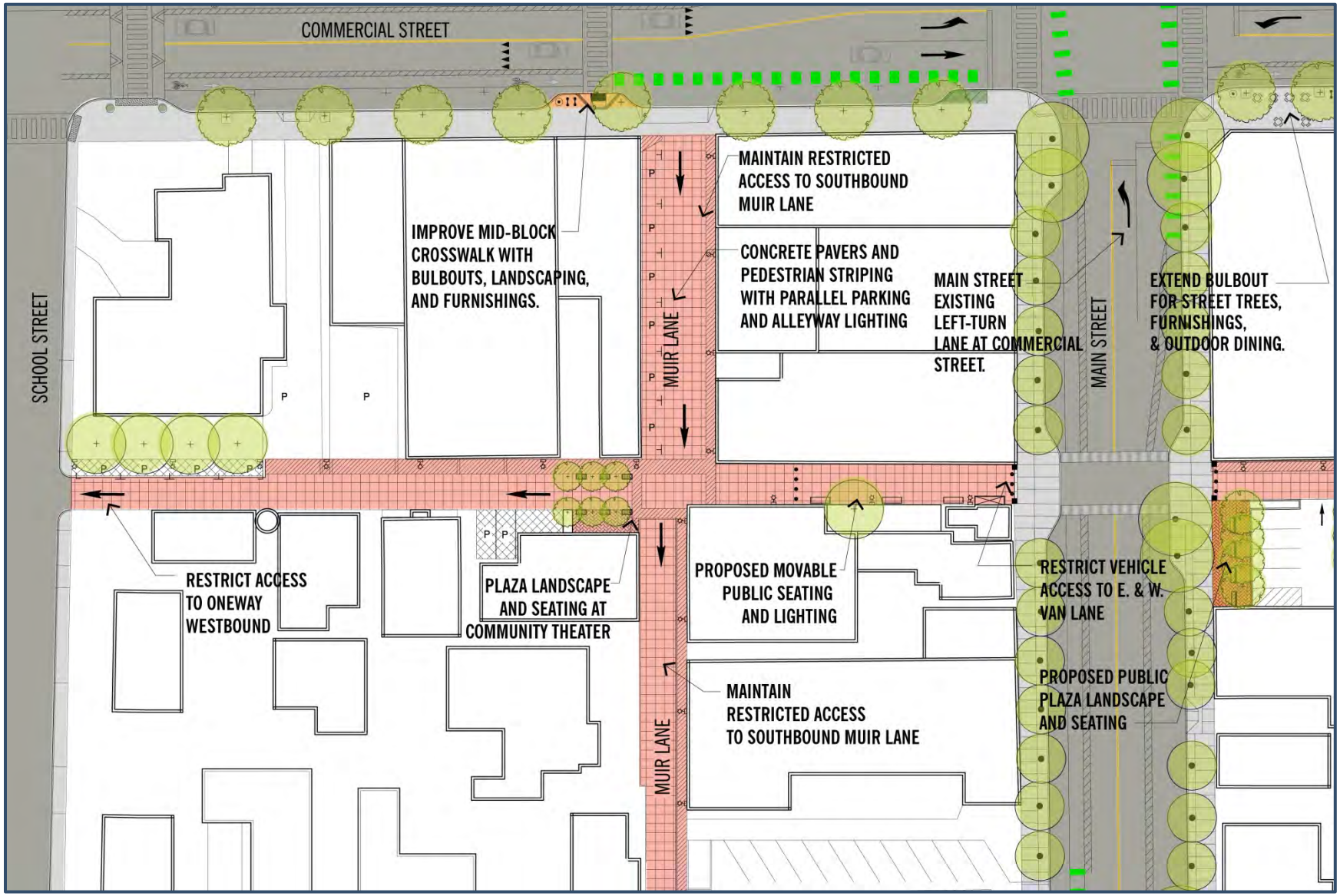

Figure 5-6: Van, Muir, and Schmidbauer Lanes Illustrative Plan

East Van Lane and Schmidbauer Lane

The one-way conversion of Schmidbauer Lane in the southbound direction would maintain access to the parking lot adjacent to East Van Lane, such that vehicles would enter via Schmidbauer Lane from Commercial Street, and exit via Van Lane to Humboldt Street. Wayfinding signage and a high-friction pavement surface could also help facilitate this change and provide traffic calming.[4] The following are proposed for East Van Lane and Schmidbauer Lane and illustrated in Figure 5-7:

- **Pedestrian-Only Access:** Restrict access to Van Lane between Main Street and Schmidbauer Lane to vehicular access and provide pedestrian-only access.
- **Travel Directions:** Orient Schmidbauer Lane to be southbound-only and maintain East Van Lane as eastbound only.
- **Develop Pedestrian Parklet/Plaza at Entrance to East Van Lane at Main Street:** Recommend a new public gathering space with trees, planters, and seating to provide a centralized resting spot for pedestrians traveling along Main Street. Expand this space into the existing public parking lot to create a more effective plaza space.
- **Study Reconfiguration of Public Parking Lot:** Reconfigure the existing public parking lot located by East Van and Schmidbauer Lanes. Provide options for access from Schmidbauer Lane. Recommend new planting buffers with landscaping and trees to support a shared street environment and reduce impervious surfaces.
- **High-Friction Paving, Resurfacing, and Accessibility:** Provide high-friction paving throughout and pave areas previously unpaved. For pedestrian-only plazas and pathways, utilize fine-grain paving patterns to promote a human scale. Implement repairs to meet accessibility requirements throughout.
- **Lighting:** Provide new pedestrian-scaled lighting in lanes to create safer environments for pedestrians and motorists alike.
- **Gateway Concepts:** Provide alternative concepts for a gateway at the entrance of East Van Lane at Main Street.
- **Schmidbauer Lane Improvements:** Provide vertical vegetation along the wall of Noyo Theater as well as seek opportunity for public art on the wall. Provide formal parking spaces along west side of lane. See Figure 5-10.
- **Underground powerlines:** Through the PG&E Electric Undergrounding Program, the project could also consider undergrounding of overhead utilities on the east side of Main Street in the alleys (3 poles on East Van Lane and Schmidbauer).
- **Public Art:** Recommend public art and murals be provided on blank building facades to activate and support a pedestrian-oriented environment.

[4] Existing Circulation Assessment and Improvement Evaluation for Main Street & Downtown Willits, Fehr & Peers, August 19th, 2016

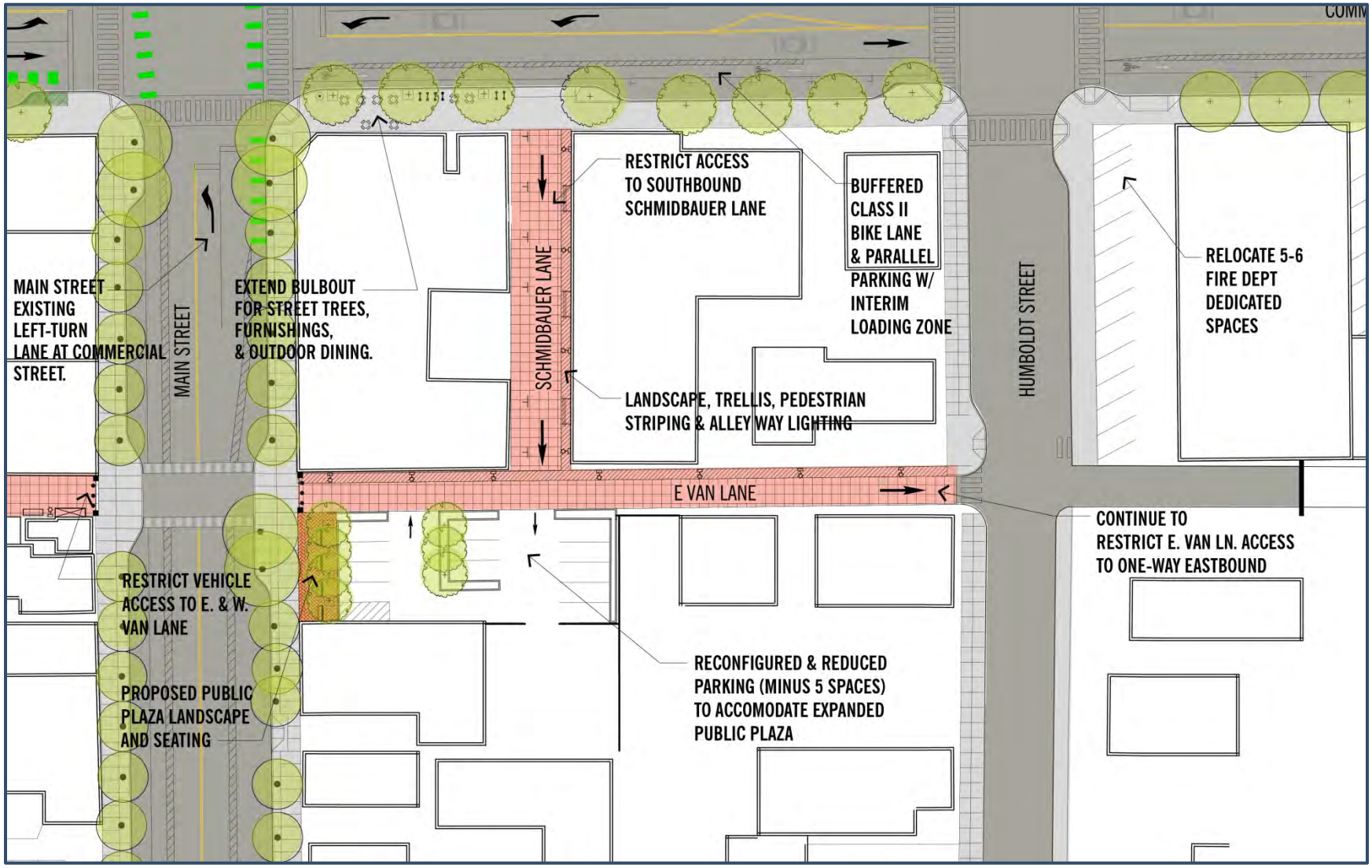

Figure 5-7: Van, Muir, and Schmidbauer Lanes Illustrative Plan

Figure 5-8: Rendering of proposed intersection at Van Lane and Main Street.

Figure 5-9: Rendering of West Van Lane by Willits Community Theater.

Figure 5-10: Rendering of Schmidbauer Lane.

Mendocino Avenue, Wood Street, and Wood Alley

Recommendations for the Mendocino Avenue, Wood Street, and Wood Alley project area focus on improving the accessibility, aesthetic qualities, and utility functions of these east-west local neighborhood streets within the project area. The existing two-way configuration of Mendocino Avenue and Wood Street poses challenges for vehicle circulation due to the narrow widths and limited sight distances. Existing curb-to-curb widths are 24 to 28 feet with sidewalks about five feet wide, typically without building setbacks. Vehicles traveling eastbound on Mendocino Street have limited sight distance looking south on Main Street due to limited building setbacks, creating the potential for conflicts with other vehicles as well as pedestrians and bicyclists. Westbound Mendocino Avenue also presents a key route for emergency vehicle access, and is sometimes subject to obstructions associated with parking, loading, and narrow vehicle lanes. On-street parking is not provided in some locations along Mendocino Avenue due to narrow width.

The conversion of Mendocino Avenue into a one-way street to work in conjunction with the proposed reversed-direction, one-way Wood Street presents an opportunity to resolve sight distance constraints, reduce conflicts for turns onto and off of Main Street, and clarify on-street parking. Between Humboldt Street and School Street, Mendocino Avenue would be converted to a one-way street with parallel or angled parking in the westbound direction, while Wood Street/Wood Alley would have parallel parking with an eastbound travel direction. Given that these streets experience moderate combined volumes of about 150 vehicles during the PM peak hour west of Main Street and 70 vehicles east of Main Street, this conversion would be accommodated within the existing street capacity. Coupled with improvements at the Main Street/Commercial Street intersection and the introduction of wayfinding signage to access off-street parking lots, a one-way couplet is expected to be feasible without adversely affecting Downtown circulation.[5] The concept for this project area is illustrated in Figures 5-11 through 5-16 and proposes the following:

- **Restrict Access on Mendocino Avenue to One-Way Westbound Only:** Orient Mendocino Avenue to be westbound only from Humboldt Street to North Street west of the project area. Provide new entrance into parking lot by old Rexall's building.
- **Incorporate Loading Zone with Existing Parking (Mendocino Avenue):** Provide on-street parking along north side only. Provide commercial loading zone on Mendocino Avenue along north side between Main Street and Muir Lane.
- **Travel Directions on Wood Street and Wood Alley**: Orient Wood Street to be eastbound only. Maintain eastbound-only access for Wood Alley.
- **Incorporate Loading Zone with Existing Parking (Wood Street):** Provide on-street parking along south side only. Provide commercial loading zone on Wood Street along south side between Main Street and Muir Lane. Relocating parking to the southside of the street increases parking by approximately 8-9 spaces from School Street to Main Street.
- **Reconfigure Parking Lot into Private/Public Plaza (Mendocino Avenue & Main Street):** Recommend new private/public gathering space at northeast corner of Mendocino Avenue intersection with Main Street. Remove existing perpendicular parking at this lot. Replace with six diagonal parking spots and create sidewalk via easement into private/public gathering space.

[5] Existing Circulation Assessment and Improvement Evaluation for Main Street & Downtown Willits, Fehr & Peers, August 19th, 2016

- **Improve Pedestrian Access and Accessibility:** Provide bulbouts, widen sidewalks, and reduce curb cuts to improve connectivity. Widen north sidewalk along Mendocino Avenue between Main Street and Muir Lane to accommodate growth of existing trees. Provide sidewalks and curb ramps where needed to provide continuous accessible path of travel. Extend sidewalk along north side of Wood Alley to connect with Humboldt Street.

Overall Parking Modifications

In total, the changes described above are expected to decrease public parking supply from about 160 spaces to about 140 spaces within the Downtown core (bounded by Commercial Street, Wood Street, Humboldt Street, and School Street, excluding on-street supply on Humboldt Street and School Street). This corresponds about a 13 percent reduction in public parking supply. Of these, approximately five spaces will be removed along Main Street, and approximately 15 spaces within the Downtown network (primarily concentrated around Commercial Street and Van Lane). This reduction in parking may be mitigated through enhanced wayfinding signage to off-street lots and enforcement of existing two hour parking limits along Main Street and Commercial Street.[6]

[6] Existing Circulation Assessment and Improvement Evaluation for Main Street & Downtown Willits, Fehr & Peers, August 19th, 2016

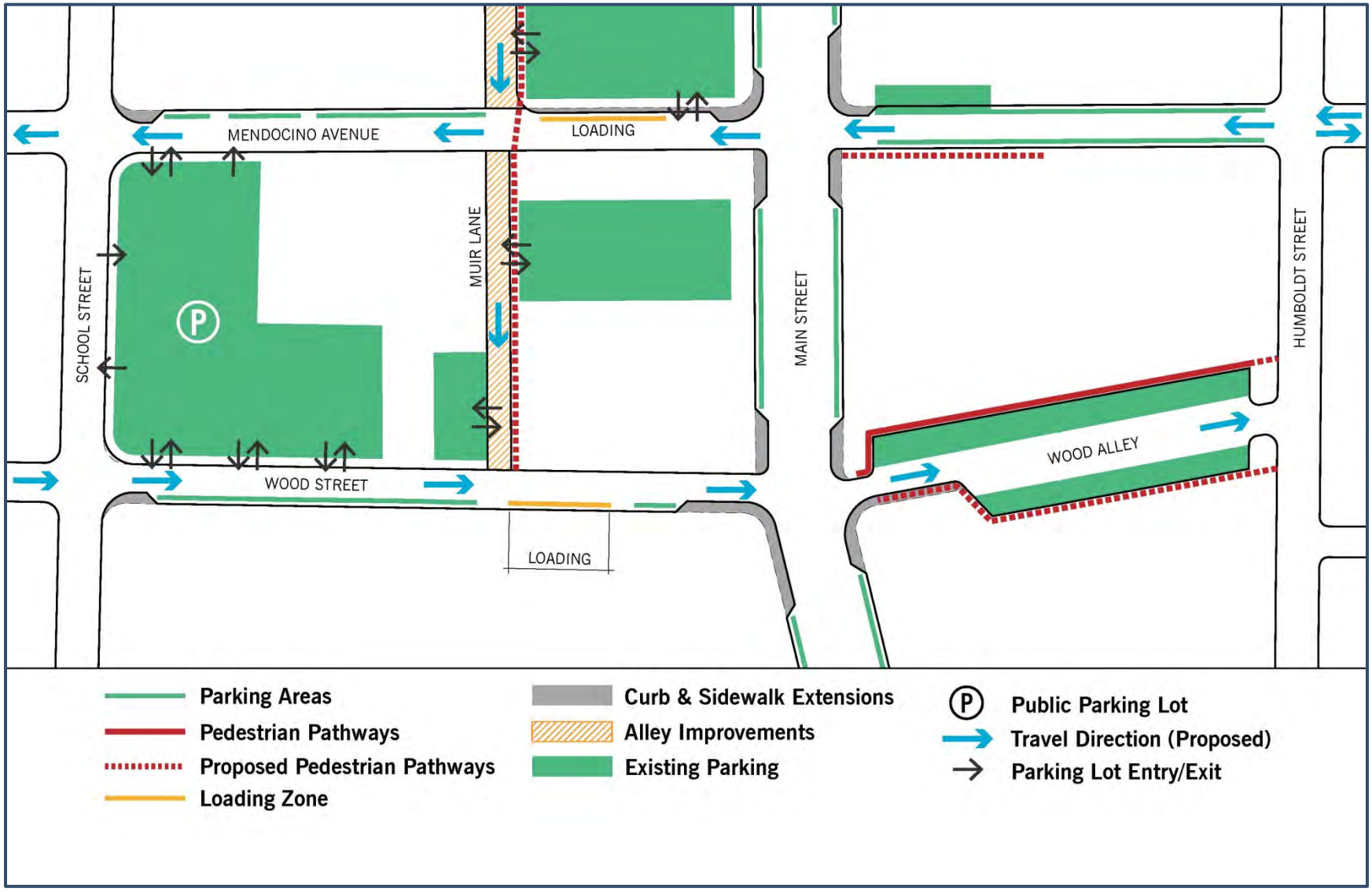

Figure 5-11: Mendocino Avenue and Wood Street/Alley Conceptual Diagram.

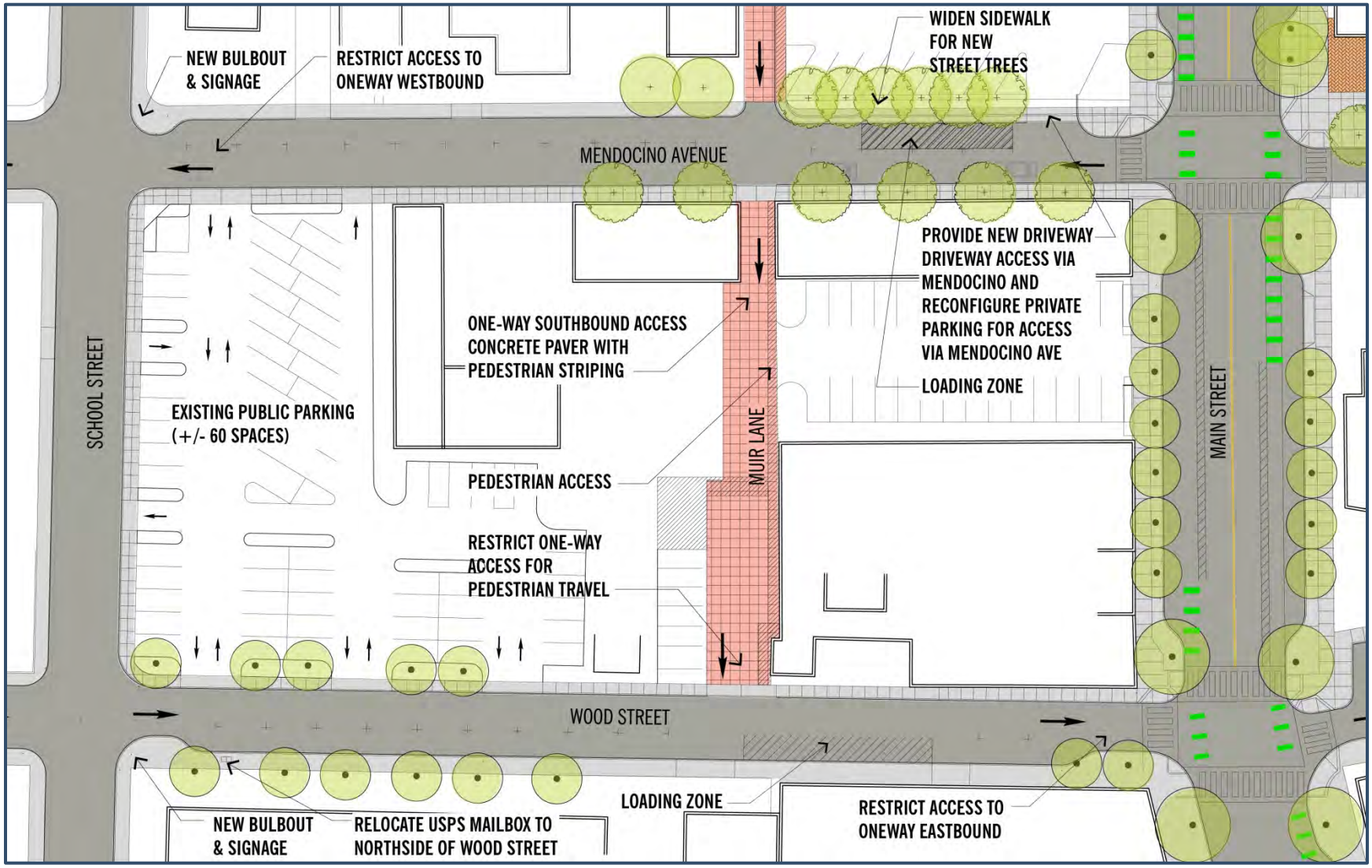

Figure 5-12: Mendocino Avenue and Wood Street/Alley Illustrative Plan

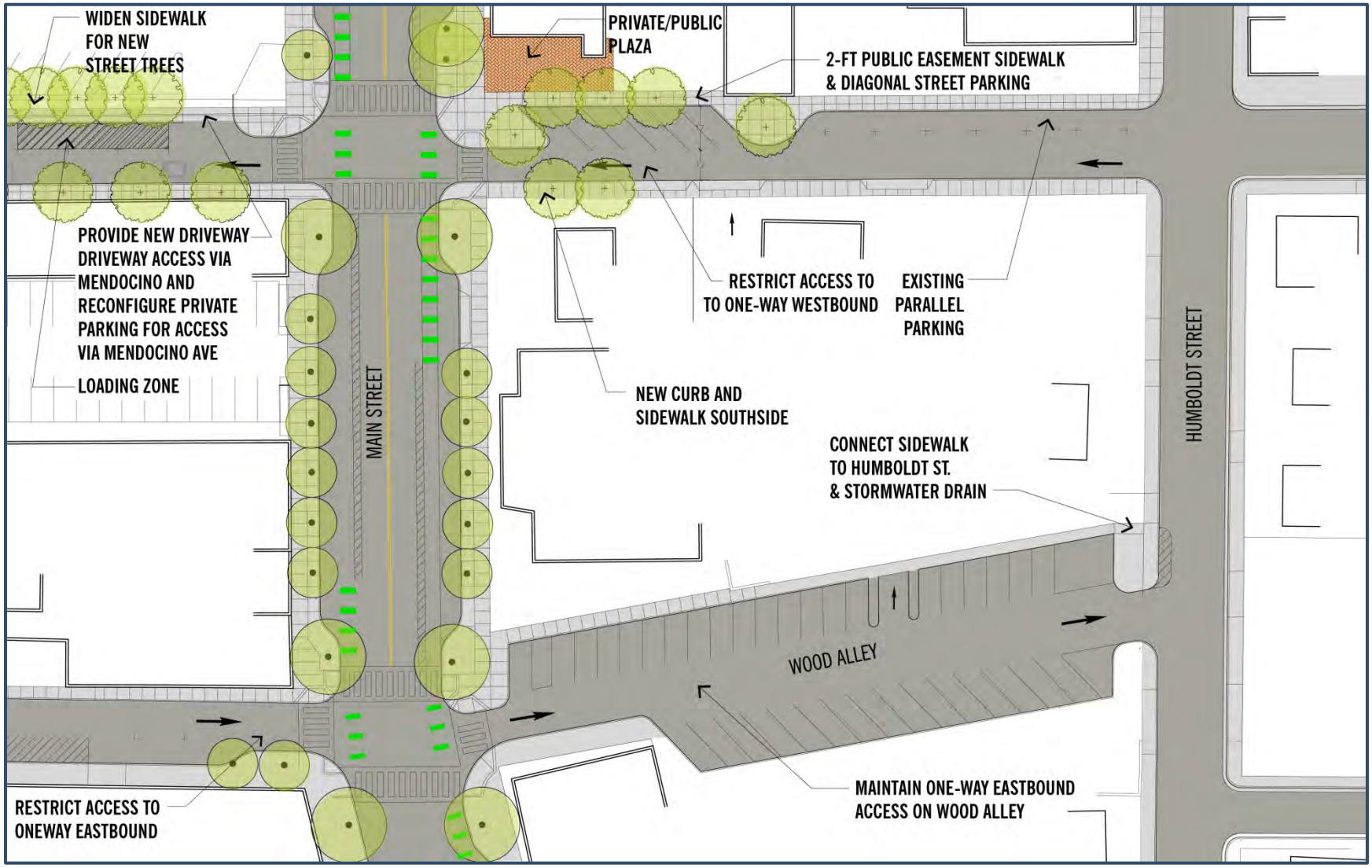

Figure 5-13: Mendocino Avenue and Wood Street/Alley Illustrative Plan

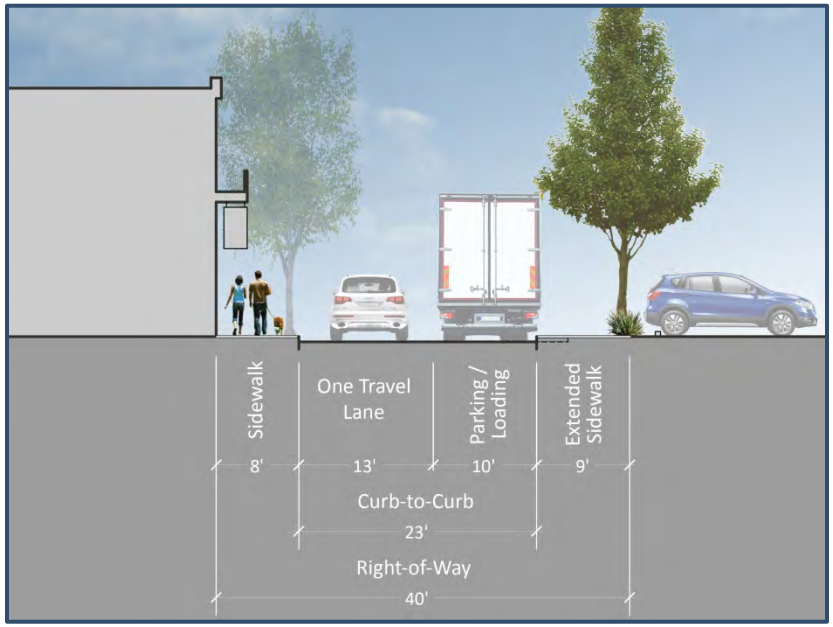

Figure 5-14: Proposed West Mendocino Avenue Section

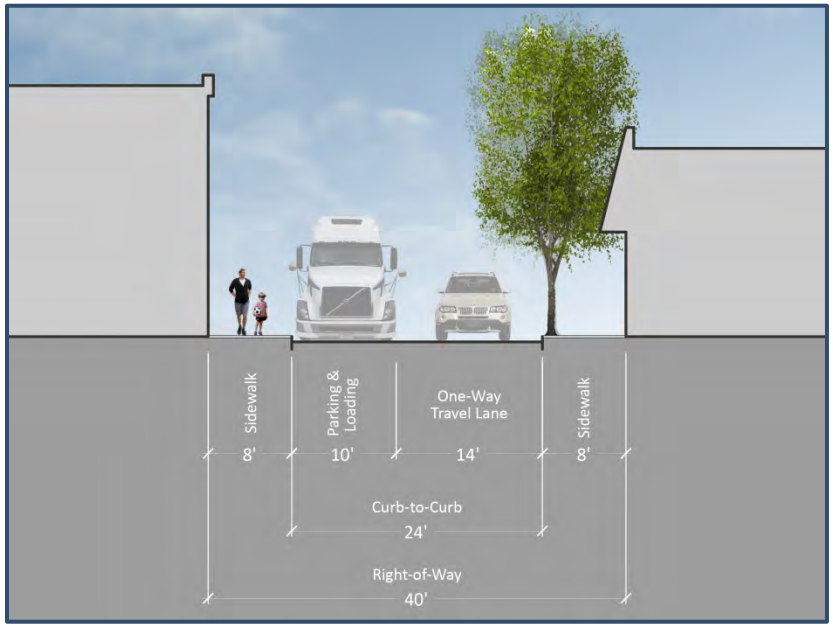

Figure 5-15: Proposed Wood Street Section

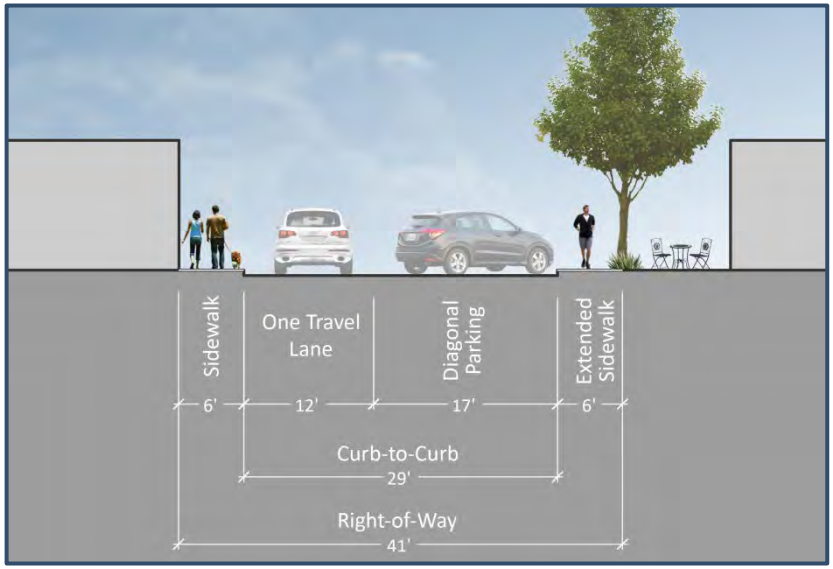

Figure 5-16: Proposed East Mendocino Avenue Section

Wayfinding and Signage

Wayfinding and signage would provide direction to orient residents and visitors to destinations throughout Downtown Willits including:

- City Hall
- Willits Community Theater
- Roots of Motive Power
- Dog Park/Skate Park
- Noyo Theater
- Skunk Train Depot
- Snyder Park
- Mendocino County Museum
- Recreation Grove Park
- Willits Library
- Little Lake Grange
- Vietnam War Memorial

The recommended wayfinding signage throughout Downtown Willits is located in Figure 5-17 and includes the following:

- Information kiosk featuring a map of Downtown Willits, located by intersection of Van Lane and Main Street;
- Directional signage directing people to public spaces, civic destinations, and businesses;
- Public parking signage directing vehicles to public parking lots;
- Welcome signs indicating entry into Downtown Willits.

Example of a wayfinding signage package (by Axia Design)

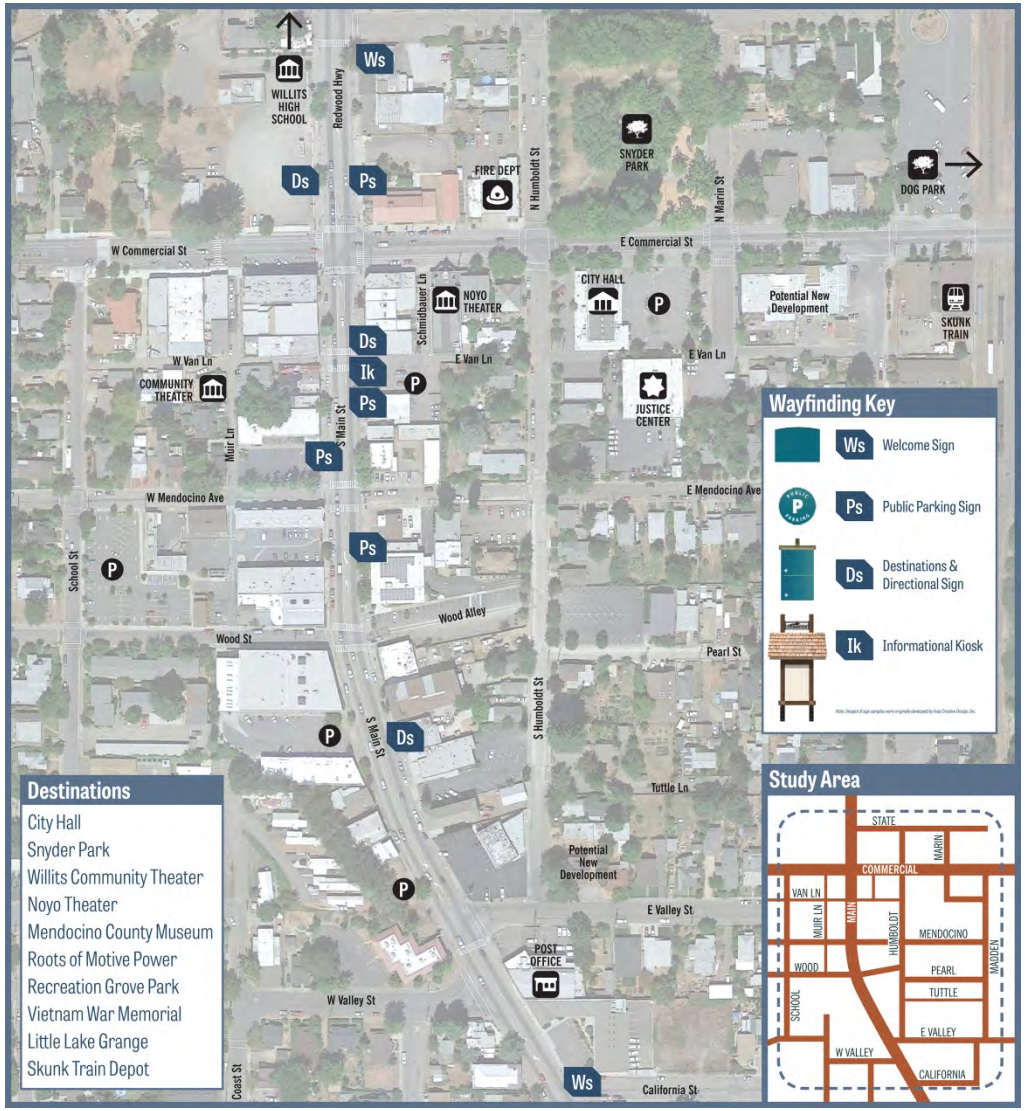

Figure 5-17: Proposed Wayfinding Diagram in Downtown Willits.

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6. COST ESTIMATES & FUNDING

PlaceWorks developed a cost estimate to consider funding and phasing of the project recommendations. This concept proposal would have no impact to the City of Willits General Fund.

ORDER OF MAGNITUDE COSTS

The cost estimates for recommended improvements are divided roughly by segments. For instance, Segment 1 concerns projected costs for Commercial Street; Segment 2 estimates costs for Muir and West Van Lanes together. Conceptual estimates show order of magnitude costs at a total of almost $2.6 million. The costs are broken out by section in Table 6-1. Included cost assumptions are listed below:

- **Curb Extensions.** Curb extensions include demolition, repaving, new concrete curb and gutter, ADA ramps, and storm drain modifications.
- **Concrete Pavers.** Concrete paver construction includes pavement demolition.
- **Ladder Crosswalks.** Assumes "Standard Crosswalk" with 2-foot ladder rungs spaced 2 feet apart.
- **Street Trees.** Street trees include 24-inch box, 4-foot by 4-foot tree wells, trenching, barriers, and connection to irrigation.
- **2016 Costs.** The estimates were generated based on 2016 costs.

TABLE 6-1 OVERALL COMBINED SEGMENT ESTIMATE

Project Segment	Total
Segment #1. Commercial Street (School Street to Skunk Train)	$572,476
Segment #2. Muir Lane (Commercial to Mendocino Avenue) and West Van Lane (School Street to Main Street)	$922,407
Segment #3. Schmidbauer Lane (Commercial to E Van Lane) and East Van Lane (Main Street to Humboldt Street)	$568,874
Segment #4. West and East Mendocino Avenue (School Street to Humboldt Street)	$110,590
Segment #5. Wood Street	$28,782
Entire Study Area (Segments 1-5)	$2,203,129
Mobilization, Traffic Control, SWPPP (10%)	$220,313
Design Contingency (10%)	$220,313
Total Bid Price	**$2,643,755**
Construction Contingency (10%)	$264,375
Plans, Specifications and Estimates (PS&E)	$264,375
Project Total	**$3,172,506**

Notes:
1. Costs are rough estimates and should be confirmed for accuracy.
2. All items listed include installation costs.

POTENTIAL FUNDING OPPORTUNITIES

The cost to implement this projects recommended in this study could be secured from a variety of funding sources, and the projects could be phased as the monies are obtained. City staff would prioritize pursuing these outside funding sources as a primary means of funding the project.

State Funding Sources

The following describes state funds that could be used for streetscape improvements that were identified in this Plan. Each of the fund sources requires a competitive grant application process. Funds for transportation-related projects are available from the Transportation Development Act (TDA) and from various state programs and agencies, including the California Department of Transportation (Caltrans) and the California Office of Traffic Safety (OTS).

Transportation Development Act Article 3

TDA funds generated from a ¼-cent of the general state sales tax are returned to the source counties to fund transportation projects, focusing on public transit. TDA Article 3 provides for 2 percent of TDA funds to be set aside for bicycle and pedestrian projects. Eligible projects include right-of-way acquisition; planning, design, and engineering; and construction of bicycle and pedestrian infrastructure, including retrofitting to meet ADA requirements; and related facilities. City and county government agencies are eligible to apply for TDA funds. TDA Article 3 funds are non-competitive grant funds and allocated to cities based on population.

Active Transportation Program

In September 2013, the state created the Active Transportation Program (ATP), consolidating existing federal and state transportation programs, including the Transportation Alternatives (TAs) Program, the Bicycle Transportation Account (BTA), and the state Safe Routes to School (SR2S), summaries of which are outlined below for reference. The ATP is intended to promote the use of active modes of transportation, such as walking and biking. The program budget is allocated by the California Transportation Commission (CTC). Fifty percent of ATP funds are distributed on a competitive statewide basis, 40 percent is provided to urban municipalities, and the final 10 percent goes to rural communities with populations less than 200,000.

More info available:
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html

Transportation Alternatives Program

This is a federal program that provides funding for projects that improve non-driver transportation, including SR2S projects. See TAs in Federal Funding Sources below for more information.

Bicycle Transportation Account

Until consolidated into the ATP in 2013, the Caltrans Bicycle Transportation Account (BTA) provided state funds on a competitive basis for city and county projects that improve safety and convenience for bicycle commuters, including design, engineering, and construction of bicycle lanes and paths.

Safe Routes to School

Until consolidated into the ATP in 2013, this program provided funding for SR2S project, including sidewalk improvements, traffic calming and speed reduction measures, pedestrian and bicycle crossing

improvements, on-street and off-street bicycle facilities, and traffic diversion improvements on a competitive basis.

Sustainable Transportation Planning Grant Program – Sustainable Communities

The Sustainable Transportation Planning Grant is a new program consolidating and realigning previous Caltrans funding programs. Caltrans Environmental Justice & Community-Based Transportation Planning Grants, and Transit Planning Grants merged into one program, "Sustainable Communities." Similar to the previous programs, transportation planning projects that are intended to improve a multimodal transportation network and reduce greenhouse gas (GHG) emissions, such as complete street plans and pedestrian and bicycle safety enhancement plans, are eligible. Construction and maintenance projects are not eligible. Eligible applicants include Metropolitan Planning Organizations and Regional Transportation Planning Agencies (MPO/RTPAs), Transit Agencies, Cities, Counties, and Native American Tribal Governments.

More info available: http://www.dot.ca.gov/hq/tpp/grants.html

Office of Traffic Safety Grants

The Office of Traffic Safety (OTS) administers federal traffic safety grant funds that are apportioned to California under the National Highway Safety Act. The OTS has several priority areas for grant funding, including alcohol and other drugs, police traffic services, occupant protection, traffic records, emergency medical services, roadway safety, pedestrian and bicycle safety (including education, enforcement, and engineering), and motorcycle safety. The OTS supports a wide variety of traffic safety programs, including pedestrian and bicycle safety programs for children; child passenger safety outreach; and support for increased law enforcement services and resources, such as safety helmet distribution, and court diversion programs for safety helmet violators. State government agencies, state colleges, and state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers are eligible to apply for and receive OTS grant funding. Grants are awarded on a competitive basis.

More info available:
http://www.ots.ca.gov/ots_and_traffic_safety/About_OTS.asp

Environmental Enhancement and Mitigation Program

The Environmental Enhancement and Mitigation Program (EEMP) is a state fund established by Caltrans to mitigate the effects of transportation projects. It offers up to $7 million each year for grants to local, state, and federal government agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. Typical grants range from $200,000 to $250,000. Up to 25 percent local matching is usually required. Grants are awarded in the categories of urban forestry, resource lands, and mitigation projects beyond the scope of the lead agency. Grants are awarded on a competitive basis.

More info available: http://resources.ca.gov/bonds_and_grants/eemp/

Urban and Community Forestry Grants

The California Department of Forestry and Fire Protection (CAL FIRE) administers the Urban & Community Forestry Grant Program to fund urban forestry projects that focus on reducing GHG emissions, including urban tree planting, urban forest management for GHG reduction, urban wood and biomass utilization, reclamation of blighted urban

lands, and green innovations projects. On-going management or maintenance activities are not eligible.

More info available:
http://calfire.ca.gov/resource_mgt/downloads/CALFIRE_UFGrants_ProceduralGuide2014_2015.pdf

Federal Funding Sources

The primary sources of federal funding for bicycle and pedestrian facilities are from the US Department of Transportation (DOT) and the US Department of Housing and Urban Development (HUD).

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), authorized surface transportation investment and had supplied various funding programs until it expired in September 2009. President Obama signed the new two-year transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), into law in July 2012. MAP-21 took effect on October 1, 2012. Specific funding programs under MAP-21 are outlined below.

EPA Environmental Education Grants

Environmental Education (EE) Grants fund environmental education and training projects, including SR2S education projects that seek to promote public health, and better air quality, and to encourage walking and biking over driving. Construction projects or outreach programs that do not include any educational component are not eligible. The EE Grant program requires non-federal matching funds of at least 25 percent of the total cost of the project. Colleges, universities, school districts, and local or state government entities and public agencies that conduct educational and environmental programs are eligible to apply for and receive EE grant funding.

More info available: http://www2.epa.gov/education/environmental-education-ee-grants

APPENDIX A
TECHNICAL MEMORANDUM: EXISTING CIRCULATION ASSESSMENT AND IMPROVEMENT EVALUATION FOR MAIN STREET AND DOWNTOWN WILLITS

by Fehr and Peers

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APPENDIX B
COMMUNITY WORKSHOP ATTENDANCE ROSTERS

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APPENDIX C
COST ESTIMATE TABLES

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FEHR PEERS

MEMORANDUM

Date: October 3rd, 2016

To: Dusty Duley, City of Willits, Alison Pernell, LGC, John Gibbs, WRT, and John Hykes, Placeworks

From: Daniel Jacobson and Kendra Rowley, Fehr & Peers

Subject: Existing Circulation Assessment and Improvement Evaluation for Main Street & Downtown Willits

SF16-0866

OVERVIEW

This memorandum serves as a technical reference for the City of Willits Main Street Corridor Enhancement Plan and the Traffic Circulation & Connectivity Study for Downtown Willits Streets and Alleys. It evaluates existing conditions and opportunities and constraints within pre-Bypass and post-Bypass conditions of Main Street and the Downtown streets network. The study area includes Main Street between the northern and southern city limits, as well as the Downtown streets network between Valley Street, Commercial Street, the Northwest Pacific Railroad, and School Street.

The study area is divided into three sub-areas:

- Main Street (Relinquishment), spanning both the Sherwood Road/High School project from the northern City limits to Bittenbender Lane and the Main Street project from Bittenbender Lane to Fort Bragg Road (State Route 20).
- Downtown Streets and Alleys, including Downtown streets between Valley Street, Commercial Street, the Northwest Pacific Railroad, and School Street, dnot including Main Street.
- Main Street (Caltrans), spanning the non-relinquishment segment of Main Street from the State Route 20 intersection to the southern city limits.

For each sub-area, this memorandum summarizes existing conditions, including current circulation, street design, and collision trends, and well as opportunities and constraints.

EXISTING CONDITIONS

PRE- AND POST-BYPASS CONDITIONS

Main Street (US-101) presently serves as a key route for both local and intercity travel as a part of the California State Highway system. On a typical weekday, Main Street carries about 15,000 vehicles through Downtown Willits and about 23,500 vehicles through southern Willits. Main Street serves a variety of transportation purposes, including:

- Access to local businesses, residences, schools and destinations
- Crosstown bicycle and pedestrian circulation
- Local and intercity bus services
- Intercity automobile and freight travel

Inset 1: Main Street at Van Lane, facing north

The Willits Bypass project (scheduled to open Fall 2016) will significantly change traffic conditions within the City of Willits. The Bypass is expected to reroute most north-south intercity automobile and freight travel around Willits, decreasing traffic volumes along Main Street. There is some uncertainty in the magnitude of the total decrease under post-Bypass conditions: the Mendocino County Travel Demand Model estimates a 20-25 percent decrease through Willits, while the Willits Bypass EIR estimates a 25-35 percent decrease. **Table 1** shows traffic volumes on Main Street under existing (pre-Bypass) and near-term (post-Bypass) conditions.

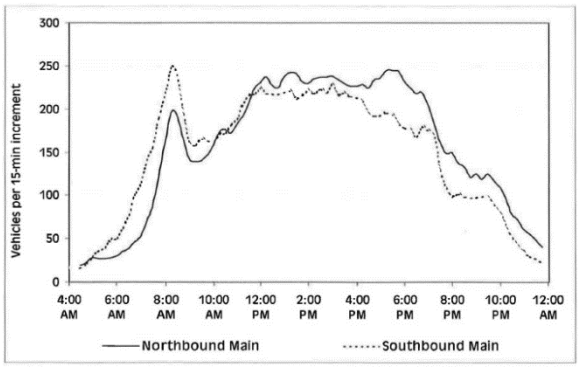
TABLE 1: EXISTING TRAFFIC VOLUMES (PRE- AND POST-BYPASS)					
Segment	**Pre-Bypass ADT**	**Post-Bypass ADT**			
	Existing, 2014	**Post-Bypass (MCOG Model)**	**% Change (MCOG Model)**	**Post-Bypass (Bypass EIR)**	**% Change (Bypass EIR)**
Main Street, Northern City Limits	7,100	3,300	-57%	12,300	+74%
Main Street, North of SR-20 Intersection	15,000[2]	11,900	-21%	11,300	-25%
Main Street, South of SR 20	23,500	18,300	-22%	15,300	-35%
Main Street, Southern City Limits	18,300	11,600	-37%	N/A	N/A

Notes:

1. Calculations based on Mendocino County Travel Demand Model (MCOG Model) comparison of 2009 pre-Bypass condition with 2020 post-Bypass condition and Willits Bypass EIR comparison of 2002 pre-Bypass condition and 2015 post-Bypass condition. Volumes adjusted for 2014 base year using Caltrans traffic counts.

2. 2009 counts presented; 2014 counts unavailable. Traffic volumes within Willits have remained relatively constant between these time periods.

In order to evaluate existing (pre-Bypass) intersection operations, PM peak period intersection volumes were counted at ten intersections during March 2015 and 2016 (Appendix C). The City of Willits Circulation and Parking Improvement Study previously observed that the PM peak period experiences the highest traffic volumes during a typical weekday, and is generally representative of typical vehicle conditions between 12:00 PM and 6:00 PM – though pedestrian, bicycle and turn volumes may vary by time of day (**Inset 2**). Existing traffic volumes were shown to be higher in the southbound direction during the AM peak and higher in the northbound direction during the PM peak, but volumes remain relatively balanced in both directions.



Inset 2: Traffic volumes on Main Street by time of day. Source: Willits Circulation & Parking Improvement Study, 2003

MULTIMODAL SAFETY

Multimodal safety represents a key challenge for Main Street. Main Street serves numerous schools and destinations, yet it is presently characterized by heavy traffic volumes, high vehicle speeds, and challenging conditions for people walking and biking. Between 2005 and 2014, 77 of the 82 reported collisions within the City of Willits that resulted in an injury occurred along Main Street. Of these 77 collisions, 55 involved only vehicles, 14 involved vehicles and pedestrians, and six involved vehicles and bicyclists. Three fatalities occurred during this period, including two pedestrians and one bicyclist. Youth under age 18 were disproportionately represented among bicycle and pedestrian collisions, comprising seven of 19 collisions and two of three fatalities.

The most common cause of collisions on Main Street is unsafe speed (28 percent of all collisions). Willits experiences a high number of collisions associated with violations of pedestrian right-of-way (57 percent of all pedestrian collisions) and bicyclists riding on the wrong side of the road (67 percent of all bicycle collisions) as well.

Collisions are evenly distributed between Main Street north and south of the State Route 20 junction. While collisions periodically occur within the Downtown streets and alleys network, no collisions resulted in injuries during the study period along streets outside of Main Street. It is worth noting that several improvements have been implemented over the past five years, including the signalization of the Main Street/Holly Street intersection and a rapid-rectangular flashing beacon at Gregory Lane. **Table 2** and **Figure 1** provide a summary of collisions by segment.

TABLE 2: TOTAL INJURY COLLISIONS, 2005-2014

Study Sub-Area	Total Injury Collisions	Automobile Collisions	Pedestrian Collisions	Bicycle Collisions
Main Street (Relinqushment)	40	31	5	4
Downtown Streets	0	0	0	0
Main Street (Caltrans)	37	24	9	2
Total	77	55	14	6

1. Source: SWITRS, via TIMS

Main Street (Relinquishment)

Thirty-six collisions occurred along Main Street between 2005 and 2014. **Table 3** shows locations along Main Street which experienced more than two injury collisions during this time period. The Main Street/Valley Street intersection experienced the highest volume of collisions, including four automobile collisions, two pedestrian collisions, and two bicycle collisions. The Main Street/Mendocino Street, Main Street/Sherwood Road, and Main Street/State Street intersections each experienced five injury collisions.

Inset 3: Main Street at Wood Street facing north

TABLE 3: MAIN STREET (RELINQUISHMENT) LOCATIONS WITH >2 TOTAL INJURY COLLISIONS, 2005-2014

Main Street Intersection	Total Injury Collisions	Automobile Collisions	Pedestrian Collisions	Bicycle Collisions
Valley Street	8	4	2	2
Mendocino Avenue	5	4	0	1
Sherwood Road[2]	5	5	0	0
State Street	5	3	2	0
Other Intersections	*17*	*15*	*1*	*1*
Total (All Intersections)	***40***	***31***	***5***	***4***

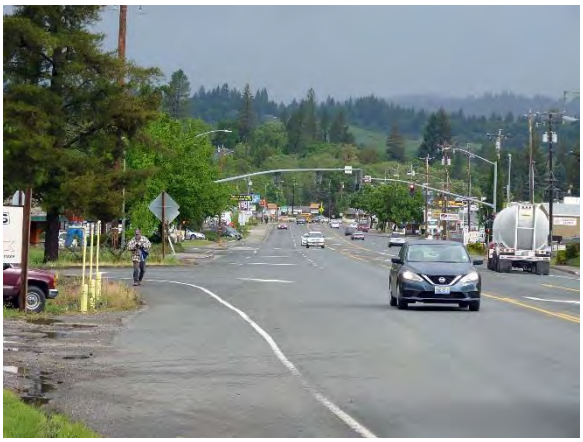
1. Source: SWITRS, via TIMS. Includes reported injury collisions referenced to nearest intersection.

2. The City plans to install safety improvements at the Main Street/Sherwood Road intersection described in the previous subsection.

In addition to the locations noted above, the Main Street/Commercial Street collisions represents another location of concern for collisions. Two injury collisions and several non-injury collisions and near misses have occurred at this location, primarily associated with conflicts between left turning vehicles and through vehicles and pedestrians along Commercial Street.

Main Street (Caltrans)

Thirty-five collisions occurred along Main Street (Caltrans) between 2005 and 2014. **Table 4** shows locations along Main Street which experienced more than two injury collisions during this time period. Recent improvements have occurred at the two highest volume collision locations, including signalization of the Main Street/Holly Street intersection and installation of a Rapid Rectangular Flashing Beacon and median refuge at Main Street/Gregory Lane. Six intersections each experienced three injury collisions. In particular, the Main Street/South Baechtel Road/Muir Mill Road poses challenges due to limited sight lines and high volumes.

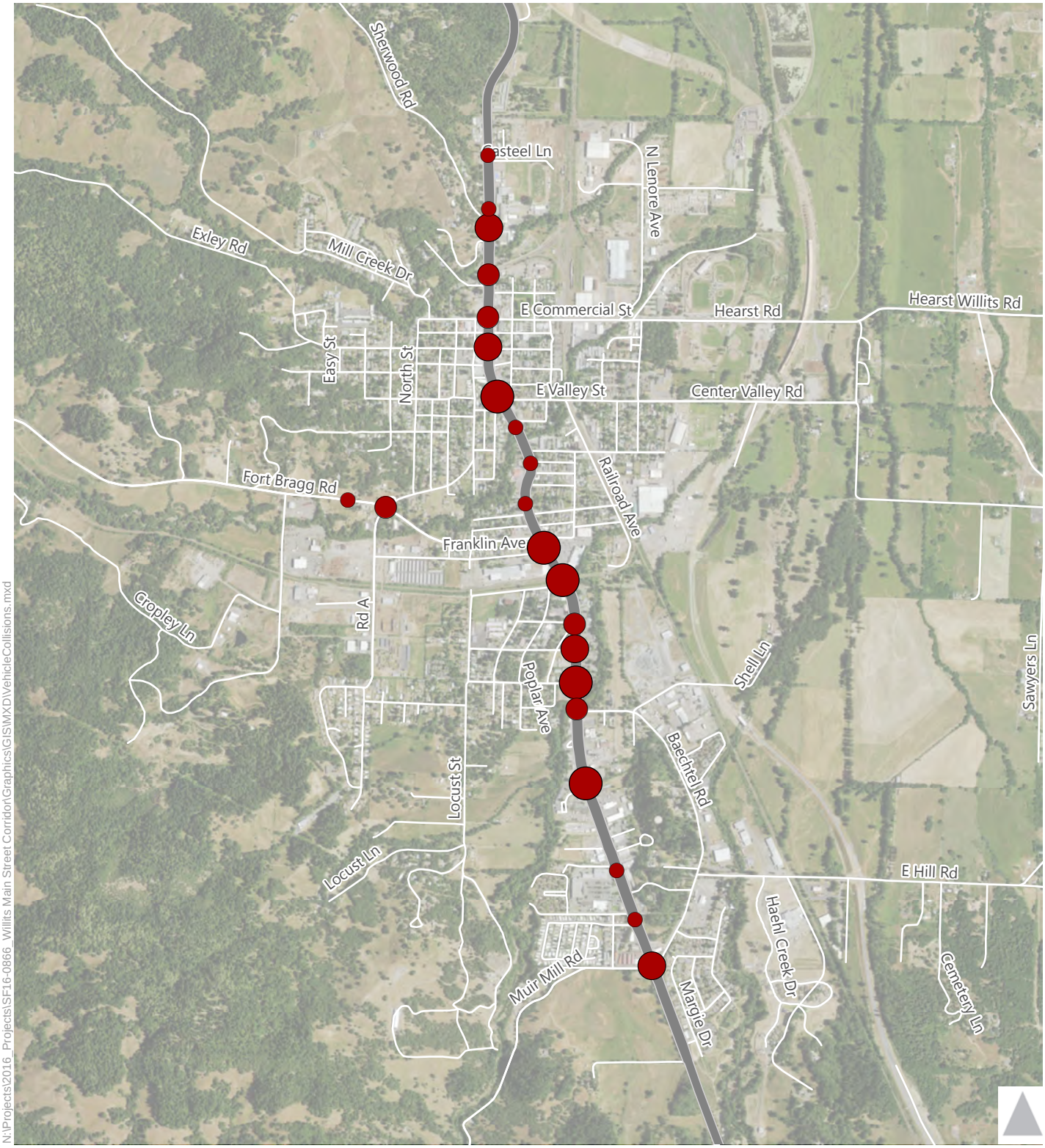


Inset 4: Main Street near Manor Way facing north

TABLE 4: MAIN STREET (CALTRANS) LOCATIONS WITH >2 INJURY COLLISIONS, 2005-2014

Main Street Intersection	Total Injury Collisions	Automobile Collisions	Pedestrian Collisions	Bicycle Collisions
Holly Street[2]	10	4	5	1
Gregory Lane[3]	6	4	2	0
State Route 20	3	3	0	0
South Baechtel Road/ Muir Mill Road	3	2	1	0
North Baechtel Road	3	2	1	1
Walnut Street	3	3	0	0
Hazel Street	3	3	0	0
Other Intersections	*6*	*3*	*0*	*0*
Total (All Intersections)	**37**	**24**	**9**	**2**

1. Source: SWITRS, via TIMS. Includes reported injury collisions referenced to nearest intersection.
2. Data precedes installation of traffic signal at Holly Street
3. Data precedes installation of crosswalk enhancements, including Rapid Rectangular Flashing Beacon and median refuge

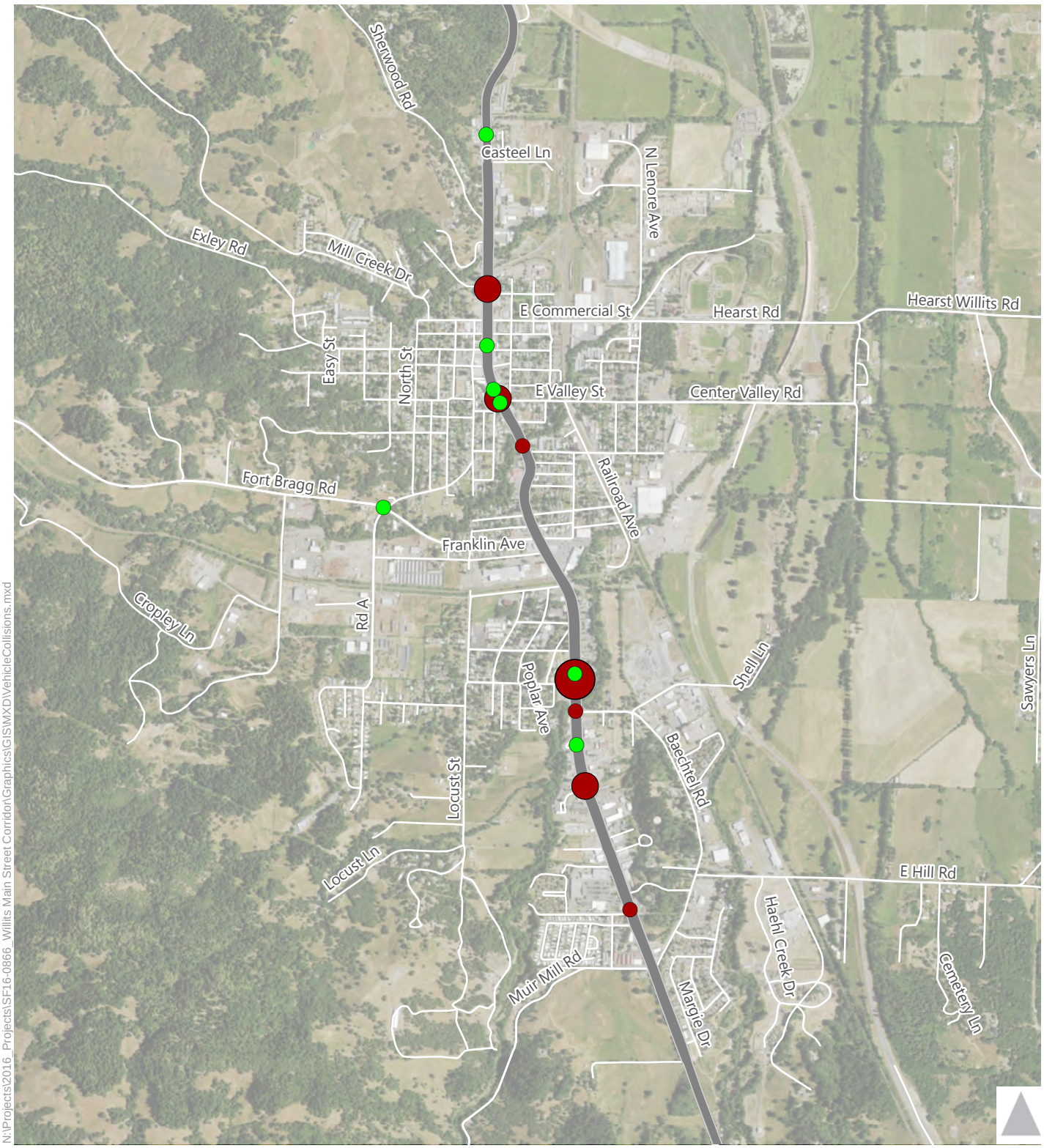


Vehicle Collisions

10
5
1

Figure 1

Vehicle Collisions



Pedestrian Collisions

3 - 5

1

Bicycle Collision

Figure 2

Bicycle and Pedestrian Collisions

OPPORTUNITIES AND CONSTRAINTS

MAIN STREET (RELINQUISHMENT SEGMENT)

Summary – Main Street's center left turn lane serves low volumes in the Downtown area and is optional under post-Bypass conditions. While on-street parking occupancy along Main Street is high in Downtown, occupancy is low to the north and south of Downtown. Unsignalized crosswalks, high vehicle speeds, narrow sidewalks, and ADA-inaccessible facilities pose barriers to pedestrian circulation. All marked crosswalks present opportunities for enhancement. Lack of bicycle facilities and high traffic volumes/speeds serve as barriers to bicycling.

Vehicle Circulation & Parking

- Main Street presently carries about 15,000 vehicles per day through Downtown Willits, averaging about 1,300-1,500 vehicles per hour during the PM peak hour and about 750-800 vehicles in the peak direction. Main Street includes one through lane in each direction and a center left turn lane. Upon completion of the Willits Bypass project, traffic volumes are expected to decrease by about 20-25 percent.
- Main Street experiences frequent traffic congestion, particularly around the Sherwood Road and Commercial Street intersections where traffic signals are present. Vehicles making left turns from Main Street or approaching on side streets at unsignalized intersections are subject to frequent delays due to infrequent gaps in traffic flow.
- Free on-street parking is provided along most of the corridor; parking occupancy is highest between Commercial Street and Valley Street (about 56 spaces total). Low on-street parking utilization south of Valley Street encourages higher vehicle speeds.
- Commercial loading occurs both on and off of Main Street. Some larger trucks park in the center left turn lane, which can sometimes pose challenges for emergency vehicle access.
- The center left turn lane in Downtown Willits between the Commercial Street and Valley Street intersections serves low traffic volumes (generally ≤30 turns per hour). While left turn queues frequently occur, queueing is expected to decrease post-Bypass. Outside of Downtown, the center turn lane serves very low traffic volumes in locations with low-volume (mostly residential) driveways.
- Existing right turn volumes are low throughout the corridor (generally <60 turns per hour) and do not require right turn pockets.

- The Valley Street intersection presents challenges for vehicle circulation due to its offset configuration, limited sight lines, and close proximity to the post office driveway.
- The S-curve between Oak Street and San Francisco Avenue includes limited sight lines due to higher speeds, roadway geometry, and limited setbacks of buildings/signage.

Transit Circulation

- Mendocino County Transit Routes 1 (Willits Local) and 20 (Willits-Ukiah) serve Main Street. Bus stops are provided at the intersections of Main Street and Wood Street (Route 1 only), Valley Street, and San Francisco Avenue. Route 1 provides hourly service approximately between the hours of 7:00 AM and 6:00 PM. Route 20 provides six round-trips to Ukiah between the hours of 7:00 AM and 5:00 PM. Both bus routes terminate at the Integrated Service Center on Lenore Avenue between Creekside Street and Valley Street, accessed via Commercial Street.
- Existing transit stops include limited amenities – signage, benches, and shelters are generally not provided

Pedestrian Circulation

- Sidewalks along Main Street in Downtown Willits are generally 10-12 feet wide. Several sidewalk gaps are present between State Street and Willits High School. South of Wood Street, sidewalks narrow to less than ten feet, as narrow as 3-5 feet in some locations.
- Marked "ladder" crosswalks are included at nine intersections, including all intersections between Sherwood Road and Valley Street. All crosswalk locations are unsignalized with the exception of Sherwood Road and Commercial Street, and no locations include enhancements such as signage and median refuges. Most crosswalks do not include ADA-accessible features such as detectable warnings. While crosswalks are frequently spaced in Downtown Willits (approximately every 200 feet), distances between crosswalks increase substantially south of Wood Street to 500-900 feet.
- PM peak hour pedestrian crossing volumes are highest at the Wood Street, Valley Street, and Mendocino Avenue intersections (>80 pedestrians during the PM peak hour). The crossing of East Valley Street adjacent to the post office experienced the highest individual crosswalk volumes (60 pedestrians during the PM peak hour). Some mid-block pedestrian crossings occur between Wood Street and Valley Street.

- High pedestrian volumes associated with Willits High School were also observed in the morning, lunch, and afternoon periods, especially at the Sherwood Road, State Street, and Commercial Street intersections.

TABLE 5: OBSERVED PM PEAK HOUR PEDESTRIAN VOLUMES

Street	Pedestrians Crossing Main Street	Pedestrians Crossing Side Streets
Commercial Street	24	18
Mendocino Avenue	16	47
Van Lane	3	44
Wood Street/Wood Alley	42	65
Valley Street	23	67
Monroe Street	8	28

Notes:
1. Counts conducted on Wednesday, March 30th, 2016

Bicycle Circulation

- No bicycle lanes are present along Main Street. Observed bicycle volumes were very low (<10 during the PM peak hour at most study intersections). Most bicycle traffic along Main Street is associated with Willits High School students. Existing vehicle speeds and volumes provide a high-stress environment for bicycling in mixed traffic flow.

Inset 5: Students riding southbound along the Main Street sidewalk near California Street

- Bicycle racks are present at a few locations in the Downtown area, but are generally not located in high visibility areas.
- The Willits Bicycle and Pedestrian Specific Plan calls for Class II bicycle lanes along Main Street as it provides direct access to schools, businesses, and destinations.

DOWNTOWN STREETS AND ALLEYS

Summary – The Main Street/Commercial Street intersection presents and provides opportunities for enhancement through protected left turns and signal timing improvements. East Commercial Street serves as a key multimodal street for vehicles, pedestrians, bicyclists, and buses; however, its present design provides limited accomodations for people walking and bicycling. The narrow width of some Downtown streets limits sight lines and circulation, particularly along Van Lane and Wood Street.

Inset 6: Commercial Street at Muir Lane facing east

Vehicle Circulation & Parking

- The Downtown circulation network includes five east-west streets and alleys (Commercial Street, Van Lane, Mendocino Avenue, Wood Street/Wood Alley, Valley Street) and four north-south streets and alleys (School Street, Muir Lane, Main Street, and Humboldt Street). With the exception of Commercial Street, most streets in Downtown Willits are very narrow: streets are about 28 feet wide (curb-to-curb), while alleys are about 15 feet wide.
- Commercial Street, Valley Street, and Mendocino Avenue (west of Main Street) were observed to carry the highest traffic volumes (**Table 6)**. Van Lane experiences very little traffic; no vehicles were observed traveling west of Main Street during the PM peak hour, and two vehicles were observed traveling east of Main Street.

TABLE 6: OBSERVED PM PEAK HOUR SEGMENT VOLUMES IN DOWNTOWN WILLITS

Street	Segment Volume (West of Main Street)	Segment Volume (East of Main Street)
Commercial Street	275	427
Mendocino Avenue	95	30
Van Lane	0	2
Wood Street/Wood Alley	51	39
Valley Street	152	166

Notes:
1. Counts conducted on Wednesday, March 30th, 2016

- The Commercial Street intersection experiences frequent conflicts associated with vehicles turning left from Commercial onto Main Street without signal protection. The existing signal timing prioritizes Main Street and results in queues on Commercial Street that sometimes extend to Humboldt Street and Muir Lane.

Inset 7: Van Lane at Main Street facing west

- About 160 on-street and off-street spaces are provided within one block of Main Street between Commercial Street and Wood Street, excluding School Street and Humboldt Street. Commercial Street includes parallel parking on both sides of the street; between School Street and Main Street, it includes angled parking on the southern side of the street. Other streets typically include parallel parking on only one side of the street. Few on-street parking spaces are provided along alleyways. Off street parking is provided at five public lots as well as a number of dedicated lots for businesses. No wayfinding signage is provided from Main Street to access off-street public parking lots.
- Wood Street has limited sight lines at Main Street due to its narrowness and limited adjacent building setbacks.
- The Willits Fire Department is located on the north side of Commercial Street between Main Street and Humboldt Street. Most trips occur via Commercial, Main, and Humboldt Streets.

Transit Circulation

- Mendocino County Transit Routes 1 (Willits Local) and 20 (Willits-Ukiah) serve stops on Commercial Street at Humboldt Street. Route 1 provides hourly service approximately between the hours of 7:00 AM and 6:00 PM. Route 20 provides six round-trips to Ukiah between the hours of 7:00 AM and 5:00 PM. Both bus routes terminate at the Integrated Service Center on Lenore Avenue between Creekside Street and Valley Street.
- Amtrak Thruway Bus 6318 (Arcata-Martinez) stops adjacent to the Skunk Train terminal on Commercial Street. Amtrak provides one daily roundtrip.
- Existing transit stops include limited amenities – signage, benches, and shelters are generally not provided

Pedestrian Circulation

- Sidewalks are included along all streets in Downtown Willits, but are not included along alleys. With the exception of Commercial Street, which has 8-12 foot sidewalks, most sidewalks are narrow (about six feet wide). Commercial Street also includes planters and picnic benches.

Inset 8: Commercial Street at Schmidbauer Lane, facing east

- Pedestrian traffic outside of Main Street was primarily observed along Commercial Street and Valley Street. City Park, City Hall, and the Skunk Train represent major Downtown-area pedestrian activity hubs along Commercial Street.
- Unimproved alleyways and ADA-inaccessible facilities may pose barriers to pedestrian circulation around Downtown

Bicycle Circulation

- Commercial Street includes Class II bicycle lanes and serves as the primary east-west bicycle route across Downtown Willits. However, in some locations, bicycle lane markings have faded and are no longer visible. Near the Humboldt Street intersection, bicycle lanes share space with angled parking for the fire station. Sufficient space generally exists to provide buffered bike lanes.
- Observed bicycle volumes were very low (<5 during the PM peak hour at most study intersections).
- Bicycle parking is provided at some locations around Downtown Willits, but parking is generally not provided on-street or in visible locations.
- Valley Street is designated as a Class III bicycle route; however, no signage or other bicycle improvements are provided.

Inset 9: Bicyclists crossing Main Street at Mendocino Avenue

MAIN STREET (CALTRANS SEGMENT)

Summary – Under post-Bypass conditions, Main Street will include excess vehicle capacity that may present an opportuntiy for a road diet to provide traffic calming. Infrequent crosswalks, high vehicle speeds, narrow sidewalks, and ADA-inaccessible facilities pose barriers to pedestrian circulation. Lack of bicycle facilities and high traffic volumes/speeds serve as a barrier to bicycling.

Vehicle Circulation & Parking

- Main Street includes two through lanes in each direction and a center left turn lane, serving about 23,500 vehicles daily south of the State Route 20 intersection. Main Street serves approximately 1,400 vehicles during the PM peak hour, including about 800-850 in the peak direction. At the southern city limits, Main Street has one through lane in each direction and a center left turn lane.

Inset 10: Main Street at Baechtel Road South (Brown's Corner), facing north

- Upon completion of the Willits Bypass project, traffic volumes are expected to decrease by 20-25 percent to about 18,300 vehicles. At these lower volumes, a road diet is typically feasible pending additional study.
- Traffic signals are present at the intersections of State Route 20, Holly Street, and Evergreen Village. Infrequent traffic controls, lane widths, and lack of traffic calming features support high vehicle speeds.
- On-street parking is not provided as off-street parking is included at most locations along the corridor.
- The Main Street/Fort Bragg Road (State Route 20) intersection experiences high vehicle and pedestrian volumes and frequent traffic congestion. Several adjacent driveways exacerbate vehicle conflicts. The northbound left turn lane along Main Street was recently extended to alleviate northbound queues; however, this change has resulted in challenges for access/egress to the Safeway complex.
- The Baectel Road/Muir Mill Lane (Brown's Corner) intersection experiences frequent conflicts due to limited sight lines and high vehicle speeds along Main Street. The intersection serves as a key route for emergency vehicle access to the Frank R. Howard Memorial Hospital.

Transit Circulation

- Mendocino County Transit Routes 1 (Willits Local), 20 (Willits-Ukiah), and 65 (Fort Bragg-Santa Rosa) serve Main Street. Bus stops are provided at the intersections of Walnut Street (Route 65 only), Hazel Street, and South Baechtel Road/Muir Mill Road. Route 1 provides hourly service approximately between the hours of 7:00 AM and 6:00 PM. Route 20 provides six round-trips to Ukiah between the hours of 7:00 AM and 5:00 PM. Route 65 provides one daily trip in either direction, departing southbound toward Santa Rosa around 7:00 AM and northbound toward Fort Bragg around 5:00 PM.
- Greyhound Route 607 (Arcata-San Francisco) stops at the McDonalds at the intersection of Gregory Lane. Greyhound provides one daily roundtrip.
- Existing bus stops include limited amenities – signage, benches, and shelters are not provided. Bus stops are not always accompanied by a crosswalk across Main Street.

Pedestrian Circulation

- Main Street includes sidewalks approximately 6-10 feet in width between State Route 20 and Evergreen Village. Sidewalks are frequently interrupted by driveways serving local businesses. No sidewalks are present south of Evergreen Village.
- Three crosswalks are present south of State Route 20, located at Holly Street (signal-protected), Gregory Lane (Rapid Rectangular Flashing Beacon), and Evergreen Village (signal protected). Crosswalks are separated by distances of 1,400-2,000 feet; consequently, some pedestrians were observed crossing midblock or at unmarked crosswalks due to these relatively long distances.
- Baechtel Grove Middle School represents a major pedestrian generator. Students frequently cross Main Street midblock near the southern Safeway driveway.
- Most crosswalks do not include ADA-accessible features such as detectable warnings.

Bicycle Circulation

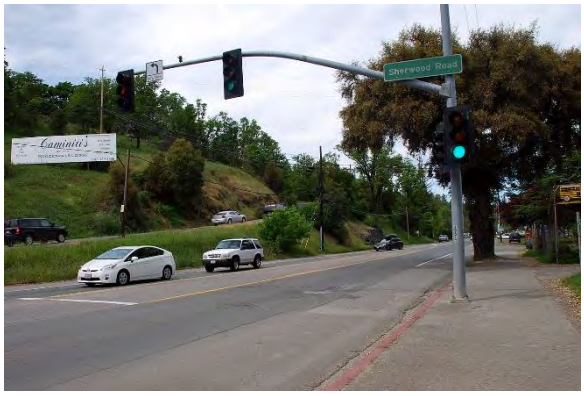
- No bicycle lanes are present along Main Street. Observed bicycle volumes were very low (<10 during the PM peak hour at most study intersections). Existing vehicle speeds and volumes provide a high-stress environment for bicycling in mixed traffic flow.
- Bicycle racks are present at few locations, and are generally not located in high visibility areas.
- The Willits Bicycle and Pedestrian Specific Plan calls for Class II bicycle lanes along Main Street as it provides direct access to schools, businesses, and destinations.

IMPROVEMENT EVALUATION

This section provides a high-level evaluation of key improvements identified in the Main Street Corridor Enhancement Plan and the Traffic Circulation & Connectivity Study for Downtown Willits Streets and Alleys.

Sherwood Road Intersection & Willits High School

The reconfiguration of the Main Street/Sherwood Road intersection by Caltrans presents an opportunity to resolve challenging roadway geometry and sight line constraints while enhancing bicycle and pedestrian conditions. Preliminary Caltrans designs include a reconstructed Sherwood Road approach and ADA-accessible sidewalks and curb ramps around Willits High School.



Inset 11: Main Street at Sherwood Road, facing north

These designs were reviewed for consistency with the Main Street Corridor Enhancement Plan and previous plans including the City of Willits Bicycle and Pedestrian Specific Plan and City of Willits Safe Routes to Schools Plan. In reviewing these designs, key challenges include facilitating bicycle access/egress from Willits High School to the Sherwood Road intersection and Downtown Willits, and providing pedestrian access to the shoulder on the north side of Sherwood Road. In order to achieve consistency with these plans and resolve these challenges, additional project elements may include:

- Buffered bicycle lanes using the existing paved shoulder on Main Street, north and south of Sherwood Road, connecting to proposed bike lanes south of Bittenbender Lane
- An off-street bicycle path about 200 feet long along Willits Unified School District property to connect the Sherwood Road intersection to on-campus bicycle parking
- A high-visibility trail crossing treatment across the southern crossing of Main Street at Sherwood Road to facilitate bicycle and pedestrian crossings of Main Street
- A crosswalk across Sherwood Road on the west leg of the intersection to facilitate access to the northside shoulder
- Directional ADA ramps on the southwest corner of the intersection

- A signal head and signal phase for the existing Willits High School driveway to accommodate signal-protected egress from the vehicle and school bus parking lot

Downtown Willits

The Main Street Corridor Enhancement Plan and Traffic Circulation & Connectivity Study for Downtown Willits Streets and Alleys include four key circulation changes in Downtown Willits:

1. The addition of bike lanes along Main Street and the removal of the center left turn lane.
2. The addition of protected left turn phasing and dedicated left turn lanes on Commercial Street
3. The conversion of Mendocino Avenue and Wood Street to a one-way couplet.
4. Changes to vehicle access along Van Lane and SchmidBauer Lane

Bicycle Lanes and Center Left Turn Lane

Inset 12: Main Street north of Valley Street, facing north

The Willits Bicycle and Pedestrian Specific Plan calls for Class II bicycle lanes along Main Street. Bicycle lanes can be provided through a combination of reallocating space from the center left turn lane or parking. The primary need of the center left turn lane under existing conditions is for left turn vehicle queueing at intersections due to limited gaps in vehicle streams. The center left turn lane serves low left turn volumes (about 30 vehicles or less during the PM peak hour at the Commercial Street, Mendocino Street, and Wood Street intersections). Under post-Bypass conditions, queueing will decrease as the forecast reduction in traffic volumes and planned retiming of the Main Street/Commercial Street signal will result in more gaps in vehicle traffic along Main Street. Since left turn lanes are typically needed in locations where left turn volumes exceed 150-200 vehicles during the peak hour, left turns should be adequately accommodated without a center left turn lane on Main Street.

To the north and south of Downtown Willits, the center left turn lane facilitates access to local businesses, which include more frequent driveways than Downtown. In these segments, on-street parking occupancy levels are lower than in the Downtown section, due to ample off-street parking

supply and frequent driveways. Bicycle lanes can be provided in these segments through the removal of on-street parking.

Main Street/Commercial Street Intersection

The lack of protected left turn phasing and dedicated left turn lanes along Commercial Street at Main Street results in conflicts between left turning vehicles and other modes crossing Main Street, especially pedestrians. Queues generated by left turning vehicles also can impede the flow of through and right-turning vehicles, resulting in delays for both eastbound and westbound traffic flow. While space allows for right turning vehicles to merge into existing bike lanes during their turn, pavement markings could be clearer to highlight this conflict zone for both bikes and vehicles. Several intersection improvements would help address these conflicts and delays:

- Provide protected left turn phasing and dedicated left turn lanes on Commercial Street through the removal of on-street parking adjacent to the intersection
- Pedestrian bulbouts to shorten crosswalk distances
- Accomodate eastbound right turns on Commercial Street via a right turn pocket shared with the bike lane
- Bicycle conflict zone markings along both Main Street and Commercial Street
- Retiming of the signal to serve post-Bypass volumes, including inclusion of pedestrian recall

These changes are expected to reduce delays along Commercial Street, but may increase delays along Main Street. However, given the expected decrease in traffic volumes along Main Street, these tradeoffs are expected to produce optimal intersection operations as a whole.

Mendocino Avenue and Wood Street One-Way Couplet

The existing two-way configuration of Mendocino Avenue and Wood Street poses challenges for vehicle circulation due to the narrow widths and limited sight distances. Existing curb-to-curb widths are 24 to 28 feet with sidewalks about five feet wide, typically without building setbacks. Vehicles traveling eastbound on Mendocino Street have limited sight distance looking south on Main Street due to limited building setbacks, creating the potential for conflicts with other vehicles as well as pedestrians and bicyclists. Westbound Mendocino Avenue also presents a key route for emergency vehicle access, and is sometimes subject to obstructions associated with parking,

loading, and narrow vehicle lanes. On-street parking is not provided in some locations along Mendocino Avenue due to narrow width.

The conversion of Mendocino Avenue and Wood Street into a one-way couplet presents an opportunity to resolve sight distance constraints, reduce conflicts for turns onto and off of Main Street, and clarify on-street parking. Between Humboldt Street and School Street, Mendocino Avenue would be converted to a one-way street with parallel or angled parking in the westbound direction, while Wood Street/Wood Alley would be converted to a one-way street with parallel parking in the eastbound direction. Given that these streets experience moderate combined volumes of about 150 vehicles during the PM peak hour west of Main Street and 70 vehicles east of Main Street, this conversion would be accommodated within the existing street capacity. Coupled with improvements at the Main Street/Commercial Street intersection and the introduction of wayfinding signage to access off-street parking lots, a one-way couplet is expected to be feasible without adversely affecting Downtown circulation.

Changes to Vehicle Access along Van Lane and SchmidBauer Lane

The intersection of Main Street and Van Lane represents the one of the primary sources of pedestrian and vehicle conflicts in the Downtown alley network due to the narrow width of Van Lane (about 15 feet), the volume of vehicle and pedestrian traffic along and crossing Main Street, and the limited distance between the intersection and the Main Street/Commercial Street intersection. Van Lane experiences very low volumes (less than five vehicles during the PM peak hour). In order to reduce these conflicts and enhance walkability, limiting passenger vehicle access along Van Lane via movable bollards is recommended. The one-way conversion of SchmidBauer Lane in the southbound direction would maintain access to the parking lot adjacent to the Main Street Music & Video parking lot, such that vehicles would enter via SchmidBauer Lane from Commercial Street, and exit via Van Lane to Humboldt Street. Wayfinding signage and a high-friction pavement surface could also help facilitate this change and provide traffic calming.

Change in Parking Supply

In total, the changes described above are expected to decrease public parking supply from about 160 spaces to about 140 spaces within the Downtown core (bounded by Commercial Street, Wood Street, Humboldt Street, and School Street, excluding on-street supply on Humboldt Street and School Street). This corresponds about a 13 percent reduction in public parking supply. Of these, approximately five spaces will be removed along Main Street, and approximately 15 spaces within

the Downtown network (primarily concentrated around Commercial Street and Van Lane. This reduction in parking may be mitigated through enhanced wayfinding signage to off-street lots and enforcement of existing two hour parking limits along Main Street and Commercial Street.

Valley Street Intersection & Post Office

The intersection of Main Street and Valley Street experienced the highest number of injury collisions (eight) between 2005 and 2014, including four vehicle collisions, two vehicle-pedestrian collisions, and two vehicle-bicycle collisions. Key observations at the intersection include:

Inset 13: Pedestrian crossing Main Street at Valley Street

- The limited size of the Post Office parking lot and the short distance between its driveway and the Main Street/East Valley Street intersection result in conflicts, queueing, and blockages of East Valley Street.
- A portion of vehicle, pedestrian, and bicycle activity along East Valley Street is associated with the post office; however, East Valley Street also provides one of three continuous east-west connections between Main Street and eastern Willits and is designated as a Class III bicycle route.
- During peak traffic periods, about 80 vehicles were observed traveling westbound on East Valley Street approaching Main Street, which carries about 1,500 vehicles per hour under Pre-Bypass conditions. Infrequent gaps along Main Street presently result in vehicle queueing along East Valley Street.
- Sight distance is limited on East Valley Street for vehicles and bicyclists approaching the intersection .
- A single marked uncontrolled crosswalk is provided between the two approaches of Valley Street, where pedestrians are exposed to numerous conflicts without a median refuge, signage, or signal protection.
- Midblock pedestrian crossings were observed north of the intersection, expected to be due to the relatively long distances between crosswalks and challenging conditions at the Valley Street crosswalk.

Previous studies, such as the Downtown Specific Plan, recommended prohibiting left turns from West Valley Street onto Main Street and constructing a raised median with provisions for northbound left turns onto West Valley Street. Given the low peak-hour eastbound through and left turn volumes along West Valley Street (16 vehicles), the proposed intersection design changes remain reasonable. Additionally, by providing an enhanced crosswalk with a median refuge island for pedestrians and bicyclists and traffic calming along Main Street, these improvements will facilitate a more walkable and bikeable intersection.

Should conflicts persist after changes to the intersection's geometry, the introduction of traffic controls may be evaluated. In order to test the possible need for a signal, peak hour warrants were assessed per CA-MUTCD Section 4C.04, Warrant 3B (Signal Warrants are provided in **Appendix D**). Under pre-Bypass conditions, existing westbound approach volumes on East Valley Street (81 vehicles during the peak hour) exceed the minimum threshold for a traffic signal (75 vehicles during the peak hour). Under post-Bypass conditions, the intersection may still warrant a signal provided that Main Street volumes decrease by 20-25 percent and East Valley Street volumes remain constant; if Main Street volumes decrease by greater than 30 percent, or if East Valley Street volumes decrease by seven percent, the intersection would no longer meet the signal warrant. While a peak hour signal warrant is intended for use under unusual land use cases generating large volumes of peak hour trips, the Eight-Hour and Four-Hour Volume warrants (Warrants 1 and 2 in the 2014 MUTCD) can also be used for conditions where the volume of the intersecting traffic is the primary reason for considering a traffic signal, and an engineering study is required for all warrants. If a traffic signal is pursued, further monitoring and engineering study of the post-Bypass intersection conditions is recommended to confirm its need.

All-way stop control presents another potential solution for traffic control at the intersection. The existing intersection conditions do not meet the thresholds defined by CA-MUTCD Section 2B.07 (an average of 200 vehicles, pedestrians, and bicyclists entering the intersection per hour over an eight hour period for Valley Street), but all-way stop control may be pursued based on an engineering study during post-bypass conditions.

Changes to the intersection geometry and traffic control will not address underlying issues associated with the constrained capacity of the Post Office parking lot. Use of existing on-street parking may present the best alternative as limited options exist to modify the design of the parking lot. Access restrictions along East Valley Street could be used as a way to develop an expanded parking lot on City right-of-way, however this would pose challenges as relatively high traffic

volumes (about 170 vehicles entering and exiting the intersection during the PM peak hour in addition to those throughout the day) would be rerouted to the California Street intersection (which has limited sight lines) and nearby Downtown intersections.

Changes to the geometry of Main Street along this segment will result in a reduction of eight on-street parking spaces (from 24 to 16) between Wood Street and Valley Street. This reduction in parking may be mitigated through enhanced wayfinding signage to off-street public lots and higher utilization of the approximately 80 off-street spaces accessible from Main Street for customers of local businesses along this segment.

California Street to Oak Street

Between California Street and Oak Street, on-street parking occupancy along Main Street is low due to ample off-street and side street parking; consequently, the perception of wider lanes encourages vehicle speeds in excess of the posted speed limit of 25 MPH. Along this segment, Main Street narrows and follows an "S" curve, resulting in limited sight lines of the Monroe Street intersection/Mariposa Market driveway and unmarked crosswalks. For northbound traffic, the existing condition would meet AASHTO required stopping sight distances for the posted 25 MPH speed limit with the relocation of on-street parking; however, for travel speeds of 30 MPH obserfved by some vehicles, the curvature in the road limits adequate sight distances either for vehicles making a right turn at Monroe St or of pedestrians at the unmarked crosswalk. For southbound traffic, adequate visibility of the unmarked crosswalk is limited due to the location and size of the Pepperwood Motel sign. This condition also limits the sight distance looking north for vehicles making right turns out of the Mariposa parking lot.

Traffic calming measures would help improve adequate sight lines associated with vehicles turning from side streets and driveways and pedestrians crossing at unmarked crosswalks. The continuation of buffered bike lanes and installation of medians in select locations would support traffic calming along this segment in order to maintain travel speeds consistent with the posted speed limit of 25 MPH. Medians may also serve as refuges for pedestrians crossing in unmarked crosswalks. The relocation of the Pepperwood Motel sign would enhance sight lines and reduce potential for conflicts at the Mariposa Market driveway.

These changes would result in the elimination of about 28 parking spaces along Main Street between California Street and Oak Street. However, of these 28 spaces, only three to four spaces were observed to be occupied during several site visits between 8:00 AM and 6:00 PM between

April 18th and 22nd, 2016. Many of these spaces are narrow and present potential sight distance concerns given the roadway geometry. Existing off-street and side-street parking supply in this area would accommodate the loss of on-street capacity.

Fort Bragg Road (State Route 20) Intersection

The Main Street/Fort Bragg Road (State Route 20) intersection and adjacent area serves as the most congested and constrained location in Willits. The intersection presently experiences long northbound vehicle queues extending to the Northwest Pacific Railway Crossing, and serves as a barrier to pedestrians and bicyclists due to long crossing distances and lack of bicycle facilities. The density of driveways associated with adjacent streets and land uses exacerbate these conflicts.

South of the Main Street/Fort Bragg Road intersection, conflicts frequently occur in the Northwest Pacific Railway Crossing area between the Willits Arch and the Walnut Street intersection, including the area around the southern Safeway driveway. Main Street includes four lanes of traffic and no center left turn lane or marked crosswalks in this area. Three primary sources of conflicts occur:

- Conflicts between vehicles occur entering the Safway lot via southbound Main Street and exiting the Safeway lot onto southbound Main Street as no left turn pockets or traffic controls are present and infrequent gaps in traffic flow occur along Main Street.
- Conflicts between vehicles and pedestrians (mostly students from Baechtel Grove Middle School) occur as pedestrians cross diagonally midblock into the Safeway parking lot and are exposed to multiple-threat conflicts (i.e., when pedestrians cross the two southbound lanes) and turning conflicts.
- Conflicts between vehicles and pedestrians occur as pedestrians cross Main Street at the Walnut Street intersection for access to and egress from the northbound Mendocino Transit stop.

The City of Willits Safe Routes to Schools Plan calls for a midblock crosswalk near the Willits Arch to accommodate pedestrian travel through the desire line. However, crosswalk placement is complicated by the close proximity of the Northwest Pacific Railway Crossing and the Safeway driveway. In particular, northbound queueing represents a key challenge as it may interfere with the at-grade railway crossing and would necessitate coordination with the California Public Utilities Commission (CPUC).

Further study of improvements is needed for this area under post-Bypass conditions and with consideration of future land use changes in the area. A preliminary assessment of existing and

future conditions suggests the following improvements merit consideration based on a future evaluation of post-Bypass traffic volumes:

- Continuation of a road diet along Main Street providing one northbound lane, one southbound lane, a center left turn lane (including a 400 foot northbound left turn lane from Main Street onto Fort Bragg Road, and a southbound left turn pocket into the southern Safeway Driveway), and bike lanes
- A reduction of pedestrian crossing distances at the Main Street/Fort Bragg Road intersection via a reduction in curb radii and/or the introduction of slow-speed channelized right turn islands
- A mid-block crosswalk at the southern Safeway Driveway, including a median refuge and RRFB or Pedestrian Hybrid Beacon (PHB), or a traffic signal to facilitate access to both the Safeway complex and the Remco site, and/or a crossing along the southern leg of Walnut Street to provide access to the Mendocino Transit bus stop
- A median refuge and channelized right turn for eastbound traffic on Walnut Street, or a median prohibiting left turns in and out of Walnut Street
- Consolidation of driveway access and restrictions of left turns

Main Street Road Diet (Caltrans Segment)

Main Street south of Fort Bragg Road may present an opportunity for a road diet to provide traffic calming and reduce conflicts for all modes. Under post-Bypass conditions, it is anticipated that traffic volumes on Main Street could be accomodated within three lanes without substantially degrading traffic operations, which provides an opportunity to add protected or buffered bike lanes, and possibly on-street parking in some locations.

Road diets are typically most successful on streets that carry up to 18,000 to 22,000 vehicles per day. While the existing pre-Bypass volumes on Main Street (23,500 vehicles per day) exceeds this typical threshold, anticipated post-Bypass volumes (15,300-18,300 vehicles per day) are below this threshold. The projected peak directional volumes (about 700 vehicles per hour) would not exceed the typical directional capacity of a single through lane (about 900 vehicles per hour.

Road diets can offer benefits to all roadway users. With a center left turn lane, drivers benefit as left-turning vehicles pull out of the through-travel lane to make turns, which reduces the need to either wait behind a turning vehicle or make a lane change. Pedestrians benefit as it reduces the number of travel lanes that must be crossed and the risk of multiple-threat crashes, and bicyclists

benefit as dedicated roadway space is provided for them. Road diets also moderate travel speeds through a corridor, as speeds are governed by the lead vehicle, which not only improves the bicycle and pedestrian experience, but in combination with the reduction in vehicle interactions reduces crash frequency and severity. A road diet would accommodate improvements to bicycle and pedestrian circulation as identified in the City of Willits Bicycle and Pedestrian Specific Plan (2009), which calls for Class II bicycle lanes along Main Street, and the City of Willits Safe Routes to Schools Plan (2010) which identifies several traffic calming improvements along Main Street.

Varying sources of data show a wide range of potential accident rate reductions as a result of road diets; a study undertaken by the Federal Highway Administration (Publication number FHWA-HRT-10-053, June 2010)[1] documents a 19 percent crash reduction factor for a suburban corridor, and up to a 47 percent reduction for road diets in a rural setting.

Further monitoring and evaluation under post-Bypass conditions is necessary to determine if a road diet is feasible and any special design considerations to limit intersection delays and vehicle queues. A road diet and associated improvements may be implemented in coordination with street repaving, sidewalk widening, landscaping, and/or the installation of medians.

Baechtel Road (North) Intersection

Improvements at the Main Street/Baechtel Road (North) intersection are closely tied to the Brown's Corner Roundabout, which may influence volumes and approach speeds at this location. Under existing conditions, left turns are challenging as westbound traffic along Baechtel Road experiences limited sight distance facing north with infrequent gaps in northbound traffic to cross Main Street. The nearest crosswalk across Main Street is located 600 feet from the intersection in either direction, which poses challenges for students at Willits Charter School, as noted by the City of Willits Safe Routes to Schools Plan (2009). The City of Willits Circulation and Parking Improvement Plan (2003) recommends consideration of a traffic signal at the Main Street/Baechtel Road (North) intersection; however, should a roundabout be installed at Brown's Corner and resulting speeds be reduced, changes to the intersection geometry may suffice to manage intersection operations.

In order to test the possible need for a signal, peak hour warrants were conducted per CA-MUTCD Section 4C.04 Warrant 3B (Signal Warrants are provided in **Appendix D**). Under pre-Bypass conditions, existing westbound approach volumes on Baechtel Road (140 vehicles during the AM

[1] Document can be accessed here: http://www.fhwa.dot.gov/publications/research/safety/10053/index.cfm

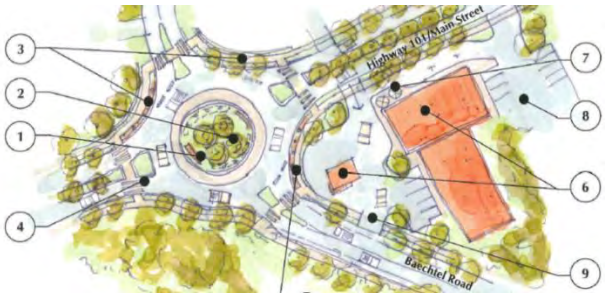
peak hour) exceed the minimum threshold for a traffic signal (75 vehicles during the peak hour). Under post-Bypass conditions, the intersection may still warrant a signal. While a peak hour signal warrant is intended for use under unusual land use cases generating large volumes of peak hour trips, the Eight-Hour and Four-Hour Volume warrants (Warrants 1 and 3 in the 2014 MUTCD) can also be used for conditions where the volume of the intersecting traffic is the primary reason for considering a traffic signal, and an engineering study is required for all warrants.

Alternatively, conflicts at the intersection may be resolved through the implementation of a road diet and installation of a median to prohibit westbound left turns if a roundabout at Brown's Corner is implemented and resulting speeds are reduced through this area. This configuration would reroute left turning traffic to the Brown's Corner roundabout, while maintaining southbound left turns from Main Street onto Baechtel Road. A crosswalk including an RRFB and median refuge may be provided at the southern leg of the intersection to facilitate pedestrian crossings.

Brown's Corner Roundabout

The intersection of Main Street and Baechtel Road (South) at Brown's Corner presents an opportunity to install a roundabout in order to resolve existing challenges associated with sight distance, queueing, side street stop delay, and vehicle speeds. The Baechtel Road-Railroad Avenue Corridor Community Design Study (2003, **Inset 14**) proposed a roundabout at Brown's Corner to provide traffic calming and a gateway into Willits while supporting improved circulation to southeast Willits, which has experienced recent growth, including the Frank R. Howard Memorial Hospital. Additional growth in southeast Willits will further the need for a roundabout as increased traffic volumes will exacerbate existing queueing and delay while increasing volumes at turning movements with constrained sight distances (southbound left turns and westbound right and left turns).

A roundabout is generally feasible at Brown's Corner; however, further engineering study is needed to clarify additional right-of-way needs, if any. A roundabout should be pursued in tandem with extensions of sidewalks and bike lanes along Main Street and Baechtel Road to facilitate walking and biking in addition to vehicle circulation.



Inset 14: Rendering of Roundabout at Brown's Corner. Source: Baechtel Road-Railroad Avenue Corridor Community Design Study (2003)

APPENDIX A: REVIEW OF PREVIOUS STUDIES

OVERVIEW

This study reviewed the following previous studies:

- City of Willits Downtown Specific Plan Ciruclation Study, 2000 (DSPCS)
- City of Willits Circulation and Parking Improvement Study, 2003 (CPIS)
- Baechtel Road-Railroad Avenue Corridor Community Design Study, 2004 (BRCCDS)
- City of Willits Bicycle and Pedestrian Specific Plan, 2009 (BPSP)
- City of Willits Safe Routes to Schools Plan, 2010 (SRTSP)
- City of Willits Traffic Safety Evaluation, 2010 (TSE)

A summary of key issues is provided below.

SUMMARY OF PREVIOUS PLANS – CORRIDOR-WIDE	
Topic	**Notes from Previous Plans**
Fragmented Street Network	The SRTSP, CPIS, and DSPCS illustrate how the City of Willits' fragmented street network funnels vehicle, bicycle, and pedestrian circulation along Main Street, both for north-south and east-west travel. The geometry of the City's street grid reinforces Main Street's importance for all modes and amplifies challenges posed by high vehicle speeds and uncontrolled crossings.
Bicycle Circulation	The BPSP, SRTSP, and CPIS note that Main Street serves as the only continuous north-south bicycle route connecting northern and southern Willits and presents an opportunity for enhancing access to schools and Downtown. The BSP recommends Class II bike lanes along the entirety of Main Street, Class II bike lanes along Commercial Street, and a Class III bicycle route along Valley Street.
ADA Accessibility	The BPSP notes that ADA-accessiblility is challenging along Main Street and within Downtown Willits due to the presence of sidewalk gaps, a lack of accessible curb cuts, frequent unprotected crossings, and numerous driveways.

SUMMARY OF PREVIOUS PLANS – CORRIDOR-WIDE	
Bicycle Tourism	The BPSP notes that bicycling may serve as an attraction for tourism.

MAIN STREET (RELINQUISHMENT)

SUMMARY OF PREVIOUS PLANS – RELINQUISHMENT SEGMENT	
Topic	**Notes from Previous Plans**
Main Street/Commercial Street Intersection	The TSE notes frequent conflicts between vehicles and pedestrians at the Main Street/Commercial Street. It recommends consideration of a leading pedestrian interval to reduce conflicts.
Main Street/Valley Street Intersection	The DSPCS notes frequent conflicts occur at the Main Street/Valley Street Intersection. Frequent vehicle, bicycle, and pedestrian activity occurs at the intersection associated with the post office. Key issues include sight lines, turning conflicts, and crosswalk placement. Frequent midblock crossings occur between Wood Street and Valley Street as well, where crosswalks are not present. Recommendations include signalization of the Main Street/East Valley Street intersection, prohibition of left turns from West Valley Street onto Main Street and construction of a raised median on main Street between East Valley Street and West Valley Street with provisions for left turns onto West Valley Street.

SUMMARY OF PREVIOUS PLANS – RELINQUISHMENT SEGMENT	
School Access	The BPSP and SRTSP highlight the importance of Main Street for access to Willits High School and Sanhedrin High School. These plans note that Main Street lacks continuous sidewalks and youth-accessible bicycle accommodations. Students frequently bike along Main Street facing oncoming traffic to avoid traffic approaching from behind them and the need to cross the street. Additionally, school zone signs for Willits High School do not extend to Sanhedrin High School. Main Street also poses challenges for students traveling east-west to Brookside Elementary and Community Day School. Recommendations include closing gaps in missing sidewalks (including between Bittenbender Lane and State Street), relocating school zone signs to serve both Willits High School and Sanhedrin High School, restriping the crosswalk at State Street with yellow paint, and retiming the Main Street/Sherwood Road traffic signal to accommodate a longer pedestrian phase and possibly a leading pedestrian interval.

DOWNTOWN STREETS AND ALLEYS

SUMMARY OF PREVIOUS PLANS – DOWNTOWN STREETS AND ALLEYS	
Topic	**Notes from Previous Plans**
Alley Circulation	The DSPCS notes that Van Lane and Muir Lane have high potential for pedestrian improvements. These alleys primarily serve deliveries. It recommends pedestrian improvements including a high-friction textured pavement, access restrictions for local traffic only, and bollards along Main Street. It also recommends an extension of Van Lane to create a continuous alleyway to the Skunk Train Depot. However, the Main Street Music & Video parking lot is noted as a challenge for local business access.

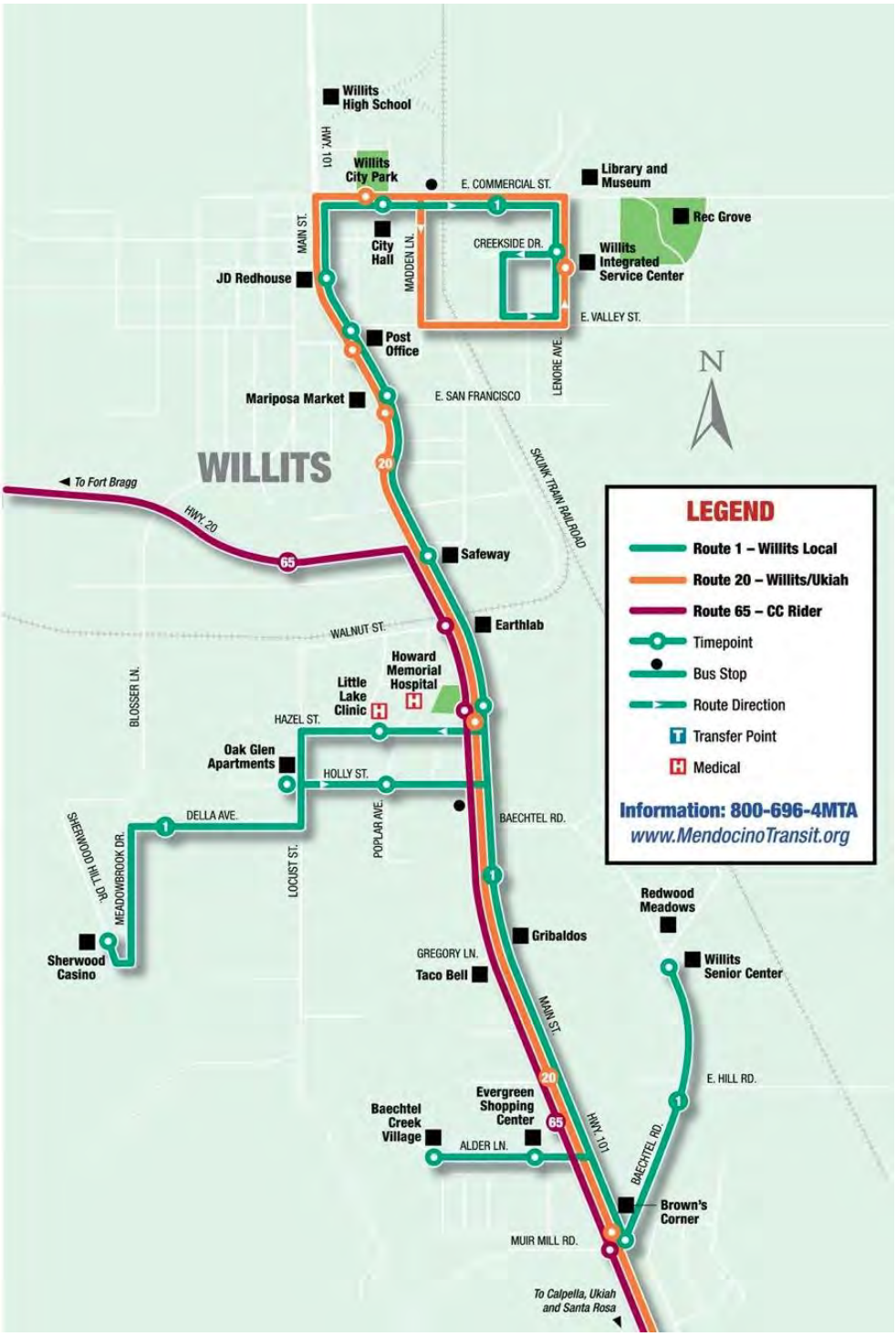
SUMMARY OF PREVIOUS PLANS – DOWNTOWN STREETS AND ALLEYS	
Post Office Circulation	The DSPCS notes that limited parking supply and constrained parking lot design at the Willits Post Office causes parking and circulation challenges along East Valley Street. Queueing on East Valley Street and spillover parking at neighboring lots frequently occurs.
School Access	The SRTSP notes that Commercial Street serves as a key corridor for bicycle and pedestrian access to schools including Willits High School, Sanhedrin High School, Brookside Elementary School, and Community Day School.

MAIN STREET (CALTRANS)

SUMMARY OF PREVIOUS PLANS – CALTRANS SEGMENT	
Topic	**Notes from Previous Plans**
Bicycle/Pedestrian Circulation and School Access	The BPSP and SRTSP note that Main Street provides challenges for people walking and bicycling due to high vehicle speeds, few pedestrian crossings, and lack of bicycle facilities. Baechtel Grove Middle School and Willits Charter School provide high volumes of students walking along Main Street, particularly at the Holly Street and Baechtel Road (North) intersections. Recommendations include Class II bicycle lanes, new crosswalks at Baechtel Road (North), Manor Way, and Walnut Street, and closure of sidewalk gaps on main Street near Manor Way.
Northwest Pacific Railroad Crossing	The SRTSP notes that middle school students frequently cross around the Northwest Pacific Railroad Crossing, southern Safeway Driveway, and Main Street/Walnut Street intersection in order to travel to Safeway and northern Willits. Sight distances are constrained at this location.
Main Street/Baechtel Road (North) Intersection	The TSE notes that sight distances are constrained for the Baechtel Road approach. Vehicles often creep forward into the crosswalk as a result. It recommends monitoring the intersection operations to consider a raised median or signalization.

SUMMARY OF PREVIOUS PLANS – CALTRANS SEGMENT	
Main Street/Baechtel Road (South) Intersection	The BRCCDS recommends a gateway roundabout at Brown's Corner to provide traffic calming and improve pedestrian crossings. As an interim measure, the study recommends crosswalks with median refuge islands at the Manor Way, Baechtel Road (North), and Baechtel Road (South) intersections.

APPENDIX B: EXISTING TRANSIT SERVICE



APPENDIX C: TRAFFIC COUNTS

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: Sherwood AM
Site Code:
Start Date: 03/05/2015

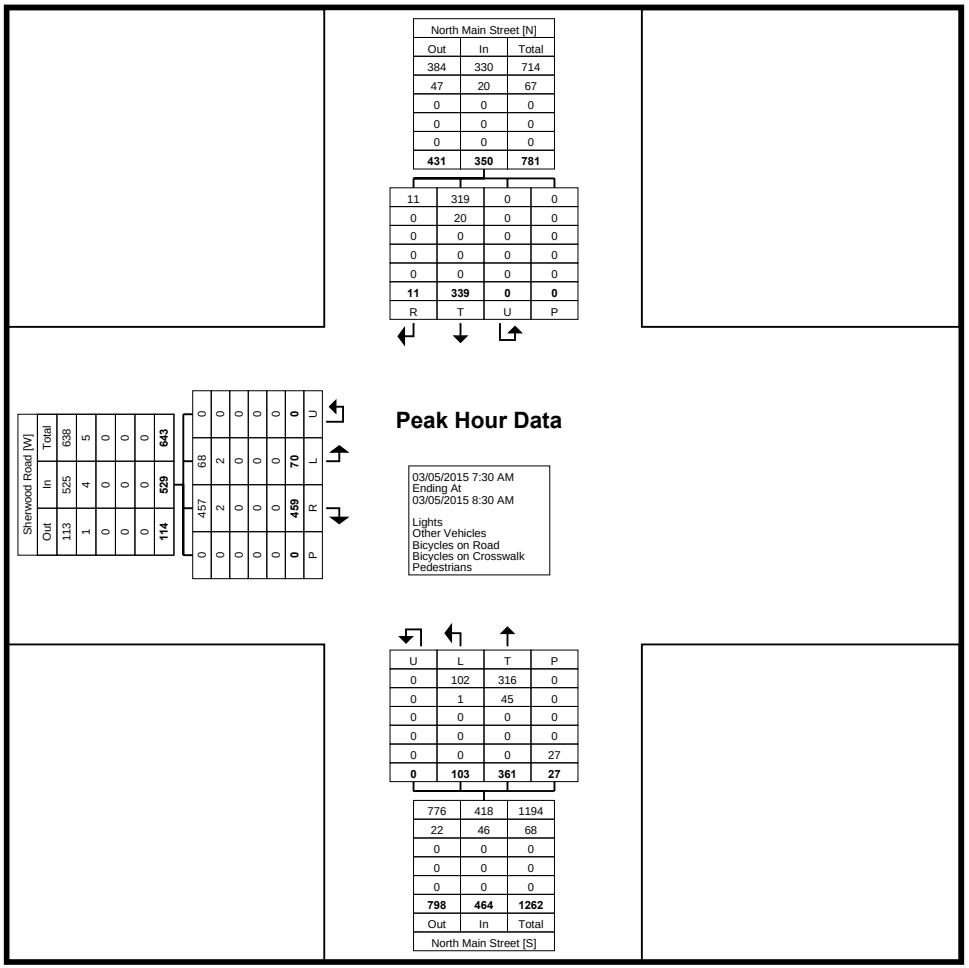
Turning Movement Peak Hour Data (7:30 AM)

Start Time	North Main Street Southbound					North Main Street Northbound					Sherwood Road Eastbound						
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	1	68	0	0	69	69	10	0	11	79	124	16	16	0	0	156	304
7:45 AM	4	127	0	0	131	146	17	0	10	163	109	2	40	0	0	151	445
8:00 AM	5	88	0	0	93	78	30	0	5	108	86	30	8	0	0	124	325
8:15 AM	1	56	0	0	57	68	46	0	1	114	72	20	6	0	0	98	269
Total	11	339	0	0	350	361	103	0	27	464	391	68	70	0	0	529	1343
Approach %	3.1	96.9	0.0	-	-	77.8	22.2	0.0	-	-	73.9	12.9	13.2	0.0	-	-	-
Total %	0.8	25.2	0.0	-	26.1	26.9	7.7	0.0	-	34.5	29.1	5.1	5.2	0.0	-	39.4	-
PHF	0.550	0.667	0.000	-	0.668	0.618	0.560	0.000	-	0.712	0.788	0.567	0.438	0.000	-	0.848	0.754
Lights	11	319	0	-	330	316	102	0	-	418	389	68	68	0	-	525	1273
% Lights	100.0	94.1	-	-	94.3	87.5	99.0	-	-	90.1	99.5	100.0	97.1	-	-	99.2	94.8
Other Vehicles	0	20	0	-	20	45	1	0	-	46	2	0	2	0	-	4	70
% Other Vehicles	0.0	5.9	-	-	5.7	12.5	1.0	-	-	9.9	0.5	0.0	2.9	-	-	0.8	5.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	27	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: Sherwood AM
Site Code:
Start Date: 03/05/2015



Turning Movement Peak Hour Data Plot (7:30 AM)

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: Sherwood PM
Site Code:
Start Date: 03/05/2015

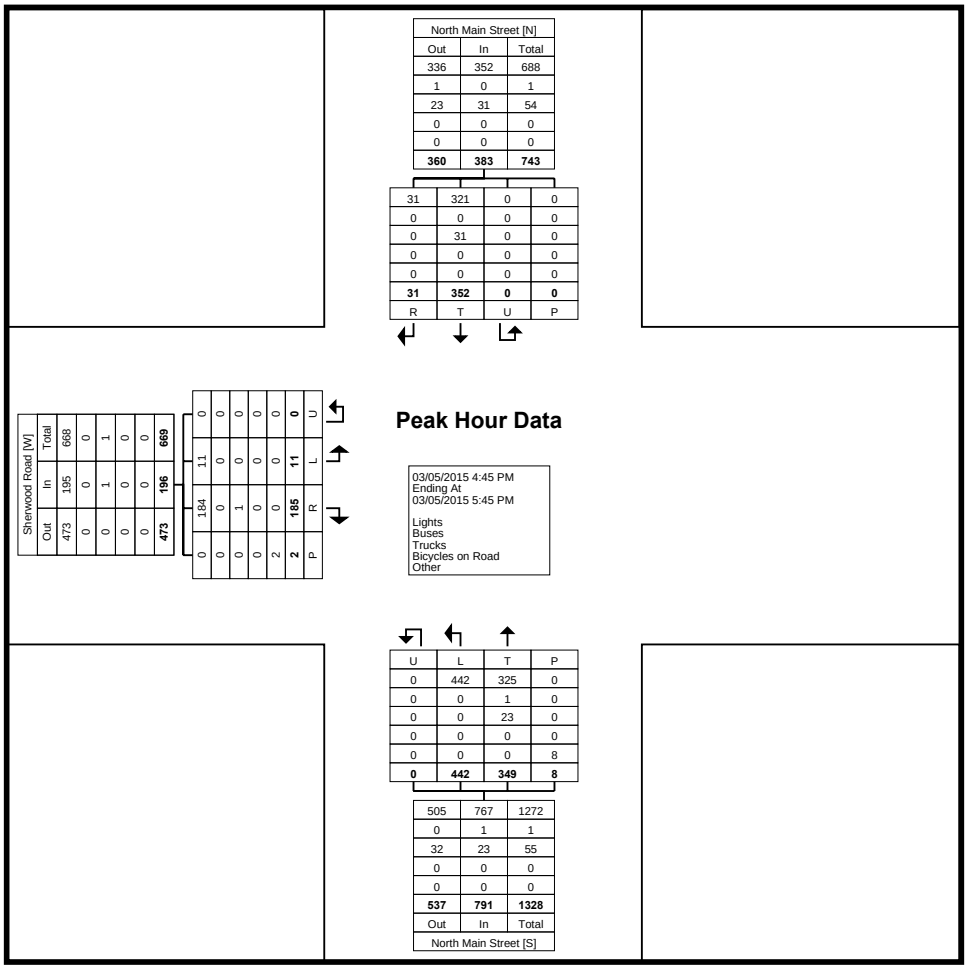
Turning Movement Peak Hour Data (4:45 PM)

Start Time	North Main Street Southbound						North Main Street Northbound					Sherwood Road Eastbound						
	Right	Right on Red	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Left	U-Turn	Peds	App. Total	Int. Total
4:45 PM	4	1	79	0	0	84	97	112	0	2	209	33	12	0	0	2	45	338
5:00 PM	9	0	108	0	0	117	78	106	0	4	184	7	39	4	0	0	50	351
5:15 PM	8	1	80	0	0	89	81	112	0	0	193	1	55	2	0	0	58	340
5:30 PM	7	1	85	0	0	93	93	112	0	2	205	4	34	5	0	0	43	341
Total	28	3	352	0	0	383	349	442	0	8	791	45	140	11	0	2	196	1370
Approach %	7.3	0.8	91.9	0.0	-	-	44.1	55.9	0.0	-	-	23.0	71.4	5.6	0.0	-	-	-
Total %	2.0	0.2	25.7	0.0	-	28.0	25.5	32.3	0.0	-	57.7	3.3	10.2	0.8	0.0	-	14.3	-
PHF	0.778	0.750	0.815	0.000	-	0.818	0.899	0.987	0.000	-	0.946	0.341	0.636	0.550	0.000	-	0.845	0.976
Lights	28	3	321	0	-	352	325	442	0	-	767	45	139	11	0	-	195	1314
% Lights	100.0	100.0	91.2	-	-	91.9	93.1	100.0	-	-	97.0	100.0	99.3	100.0	-	-	99.5	95.9
Buses	0	0	0	0	-	0	1	0	0	-	1	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	-	0.0	0.3	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.1
Trucks	0	0	31	0	-	31	23	0	0	-	23	0	1	0	0	-	1	55
% Trucks	0.0	0.0	8.8	-	-	8.1	6.6	0.0	-	-	2.9	0.0	0.7	0.0	-	-	0.5	4.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	8	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: Sherwood PM
Site Code:
Start Date: 03/05/2015



Turning Movement Peak Hour Data Plot (4:45 PM)

TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF WILLITS

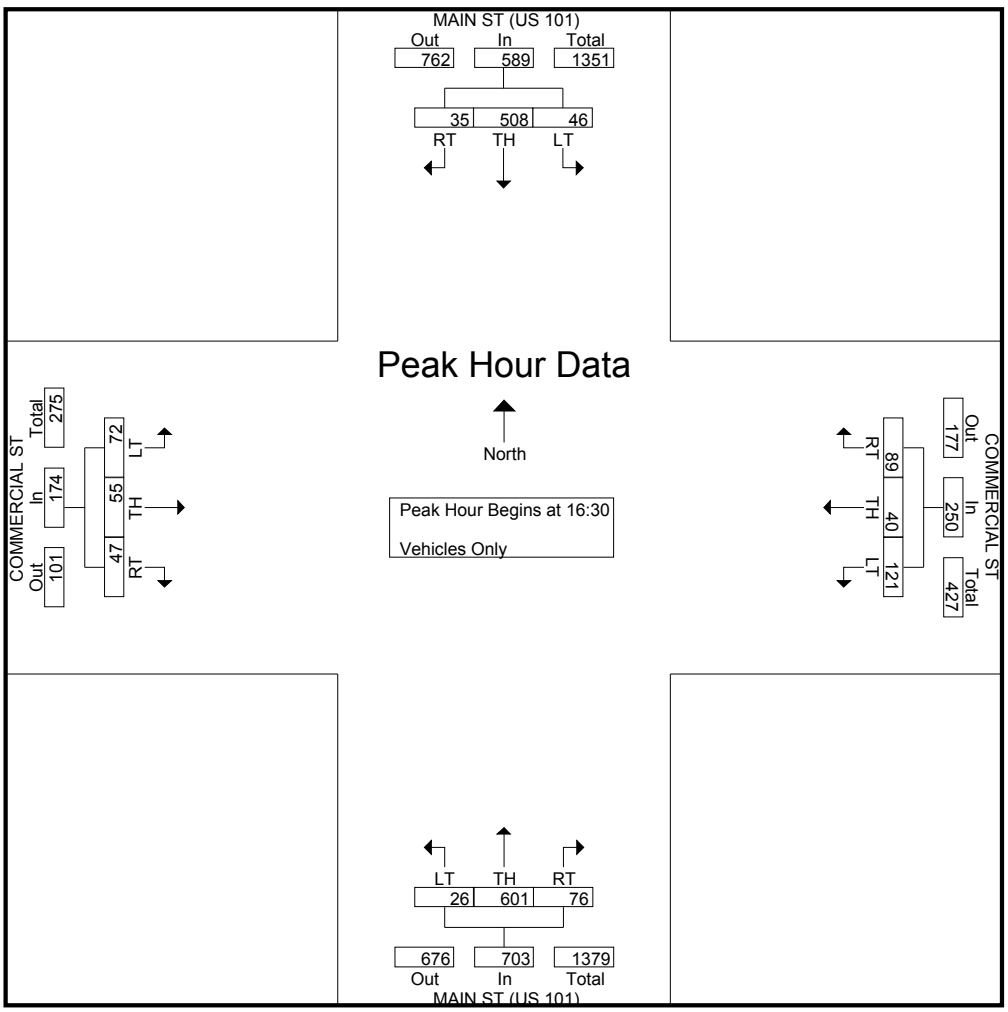
Latitude: 39.412419
Longitude: -123.354500

File Name : 101-commercial-p
Site Code : 1
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				COMMERCIAL ST Westbound				MAIN ST (US 101) Northbound				COMMERCIAL ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	5	136	7	148	12	14	34	60	19	128	4	151	3	13	25	41	400
16:15	5	107	10	122	20	9	31	60	15	144	9	168	7	9	27	43	393
16:30	6	129	8	143	26	11	35	72	9	154	4	167	9	15	15	39	421
16:45	6	138	14	158	18	9	27	54	23	138	8	169	8	14	19	41	422
Total	22	510	39	571	76	43	127	246	66	564	25	655	27	51	86	164	1636
17:00	11	118	14	143	32	9	28	69	21	158	3	182	18	9	17	44	438
17:15	12	123	10	145	13	11	31	55	23	151	11	185	12	17	21	50	435
17:30	7	118	13	138	22	9	29	60	16	164	8	188	5	6	16	27	413
17:45	8	88	11	107	24	10	37	71	11	153	9	173	12	13	16	41	392
Total	38	447	48	533	91	39	125	255	71	626	31	728	47	45	70	162	1678
Grand Total	60	957	87	1104	167	82	252	501	137	1190	56	1383	74	96	156	326	3314
Apprch %	5.4	86.7	7.9		33.3	16.4	50.3		9.9	86	4		22.7	29.4	47.9		
Total %	1.8	28.9	2.6	33.3	5	2.5	7.6	15.1	4.1	35.9	1.7	41.7	2.2	2.9	4.7	9.8	

	MAIN ST (US 101) Southbound				COMMERCIAL ST Westbound				MAIN ST (US 101) Northbound				COMMERCIAL ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	6	129	8	143	26	**11**	**35**	**72**	9	154	4	167	9	15	15	39	421
16:45	6	**138**	**14**	**158**	18	9	27	54	**23**	138	8	169	8	14	19	41	422
17:00	11	118	14	143	**32**	9	28	69	21	**158**	3	182	**18**	9	17	44	**438**
17:15	**12**	123	10	145	13	11	31	55	23	151	**11**	**185**	12	**17**	**21**	**50**	435
Total Volume	35	508	46	589	89	40	121	250	76	601	26	703	47	55	72	174	1716
% App. Total	5.9	86.2	7.8		35.6	16	48.4		10.8	85.5	3.7		27	31.6	41.4		
PHF	.729	.920	.821	.932	.695	.909	.864	.868	.826	.951	.591	.950	.653	.809	.857	.870	.979



TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF WILLITS

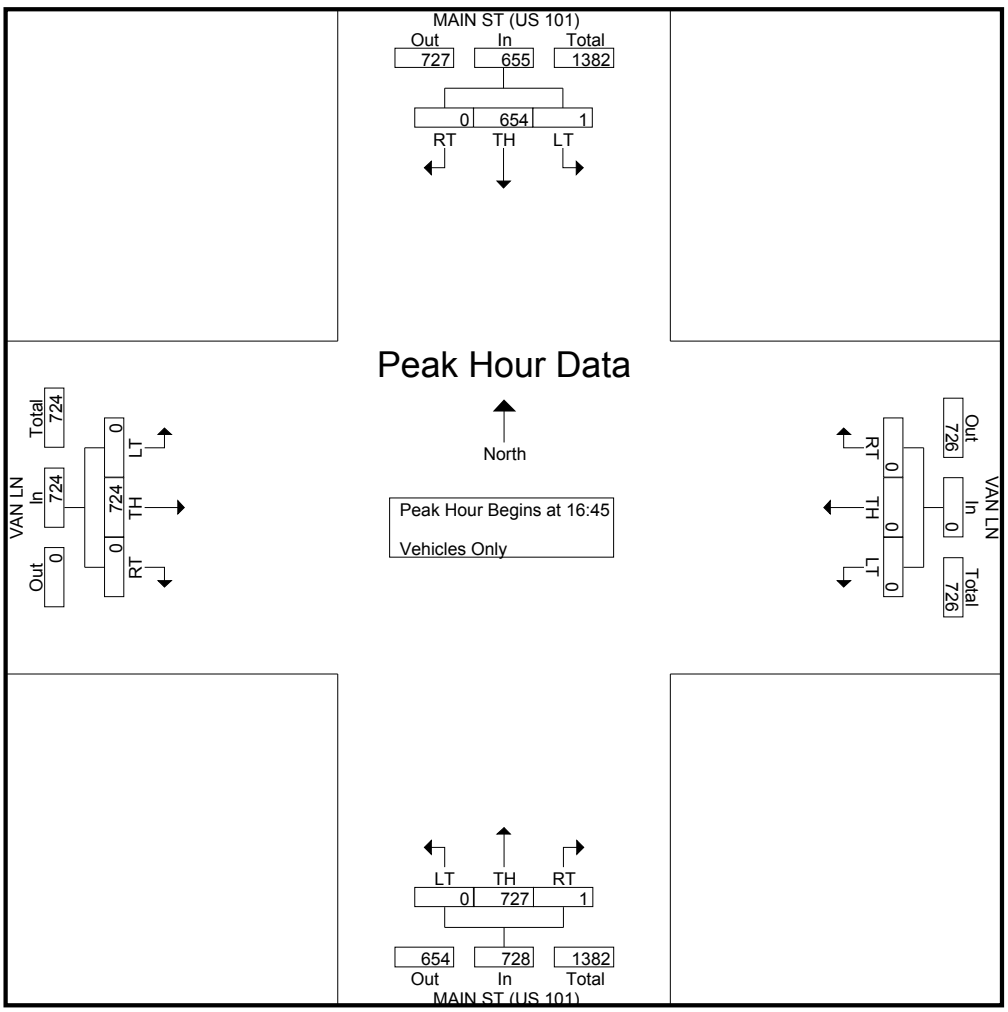
Latitude: 39.411900
Longitude: -123.354478

File Name : 101-van-p
Site Code : 2
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				VAN LN Westbound				MAIN ST (US 101) Northbound				VAN LN Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	1	175	1	177	0	0	0	0	0	153	1	154	0	155	0	155	486
16:15	0	156	1	157	0	0	0	0	0	166	0	166	0	168	0	168	491
16:30	0	161	0	161	0	0	0	0	1	168	0	169	0	167	0	167	497
16:45	0	175	0	175	0	0	0	0	0	169	0	169	0	167	0	167	511
Total	1	667	2	670	0	0	0	0	1	656	1	658	0	657	0	657	1985
17:00	0	169	0	169	0	0	0	0	0	185	0	185	0	187	0	187	541
17:15	0	163	1	164	0	0	0	0	1	182	0	183	0	180	0	180	527
17:30	0	147	0	147	0	0	0	0	0	191	0	191	0	190	0	190	528
17:45	0	139	0	139	0	0	0	0	1	165	0	166	0	167	0	167	472
Total	0	618	1	619	0	0	0	0	2	723	0	725	0	724	0	724	2068
Grand Total	1	1285	3	1289	0	0	0	0	3	1379	1	1383	0	1381	0	1381	4053
Apprch %	0.1	99.7	0.2		0	0	0		0.2	99.7	0.1		0	100	0		
Total %	0	31.7	0.1	31.8	0	0	0	0	0.1	34	0	34.1	0	34.1	0	34.1	

	MAIN ST (US 101) Southbound				VAN LN Westbound				MAIN ST (US 101) Northbound				VAN LN Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	**175**	0	**175**	0	0	0	0	0	169	0	169	0	167	0	167	511
17:00	0	169	0	169	0	0	0	0	0	185	0	185	0	187	0	187	**541**
17:15	0	163	**1**	164	0	0	0	0	**1**	182	0	183	0	180	0	180	527
17:30	0	147	0	147	0	0	0	0	0	**191**	0	**191**	0	**190**	0	**190**	528
Total Volume	0	654	1	655	0	0	0	0	1	727	0	728	0	724	0	724	2107
% App. Total	0	99.8	0.2		0	0	0		0.1	99.9	0		0	100	0		
PHF	.000	.934	.250	.936	.000	.000	.000	.000	.250	.952	.000	.953	.000	.953	.000	.953	.974



TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF WILLITS

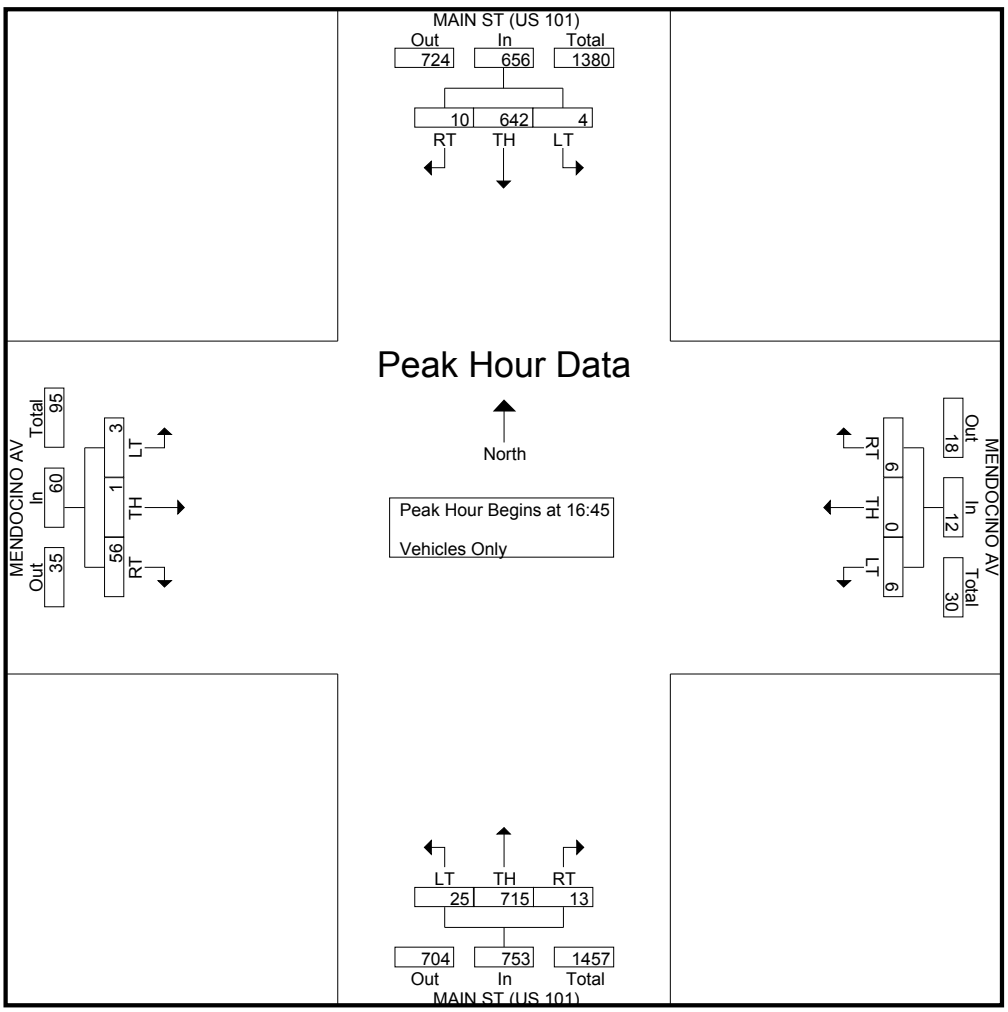
Latitude 39.41128
Longitude -123.35446

File Name : 101-mendocino-p
Site Code : 3
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				MENDOCINO AV Westbound				MAIN ST (US 101) Northbound				MENDOCINO AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	4	167	1	172	3	0	0	3	3	150	4	157	18	0	2	20	352
16:15	2	149	2	153	2	0	4	6	1	166	3	170	11	0	0	11	340
16:30	1	161	0	162	5	1	0	6	5	162	5	172	23	0	0	23	363
16:45	2	177	0	179	1	0	4	5	4	166	7	177	13	0	0	13	374
Total	9	654	3	666	11	1	8	20	13	644	19	676	65	0	2	67	1429
17:00	4	163	1	168	2	0	0	2	2	184	6	192	11	0	1	12	374
17:15	1	158	2	161	1	0	1	2	2	178	4	184	14	0	1	15	362
17:30	3	144	1	148	2	0	1	3	5	187	8	200	18	1	1	20	371
17:45	1	139	0	140	2	0	0	2	3	164	4	171	12	0	1	13	326
Total	9	604	4	617	7	0	2	9	12	713	22	747	55	1	4	60	1433
Grand Total	18	1258	7	1283	18	1	10	29	25	1357	41	1423	120	1	6	127	2862
Apprch %	1.4	98.1	0.5		62.1	3.4	34.5		1.8	95.4	2.9		94.5	0.8	4.7		
Total %	0.6	44	0.2	44.8	0.6	0	0.3	1	0.9	47.4	1.4	49.7	4.2	0	0.2	4.4	

	MAIN ST (US 101) Southbound				MENDOCINO AV Westbound				MAIN ST (US 101) Northbound				MENDOCINO AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	2	**177**	0	**179**	1	0	**4**	**5**	4	166	7	177	13	0	0	13	**374**
17:00	**4**	163	1	168	**2**	0	0	2	2	184	6	192	11	0	**1**	12	374
17:15	1	158	**2**	161	1	0	1	2	2	178	4	184	14	0	1	15	362
17:30	3	144	1	148	2	0	1	3	**5**	**187**	**8**	**200**	**18**	**1**	1	**20**	371
Total Volume	10	642	4	656	6	0	6	12	13	715	25	753	56	1	3	60	1481
% App. Total	1.5	97.9	0.6		50	0	50		1.7	95	3.3		93.3	1.7	5		
PHF	.625	.907	.500	.916	.750	.000	.375	.600	.650	.956	.781	.941	.778	.250	.750	.750	.990



TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF WILLITS

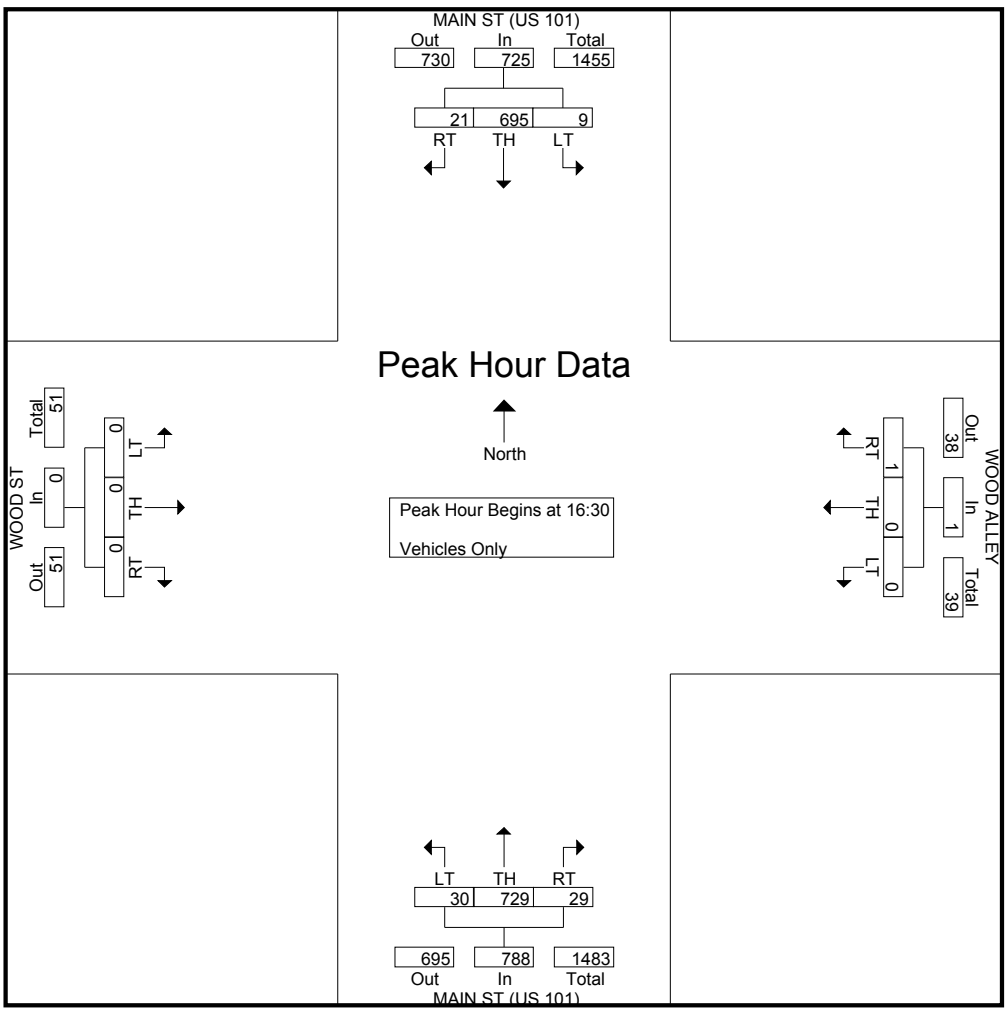
Latitude 39.410645
Longitude -123.354429

File Name : 101-wood-p
Site Code : 4
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				WOOD ALLEY Westbound				MAIN ST (US 101) Northbound				WOOD ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	1	181	3	185	0	0	0	0	6	161	8	175	0	0	0	0	360
16:15	5	155	2	162	0	0	0	0	3	167	7	177	0	0	0	0	339
16:30	4	182	3	189	0	0	0	0	8	177	10	195	0	0	0	0	384
16:45	7	184	3	194	0	0	0	0	8	173	8	189	0	0	0	0	383
Total	17	702	11	730	0	0	0	0	25	678	33	736	0	0	0	0	1466
17:00	6	165	1	172	0	0	0	0	8	195	6	209	0	0	0	0	381
17:15	4	164	2	170	1	0	0	1	5	184	6	195	0	0	0	0	366
17:30	5	166	0	171	1	0	0	1	4	191	7	202	0	0	0	0	374
17:45	2	148	3	153	0	0	0	0	4	168	10	182	0	0	0	0	335
Total	17	643	6	666	2	0	0	2	21	738	29	788	0	0	0	0	1456
Grand Total	34	1345	17	1396	2	0	0	2	46	1416	62	1524	0	0	0	0	2922
Apprch %	2.4	96.3	1.2		100	0	0		3	92.9	4.1		0	0	0		
Total %	1.2	46	0.6	47.8	0.1	0	0	0.1	1.6	48.5	2.1	52.2	0	0	0	0	

	MAIN ST (US 101) Southbound				WOOD ALLEY Westbound				MAIN ST (US 101) Northbound				WOOD ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	4	182	**3**	189	0	0	0	0	**8**	177	**10**	195	0	0	0	0	**384**
16:45	**7**	**184**	3	**194**	0	0	0	0	8	173	8	189	0	0	0	0	383
17:00	6	165	1	172	0	0	0	0	8	**195**	6	**209**	0	0	0	0	381
17:15	4	164	2	170	**1**	0	0	**1**	5	184	6	195	0	0	0	0	366
Total Volume	21	695	9	725	1	0	0	1	29	729	30	788	0	0	0	0	1514
% App. Total	2.9	95.9	1.2		100	0	0		3.7	92.5	3.8		0	0	0		
PHF	.750	.944	.750	.934	.250	.000	.000	.250	.906	.935	.750	.943	.000	.000	.000	.000	.986



TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF WILLITS

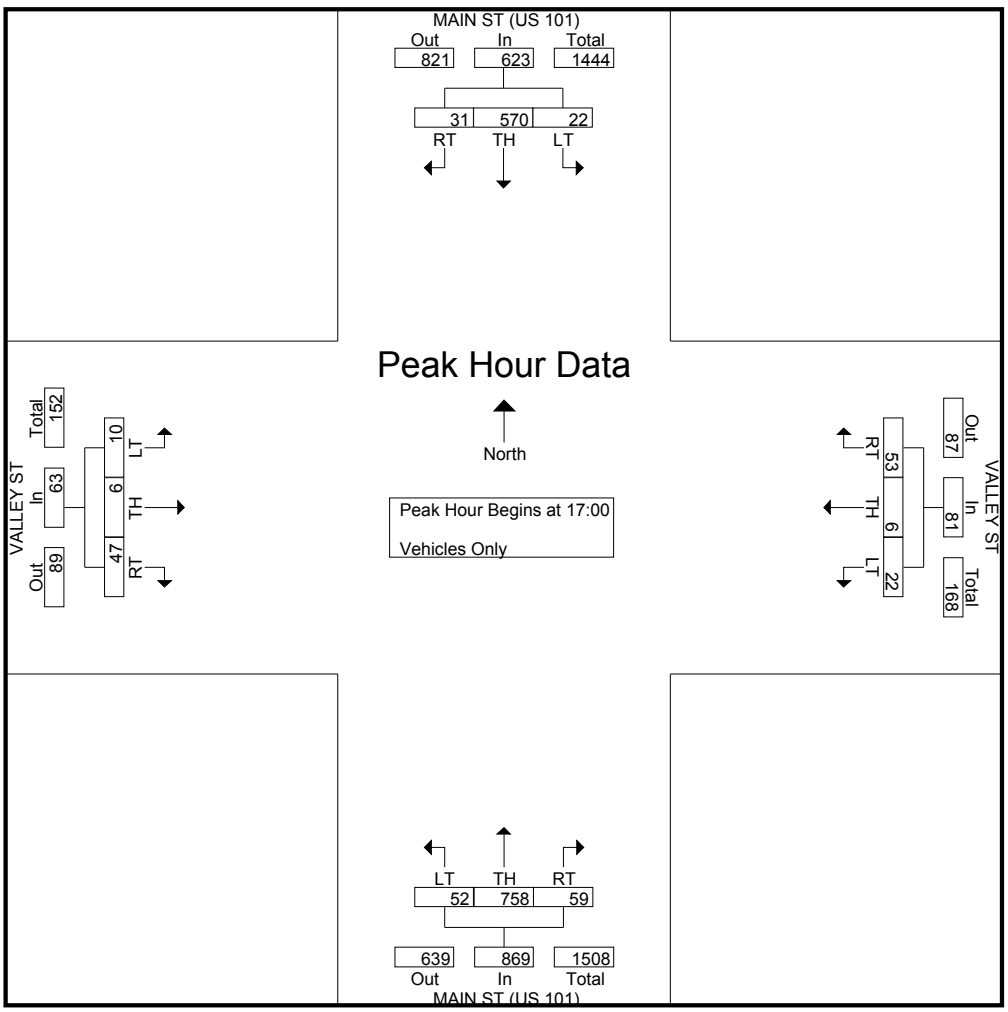
Latitude: 39.409198
Longitude: -123.353669

File Name : 101-valley-p
Site Code : 5
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				VALLEY ST Westbound				MAIN ST (US 101) Northbound				VALLEY ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	5	159	5	169	13	0	3	16	15	187	10	212	9	0	0	9	406
16:15	3	128	6	137	17	1	8	26	17	176	11	204	19	0	2	21	388
16:30	4	139	7	150	10	0	3	13	21	184	7	212	14	0	0	14	389
16:45	3	144	5	152	8	0	1	9	10	171	12	193	11	0	2	13	367
Total	15	570	23	608	48	1	15	64	63	718	40	821	53	0	4	57	1550
17:00	8	147	3	158	17	2	8	27	22	193	9	224	10	4	3	17	426
17:15	4	154	3	161	6	1	3	10	13	207	11	231	14	1	0	15	417
17:30	8	135	7	150	12	1	3	16	13	187	11	211	10	0	5	15	392
17:45	11	134	9	154	18	2	8	28	11	171	21	203	13	1	2	16	401
Total	31	570	22	623	53	6	22	81	59	758	52	869	47	6	10	63	1636
Grand Total	46	1140	45	1231	101	7	37	145	122	1476	92	1690	100	6	14	120	3186
Apprch %	3.7	92.6	3.7		69.7	4.8	25.5		7.2	87.3	5.4		83.3	5	11.7		
Total %	1.4	35.8	1.4	38.6	3.2	0.2	1.2	4.6	3.8	46.3	2.9	53	3.1	0.2	0.4	3.8	

	MAIN ST (US 101) Southbound				VALLEY ST Westbound				MAIN ST (US 101) Northbound				VALLEY ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	8	147	3	158	17	**2**	**8**	27	**22**	193	9	224	10	**4**	3	**17**	**426**
17:15	4	**154**	3	**161**	6	1	3	10	13	**207**	11	**231**	**14**	1	0	15	417
17:30	8	135	7	150	12	1	3	16	13	187	11	211	10	0	**5**	15	392
17:45	**11**	134	**9**	154	**18**	2	8	**28**	11	171	**21**	203	13	1	2	16	401
Total Volume	31	570	22	623	53	6	22	81	59	758	52	869	47	6	10	63	1636
% App. Total	5	91.5	3.5		65.4	7.4	27.2		6.8	87.2	6		74.6	9.5	15.9		
PHF	.705	.925	.611	.967	.736	.750	.688	.723	.670	.915	.619	.940	.839	.375	.500	.926	.960



TRAFFIC COUNTS PLUS
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CITY OF WILLITS

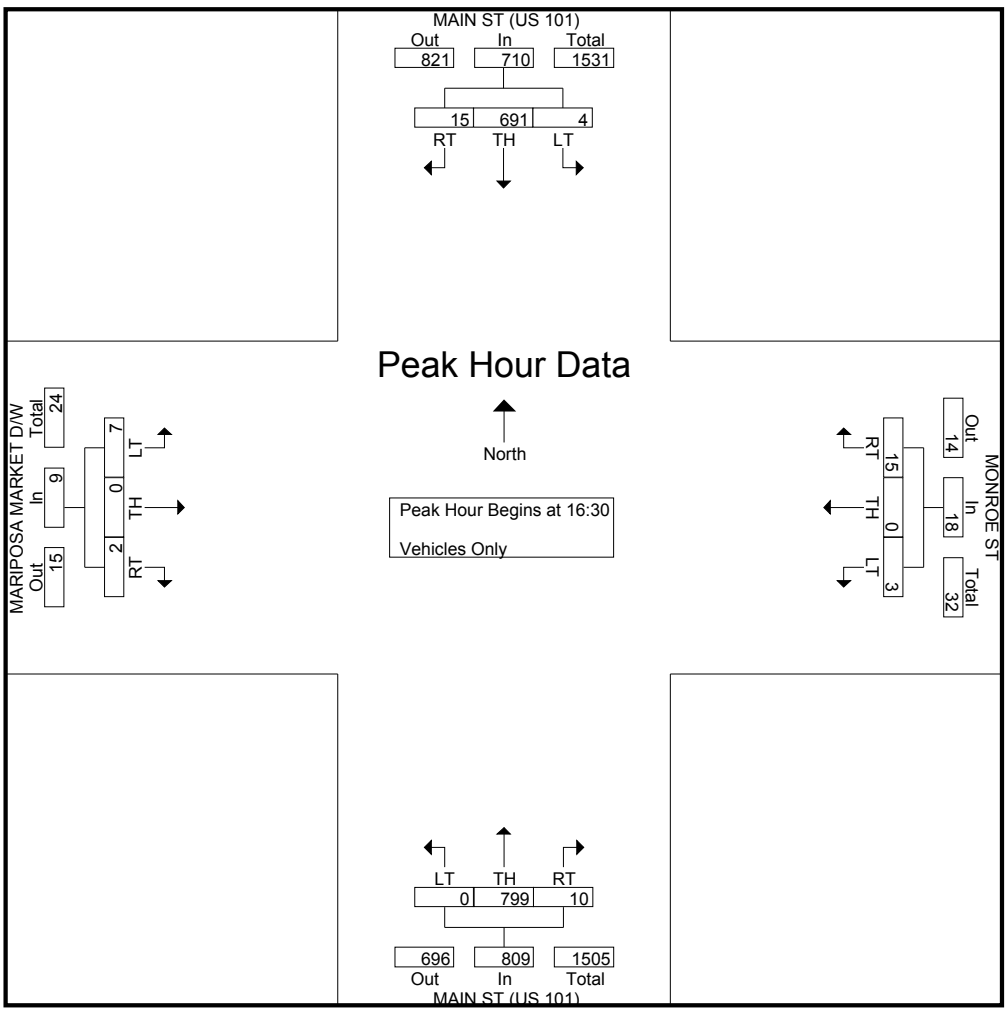
Latitude: 39.406586
Longitude: -123.352159

File Name : 101-monroe-p
Site Code : 6
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				MONROE ST Westbound				MAIN ST (US 101) Northbound				MARIPOSA MARKET D/W Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	4	164	0	168	3	0	0	3	3	199	0	202	1	0	3	4	377
16:15	6	150	0	156	3	0	0	3	5	191	0	196	0	0	1	1	356
16:30	2	195	2	199	2	0	1	3	7	186	0	193	0	0	0	0	395
16:45	9	172	0	181	5	0	0	5	0	195	0	195	1	0	1	2	383
Total	21	681	2	704	13	0	1	14	15	771	0	786	2	0	5	7	1511
17:00	2	170	1	173	5	0	1	6	2	218	0	220	0	0	5	5	404
17:15	2	154	1	157	3	0	1	4	1	200	0	201	1	0	1	2	364
17:30	2	143	0	145	4	0	0	4	2	210	0	212	0	0	0	0	361
17:45	7	140	2	149	2	1	0	3	2	179	1	182	0	0	1	1	335
Total	13	607	4	624	14	1	2	17	7	807	1	815	1	0	7	8	1464
Grand Total	34	1288	6	1328	27	1	3	31	22	1578	1	1601	3	0	12	15	2975
Apprch %	2.6	97	0.5		87.1	3.2	9.7		1.4	98.6	0.1		20	0	80		
Total %	1.1	43.3	0.2	44.6	0.9	0	0.1	1	0.7	53	0	53.8	0.1	0	0.4	0.5	

	MAIN ST (US 101) Southbound				MONROE ST Westbound				MAIN ST (US 101) Northbound				MARIPOSA MARKET D/W Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	2	**195**	**2**	**199**	2	0	**1**	3	**7**	186	0	193	0	0	0	0	395
16:45	**9**	172	0	181	**5**	0	0	5	0	195	0	195	**1**	0	1	2	383
17:00	2	170	1	173	5	0	1	**6**	2	**218**	0	**220**	0	0	**5**	**5**	**404**
17:15	2	154	1	157	3	0	1	4	1	200	0	201	1	0	1	2	364
Total Volume	15	691	4	710	15	0	3	18	10	799	0	809	2	0	7	9	1546
% App. Total	2.1	97.3	0.6		83.3	0	16.7		1.2	98.8	0		22.2	0	77.8		
PHF	.417	.886	.500	.892	.750	.000	.750	.750	.357	.916	.000	.919	.500	.000	.350	.450	.957



Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: SR 20 AM
Site Code:
Start Date: 03/05/2015

Turning Movement Peak Hour Data (7:45 AM)

Start Time	South Main Street Southbound							South Street Westbound							South Main Street Northbound							SR 20 Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:45 AM	2	1	148	19	0	0	170	16	8	7	22	0	0	53	27	8	146	14	0	0	195	3	2	14	43	0	1	62	480
8:00 AM	4	1	131	24	0	2	160	12	16	8	16	0	0	52	30	1	202	5	0	1	238	9	3	10	42	0	1	64	514
8:15 AM	7	1	150	19	0	0	177	13	13	4	19	0	2	49	18	2	180	11	0	0	211	10	5	9	49	0	0	73	510
8:30 AM	4	1	106	20	0	0	131	15	15	3	12	0	1	45	7	0	151	16	0	0	174	5	9	6	44	0	1	64	414
Total	17	4	535	82	0	2	638	56	52	22	69	0	3	199	82	11	679	46	0	1	818	27	19	39	178	0	3	263	1918
Approach %	2.7	0.6	83.9	12.9	0.0	-	-	28.1	26.1	11.1	34.7	0.0	-	-	10.0	1.3	83.0	5.6	0.0	-	-	10.3	7.2	14.8	67.7	0.0	-	-	-
Total %	0.9	0.2	27.9	4.3	0.0	-	33.3	2.9	2.7	1.1	3.6	0.0	-	10.4	4.3	0.6	35.4	2.4	0.0	-	42.6	1.4	1.0	2.0	9.3	0.0	-	13.7	-
PHF	0.607	1.000	0.892	0.854	0.000	-	0.901	0.875	0.813	0.688	0.784	0.000	-	0.939	0.683	0.344	0.840	0.719	0.000	-	0.859	0.675	0.528	0.696	0.908	0.000	-	0.901	0.933
Lights	16	4	486	73	0	-	579	55	50	22	68	0	-	195	80	11	658	45	0	-	794	27	19	36	176	0	-	258	1826
% Lights	94.1	100.0	90.8	89.0	-	-	90.8	98.2	96.2	100.0	98.6	-	-	98.0	97.6	100.0	96.9	97.8	-	-	97.1	100.0	100.0	92.3	98.9	-	-	98.1	95.2
Buses	0	0	4	0	0	-	4	0	1	0	0	0	-	1	0	0	5	0	0	-	5	0	0	0	0	0	-	0	10
% Buses	0.0	0.0	0.7	0.0	-	-	0.6	0.0	1.9	0.0	0.0	-	-	0.5	0.0	0.0	0.7	0.0	-	-	0.6	0.0	0.0	0.0	0.0	-	-	0.0	0.5
Trucks	1	0	45	8	0	-	54	1	1	0	1	0	-	3	2	0	14	1	0	-	17	0	0	3	2	0	-	5	79
% Trucks	5.9	0.0	8.4	9.8	-	-	8.5	1.8	1.9	0.0	1.4	-	-	1.5	2.4	0.0	2.1	2.2	-	-	2.1	0.0	0.0	7.7	1.1	-	-	1.9	4.1
Bicycles on Road	0	0	0	1	0	-	1	0	0	0	0	0	-	0	0	0	2	0	0	-	2	0	0	0	0	0	-	0	3
% Bicycles on Road	0.0	0.0	0.0	1.2	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.3	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	66.7	-	-

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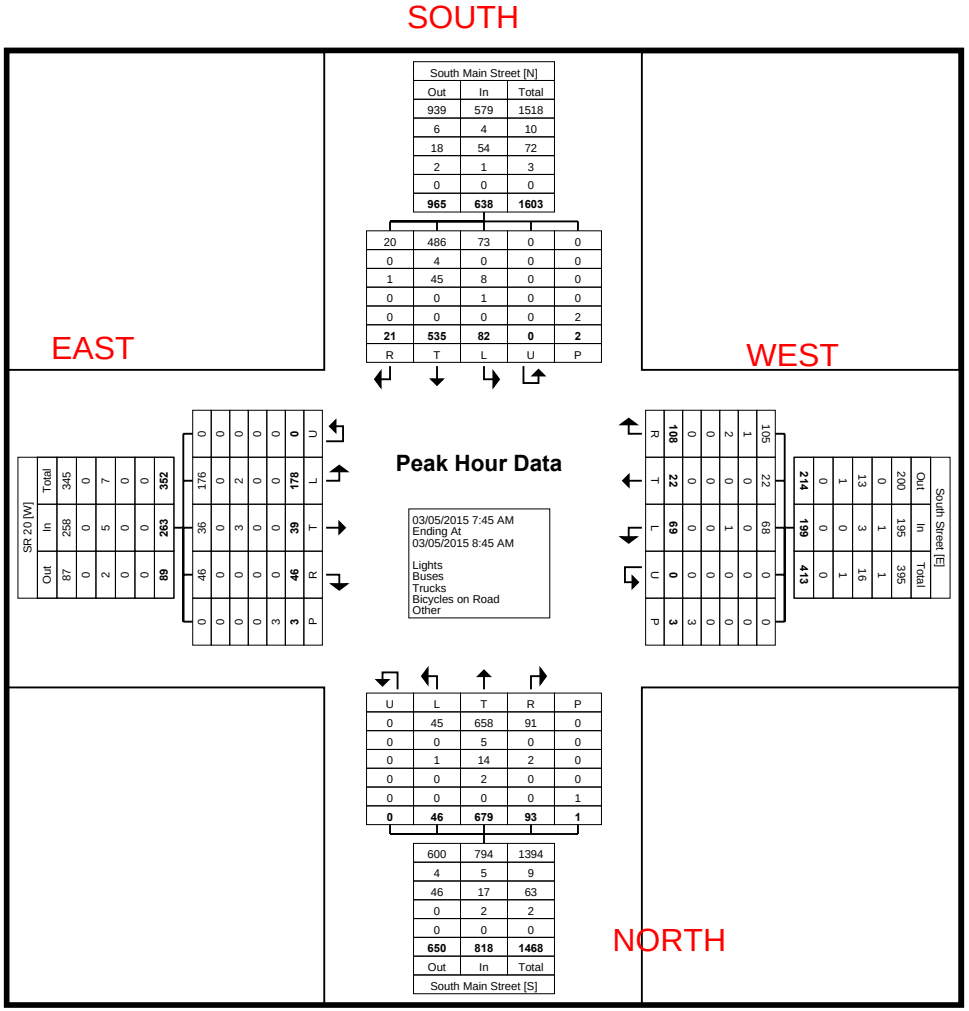
Count Name: SR 20 AM
Site Code:
Start Date: 03/05/2015



Turning Movement Peak Hour Data Plot (7:45 AM)

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

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(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: SR 20
Site Code:
Start Date: 03/05/2015

Turning Movement Peak Hour Data (4:45 PM)

Start Time	South Main Street Southbound							South Street Westbound							South Main Street Northbound							SR 20 Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:45 PM	4	3	162	29	0	2	198	12	14	2	26	0	2	54	9	3	137	15	0	0	164	22	8	16	50	0	4	96	512
5:00 PM	4	0	150	17	0	2	171	24	6	13	36	0	3	79	12	0	145	18	0	0	175	17	7	16	51	0	0	91	516
5:15 PM	6	1	147	28	0	2	182	20	5	5	18	0	6	48	6	5	126	20	0	0	157	11	8	13	47	0	0	79	466
5:30 PM	4	0	170	35	0	2	209	13	3	15	13	0	5	44	9	1	140	12	0	3	162	12	3	14	47	0	3	76	491
Total	18	4	629	109	0	8	760	69	28	35	93	0	16	225	36	9	548	65	0	3	658	62	26	59	195	0	7	342	1985
Approach %	2.4	0.5	82.8	14.3	0.0	-	-	30.7	12.4	15.6	41.3	0.0	-	-	5.5	1.4	83.3	9.9	0.0	-	-	18.1	7.6	17.3	57.0	0.0	-	-	-
Total %	0.9	0.2	31.7	5.5	0.0	-	38.3	3.5	1.4	1.8	4.7	0.0	-	11.3	1.8	0.5	27.6	3.3	0.0	-	33.1	3.1	1.3	3.0	9.8	0.0	-	17.2	-
PHF	0.750	0.333	0.925	0.779	0.000	-	0.909	0.719	0.500	0.583	0.646	0.000	-	0.712	0.750	0.450	0.945	0.813	0.000	-	0.940	0.705	0.813	0.922	0.956	0.000	-	0.891	0.962
Lights	18	4	611	104	0	-	737	66	27	35	91	0	-	219	35	8	515	64	0	-	622	61	26	58	192	0	-	337	1915
% Lights	100.0	100.0	97.1	95.4	-	-	97.0	95.7	96.4	100.0	97.8	-	-	97.3	97.2	88.9	94.0	98.5	-	-	94.5	98.4	100.0	98.3	98.5	-	-	98.5	96.5
Buses	0	0	2	1	0	-	3	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	1	0	-	1	4
% Buses	0.0	0.0	0.3	0.9	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.5	-	-	0.3	0.2
Trucks	0	0	16	4	0	-	20	3	1	0	2	0	-	6	1	1	33	1	0	-	36	1	0	1	2	0	-	4	66
% Trucks	0.0	0.0	2.5	3.7	-	-	2.6	4.3	3.6	0.0	2.2	-	-	2.7	2.8	11.1	6.0	1.5	-	-	5.5	1.6	0.0	1.7	1.0	-	-	1.2	3.3
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	4	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	37.5	-	-	-	-	-	-	25.0	-	-	-	-	-	-	33.3	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	-	12	-	-	-	-	-	-	2	-	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	62.5	-	-	-	-	-	-	75.0	-	-	-	-	-	-	66.7	-	-	-	-	-	-	100.0	-	-

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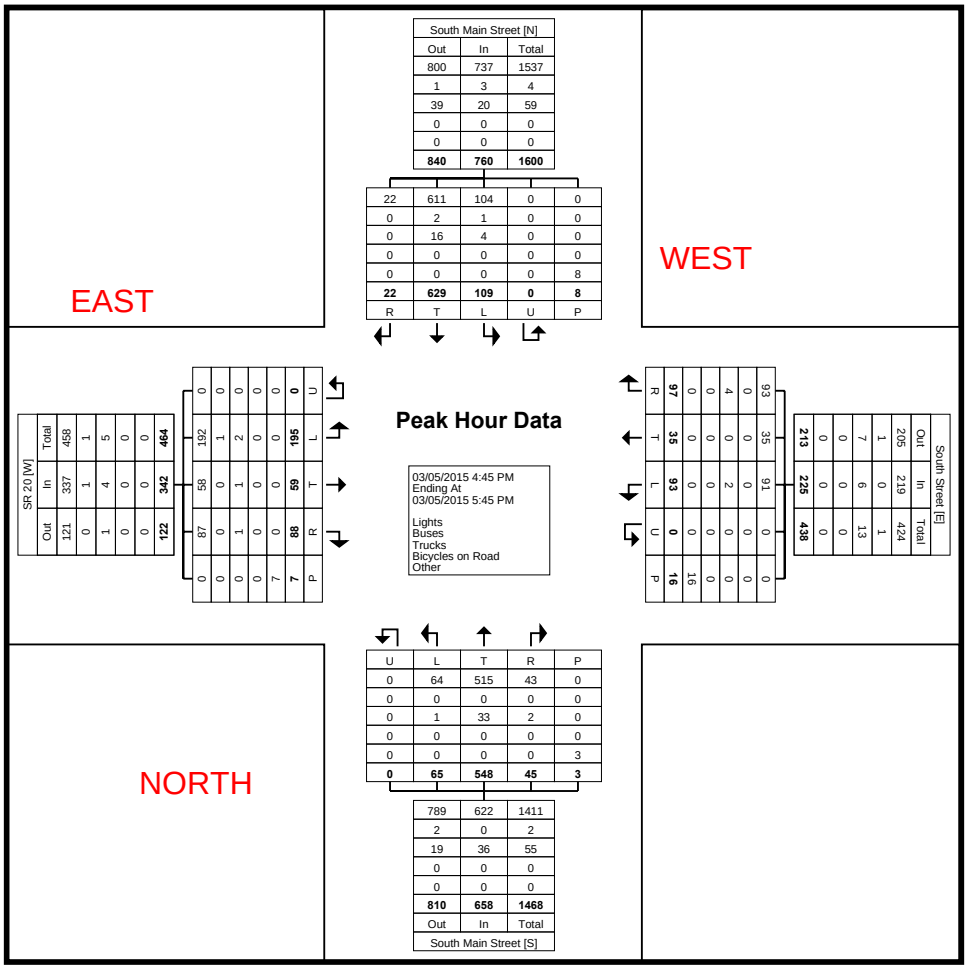
Count Name: SR 20
Site Code:
Start Date: 03/05/2015



South Main Street [N]		
Out	In	Total
800	737	1537
1	3	4
39	20	59
0	0	0
0	0	0
840	**760**	**1600**

22	611	104	0	0
0	2	1	0	0
0	16	4	0	0
0	0	0	0	0
0	0	0	0	8
22	**629**	**109**	**0**	**8**
R	T	L	U	P

SR 20 [W]							
	Total	458	1	5	0	0	**464**
	In	337	1	4	0	0	**342**
	Out	121	0	1	0	0	**122**

0	0	0	0	0	0	**0**	U
192	1	2	0	0	0	**195**	L
58	0	1	0	0	0	**59**	T
87	0	1	0	0	0	**88**	R
0	0	0	0	7	0	**7**	P

R	**97**	0	0	4	0	93	
T	**35**	0	0	0	0	35	
L	**93**	0	0	2	0	91	
U	**0**	0	0	0	0	0	
P	**16**	0	16	0	0	0	

South Street [E]							
Out	205	1	7	0	0	**213**	
In	219	0	6	0	0	**225**	
Total	424	1	13	0	0	**438**	

U	L	T	R	P
0	64	515	43	0
0	0	0	0	0
0	1	33	2	0
0	0	0	0	0
0	0	0	0	3
0	**65**	**548**	**45**	**3**

789	622	1411
2	0	2
19	36	55
0	0	0
0	0	0
810	**658**	**1468**
Out	In	Total
South Main Street [S]		

Turning Movement Peak Hour Data Plot (4:45 PM)

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: Baechtel North
Site Code:
Start Date: 03/05/2015

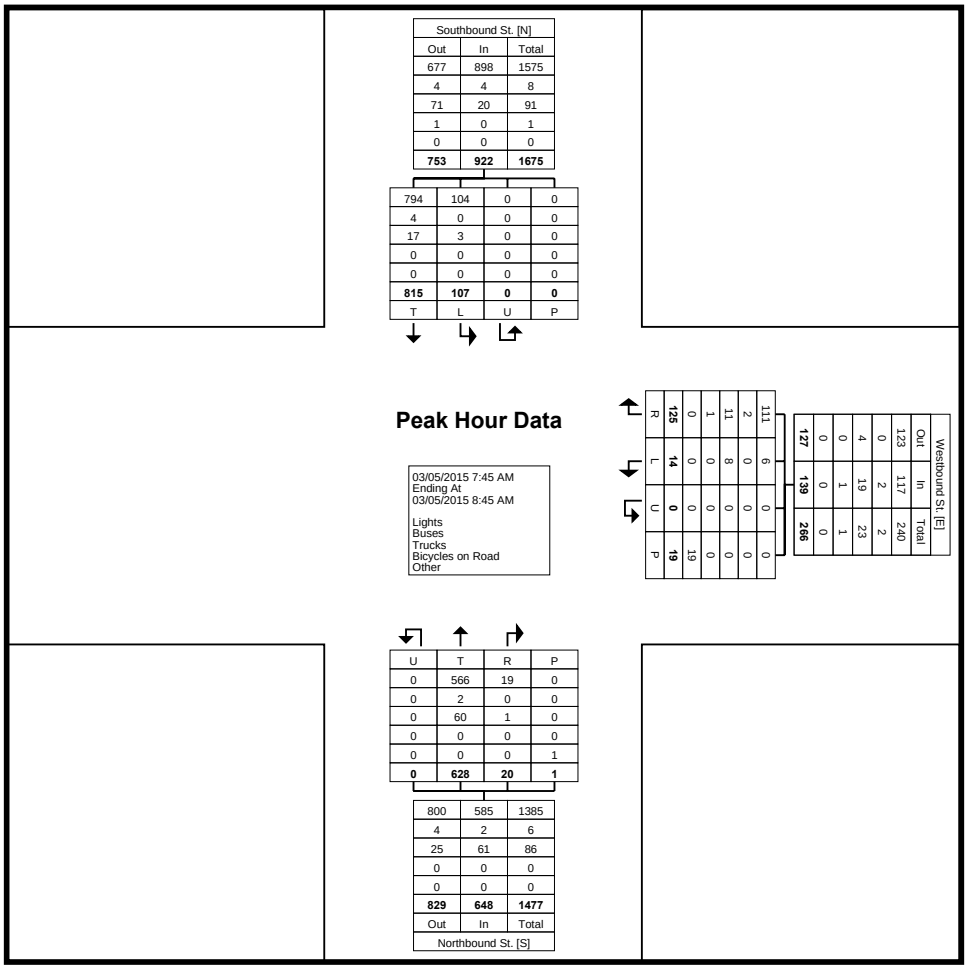
Turning Movement Peak Hour Data (7:45 AM)

Start Time	Southbound St. Southbound					Westbound St. Westbound					Northbound St. Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
7:45 AM	176	33	0	0	209	24	4	0	9	28	6	180	0	0	186	423
8:00 AM	217	23	0	0	240	40	6	0	5	46	5	169	0	0	174	460
8:15 AM	228	28	0	0	256	37	1	0	5	38	6	141	0	1	147	441
8:30 AM	194	23	0	0	217	24	3	0	0	27	3	138	0	0	141	385
Total	815	107	0	0	922	125	14	0	19	139	20	628	0	1	648	1709
Approach %	88.4	11.6	0.0	-	-	89.9	10.1	0.0	-	-	3.1	96.9	0.0	-	-	-
Total %	47.7	6.3	0.0	-	53.9	7.3	0.8	0.0	-	8.1	1.2	36.7	0.0	-	37.9	-
PHF	0.894	0.811	0.000	-	0.900	0.781	0.583	0.000	-	0.755	0.833	0.872	0.000	-	0.871	0.929
Lights	794	104	0	-	898	111	6	0	-	117	19	566	0	-	585	1600
% Lights	97.4	97.2	-	-	97.4	88.8	42.9	-	-	84.2	95.0	90.1	-	-	90.3	93.6
Buses	4	0	0	-	4	2	0	0	-	2	0	2	0	-	2	8
% Buses	0.5	0.0	-	-	0.4	1.6	0.0	-	-	1.4	0.0	0.3	-	-	0.3	0.5
Trucks	17	3	0	-	20	11	8	0	-	19	1	60	0	-	61	100
% Trucks	2.1	2.8	-	-	2.2	8.8	57.1	-	-	13.7	5.0	9.6	-	-	9.4	5.9
Bicycles on Road	0	0	0	-	0	1	0	0	-	1	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	-	-	0.0	0.8	0.0	-	-	0.7	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	10.5	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	17	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	89.5	-	-	-	-	100.0	-	-

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: Baechtel North
Site Code:
Start Date: 03/05/2015



Turning Movement Peak Hour Data Plot (7:45 AM)

TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF WILLITS

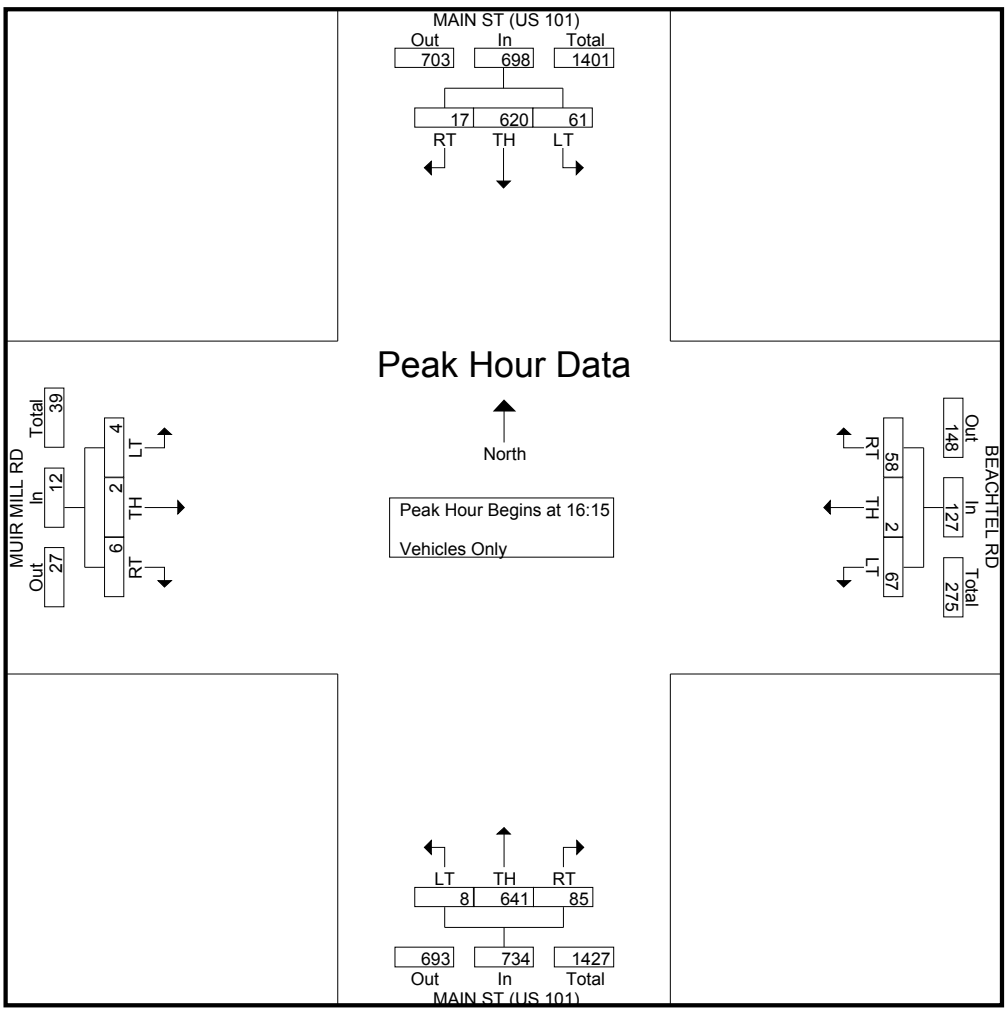
Latitude: 39.387757
Longitude: -123.345285

File Name : 101-beachtel-p
Site Code : 7
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				BEACHTEL RD Westbound				MAIN ST (US 101) Northbound				MUIR MILL RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	4	172	19	195	21	0	8	29	23	151	1	175	3	0	1	4	403
16:15	5	165	16	186	13	0	16	29	19	157	2	178	1	0	2	3	396
16:30	3	151	14	168	17	1	20	38	17	152	0	169	0	0	0	0	375
16:45	6	143	16	165	14	1	16	31	26	161	3	190	1	1	2	4	390
Total	18	631	65	714	65	2	60	127	85	621	6	712	5	1	5	11	1564
17:00	3	161	15	179	14	0	15	29	23	171	3	197	4	1	0	5	410
17:15	1	147	16	164	13	0	12	25	16	171	0	187	0	0	1	1	377
17:30	4	139	14	157	12	0	9	21	24	166	1	191	0	1	2	3	372
17:45	2	116	9	127	16	1	15	32	16	141	0	157	1	2	1	4	320
Total	10	563	54	627	55	1	51	107	79	649	4	732	5	4	4	13	1479
Grand Total	28	1194	119	1341	120	3	111	234	164	1270	10	1444	10	5	9	24	3043
Apprch %	2.1	89	8.9		51.3	1.3	47.4		11.4	88	0.7		41.7	20.8	37.5		
Total %	0.9	39.2	3.9	44.1	3.9	0.1	3.6	7.7	5.4	41.7	0.3	47.5	0.3	0.2	0.3	0.8	

	MAIN ST (US 101) Southbound				BEACHTEL RD Westbound				MAIN ST (US 101) Northbound				MUIR MILL RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	5	**165**	**16**	**186**	13	0	16	29	19	157	2	178	1	0	**2**	3	396
16:30	3	151	14	168	**17**	**1**	**20**	**38**	17	152	0	169	0	0	0	0	375
16:45	**6**	143	16	165	14	1	16	31	**26**	161	**3**	190	1	**1**	2	4	390
17:00	3	161	15	179	14	0	15	29	23	**171**	3	**197**	**4**	1	0	**5**	**410**
Total Volume	17	620	61	698	58	2	67	127	85	641	8	734	6	2	4	12	1571
% App. Total	2.4	88.8	8.7		45.7	1.6	52.8		11.6	87.3	1.1		50	16.7	33.3		
PHF	.708	.939	.953	.938	.853	.500	.838	.836	.817	.937	.667	.931	.375	.500	.500	.600	.958



APPENDIX D: SIGNAL WARRANTS

FEHR PEERS

		Project	Circulation Study for Main Street and Downtown Willits
Major Street	Main Street	Scenario	Pre-Bypass (2016)
Minor Street	East Valley Street	Peak Hour	PM

Turn Movement Volumes

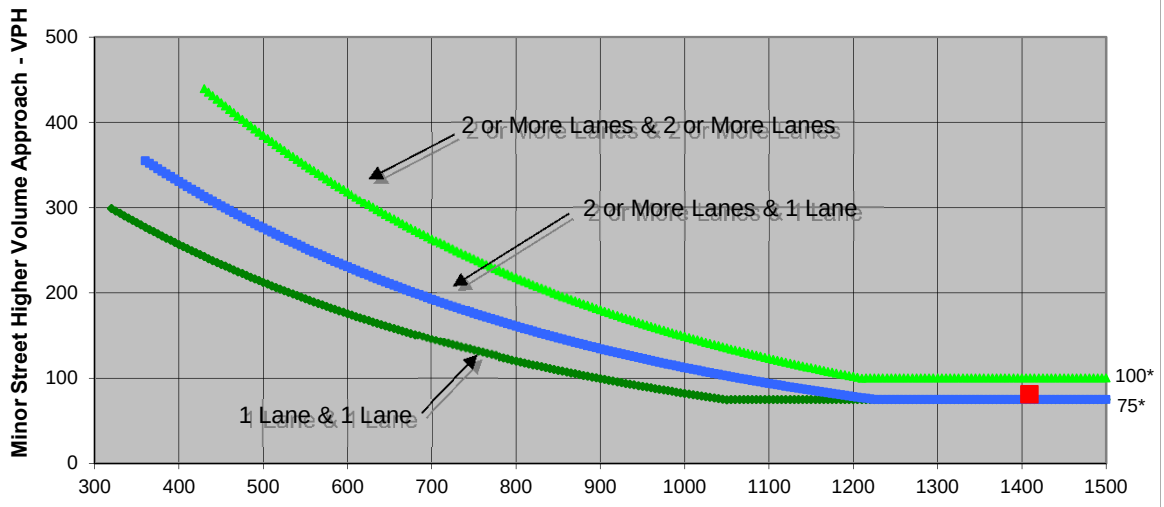
	NB	SB	EB	WB
Left	0	22	0	53
Through	758	570	0	0
Right	59	0	0	28
Total	817	592	0	81

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Main Street	East Valley Street	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,409**	**81**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Circulation Study for Main Street and Downtown Willits
Major Street	Main Street
Minor Street	East Valley Street
Scenario	Post-Bypass (2020)
Peak Hour	PM

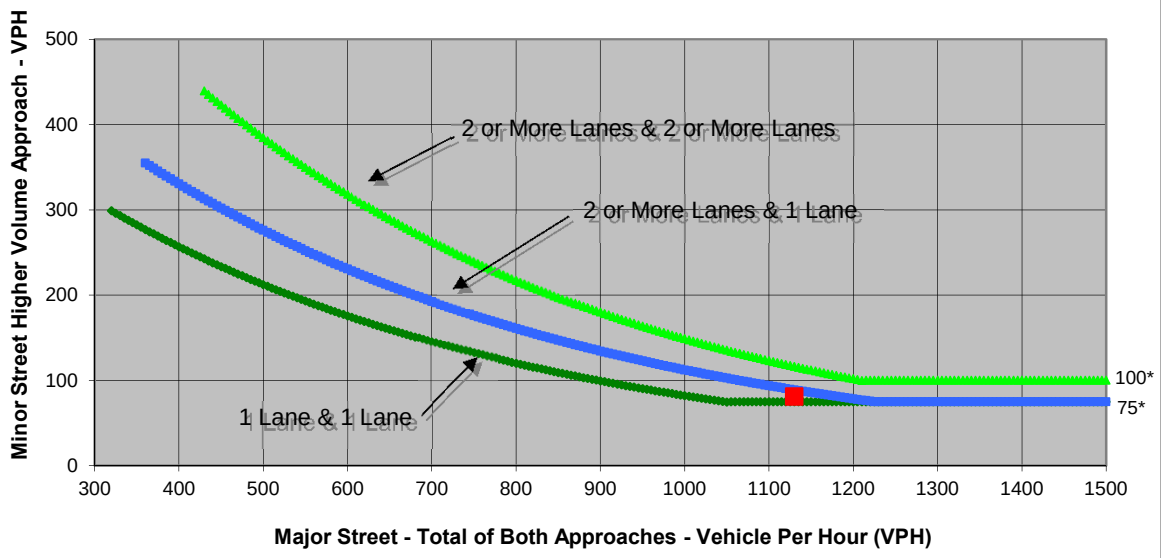
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	22	0	53
Through	599	450	0	0
Right	59	0	0	28
Total	658	472	0	81

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Main Street	East Valley Street	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,130**	**81**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

		Project	Circulation Study for Main Street and Downtown Willits
Major Street	Main Street	Scenario	Pre-Bypass (2016)
Minor Street	North Baechtel Road	Peak Hour	AM

Turn Movement Volumes

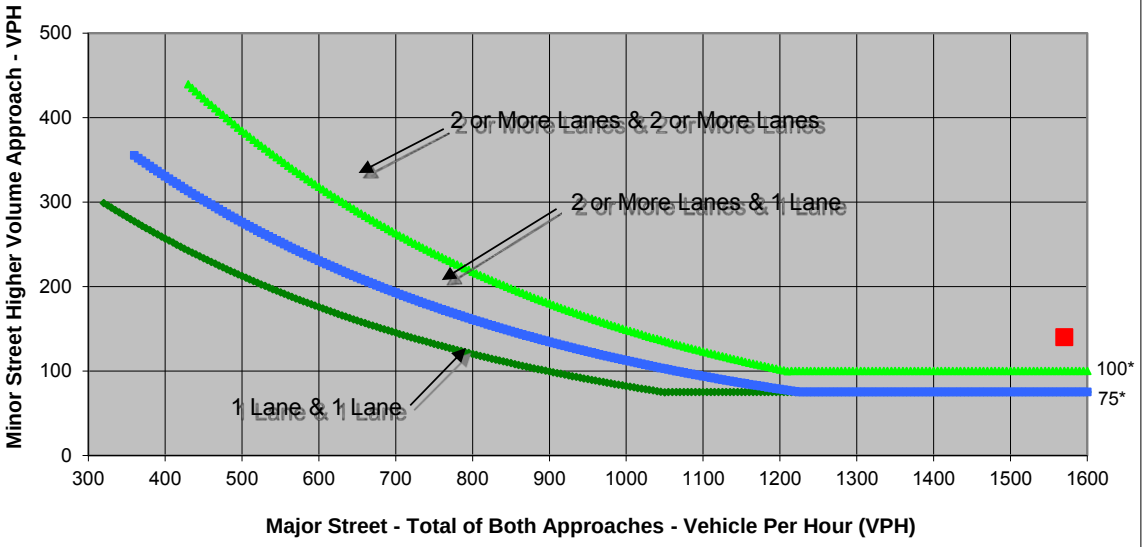
	NB	SB	EB	WB
Left	0	107	0	14
Through	628	815	0	0
Right	20	0	0	126
Total	648	922	0	140

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Main Street	North Baechtel Road	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,570**	**140**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

		Project	Circulation Study for Main Street and Downtown Willits
Major Street	Main Street	Scenario	Post-Bypass (2016)
Minor Street	North Baechtel Road	Peak Hour	AM

Turn Movement Volumes

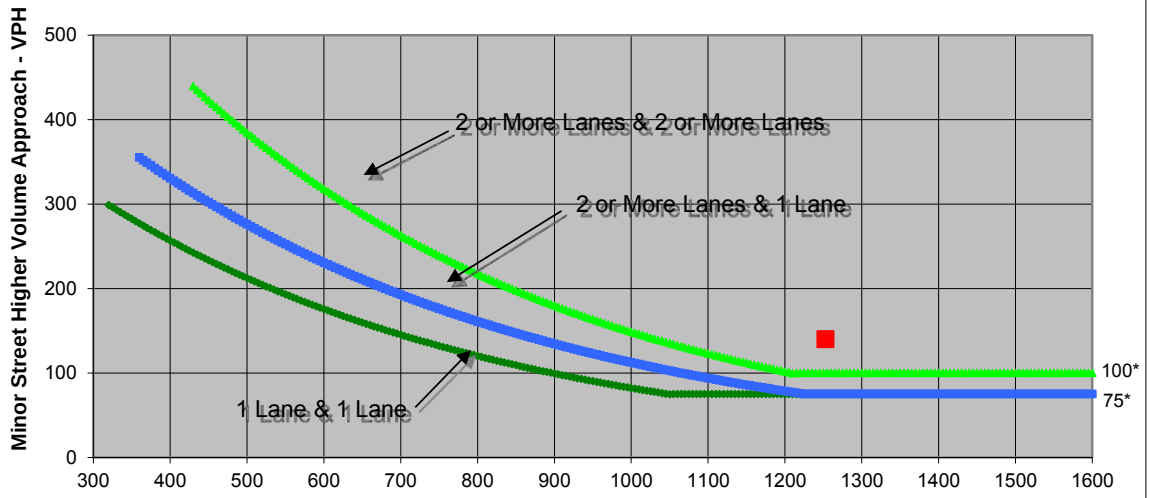
	NB	SB	EB	WB
Left	0	107	0	14
Through	490	636	0	0
Right	20	0	0	126
Total	510	743	0	140

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Main Street	North Baechtel Road	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,253**	**140**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Downtown Willits Streets & Alleys Connectivity Study

Community Meeting #1

Date: Thursday, June 16, 2016

Please Sign In! Please note it is OPTIONAL and VOLUNTARY!

Name / Affiliation (if any)	Address	Phone	E-mail address
1. Cole Faherty			
2. Nancy Villegas			
3. Loretta Ellard			lellard@dbcteam.net
4. Brent Walker	266 CATHERINE LN. WILLITS		bewdvm@yahoo.com
5. Lisa Epstein			lisa@lisaepstein.com
6. Debra Bieber			debrabarkr@aol.com
7. Holly Madrigal			our_visionary
8. Adam Young			ayoung215@gmail.com
9. Jennifer O'Brien			jobrien@neeryobrienlaw.com
10. Micah Flause			mflause@gmail.com

Downtown Willits Streets & Alleys Connectivity Study

Community Meeting #1

Date: Thursday, June 16, 2016

Please Sign In! Please note it is <u>OPTIONAL and VOLUNTARY!</u>

Name / Affiliation (if any)	Address	Phone	E-mail address
1. Linda Matz	295 Main	459 6201	
2. Mike Parkinson	UKiah	467-5939	parkinsonm@co.mendocino.ca.us
3. Youth Advocates Tina Tyler-O'Shea	474 E. Valley	456-3827	tylert@co.mendocino.ca.us
4. Mike O'Dair	110 S. Main	459 1576	
5. Bill Barksdale		489 22 32	bark@pacific.net
6. Joe Dowling	470 Redwood Ave	459-1200	jjd@pacific.net
7. Mary Papadakis	LIBRARY 390 E. Commerce 1699 Lilac Cir.	459 1798	brktrlsmary@yahoo
8. Madge Strong	39 Mill Creek Dr	459-1495	mstrong@willitsonline.com
9. Nancy Walker	266 Catherine Ln.	459-2601	nankaywalker@gmail.com
10. Jennifer Poole	419 Mill	459-2633	willitsweekly@gmail.com

Downtown Willits Streets & Alleys Connectivity Study

Community Meeting #1

Date: Thursday, June 16, 2016

Please Sign In! Please note it is <u>OPTIONAL and VOLUNTARY!</u>

Name / Affiliation (if any)	Address	Phone	E-mail address
1. Jolene Garrison	1750 Hansford	459-4802	Joanie6@yahoo.com
2. Kim Bancroft	PO Box 2307	459-1958	teacherkimb@yahoo.com
3. Judi Berdysz	245 Redwood	459-4444	Judiberdysz@yahoo.com
4. MARK & CORAZON ELLIOTT	340 S. MAIN ST	671-3147	HIDDENAGWOA@ATT.NET
5. Susie Holmes	111 E. Commercial	459-7123	susie@willitscity.com
6. Connie Hewett	1272 Locust St	459-1338	rchewett1@aol.com
7. Mary Zellachild	39 Mill Creek Dr	459-3963	maryzel@willitsonline.com
8. Gene Tweddell	651 E. Valley St	972-2475	aptweddell@gmail.com
9. Ron Orenszeg	155 Black Oak Dr.	456-1170	RONO@SABEK.NET
10. Brenda Orenszeg	155 Black Oak Dr.	456-1170	BRENO@SABEK.NET

Downtown Willits Streets & Alleys Connectivity Study

Community Meeting #1

Date: Thursday, June 16, 2016

Please Sign In! Please note it is **OPTIONAL and VOLUNTARY!**

Name / Affiliation (if any)	Address	Phone	E-mail address
1. Makie Blancas Moon Lady — Moon	100 S Main	459-0211	willitsmoonlady@sbcglobal.net
2. Elizabeth McFadden	222 Madden	459-4932	lilmcfadden1@yahoo.com
3. Gretchen Moore	21250 Locust St	459-3141	moorevw@Yahoo.com
4.			
5.			
6.			
7.			
8.			
9.			
10.			

Downtown Willits Streets & Alleys Connectivity Study

Community Meeting #1

Date: Thursday, June 16, 2016

Please Sign In! Please note it is OPTIONAL and VOLUNTARY!

Name / Affiliation (if any)	Address	Phone	E-mail address
1. Kate Maxwell - The Willits News	77 W Commercial	707-467-9214	Kmaxwell@willitsnews.com
2. Ed J. Johnson		489-6082	Healingheart AR+@PACIFIC.NET
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			

COMMENTS

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*

(Name and contact information optional – please print.)

Name: Bill Bartsdale *Organization/Business:* Coldwell Banker

Address: 470 Redwood Ave Willits

Phone: _____ *Email:* bark@pacific.net

Please rank (1, 2, or 3) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In oddition, pleose choose your preferred olternative for each preliminary concept below with a ☑.

☐ Commercial Street

☐ Alternative 1: Center Median

☐ Alternative 2: Diagonal Parking

☐ Alternative 3: Buffered Bike Lane

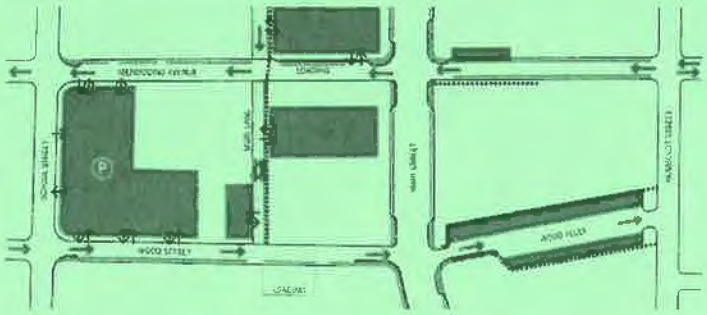
☐ *Van Lane, Muir Lane, Schmidbauer*

☒ Alternative 1: Shared Street

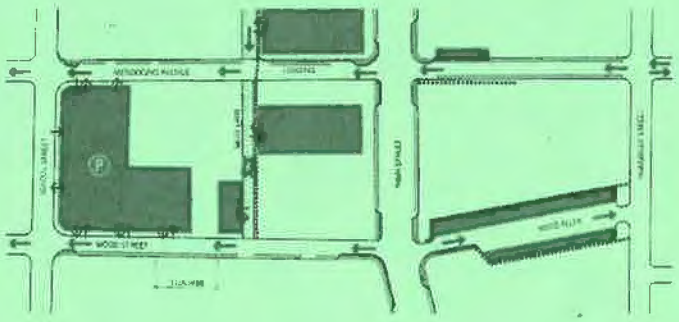
NO

☐ Alternative 2: Restricted Access

☐ *Mendocino & Wood*



☐ Alternative 1: One-Way Couplet



☐ Alternative 2: West Bound

Please provide ADDITIONAL COMMENTS that you may have about the preliminary project concepts presented or any other Downtown Willits project concepts or other focus areas and issues you would like to see addressed in the future.

Make Commercial Alligned & easier to handle traffic.
W Wood St 1 way west OK
W Mendo 1 way east OK
W. Van lane ped-only to Muir OK
E. Van ped-only - NO

COMMENTS

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*

(Name and contact information optional – please print.)

Name: Judi Berens *Organization/Business:* _____

Address: 245 Redwood Ave

Phone: 459-4444 *Email:* judiberdy57@yahoo.com

Please rank (1, 2, or 3) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for each preliminary concept below with a ☑.

☐ Commercial Street

☑ Alternative 1: Center Median start 2nd block

☐ Alternative 2: Diagonal Parking

☐ Alternative 3: Buffered Bike Lane

☐ *Van Lane, Muir Lane, Schmidbauer*

☐ Alternative 1: Shared Street

☑ Alternative 2: Restricted Access

☐ *Mendocino & Wood*

☐ Alternative 1: One-Way Couplet

☐ Alternative 2: West Bound

turn lanes onto W bound Mendocino on 101.

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*

Please provide ADDITIONAL COMMENTS that you may have about the preliminary project concepts presented or any other Downtown Willits project concepts or other focus areas and issues you would like to see addressed in the future.

COMMENTS

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*

(Name and contact information optional – please print.)

Name: Debra Bieber *Organization/Business:* Home

Address: 1640 Daphne 95490

Phone: (480)650-8265 *Email:* debrabarkr@aol.com

Please rank (1, 2, or 3) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for each preliminary concept below with a ☑.

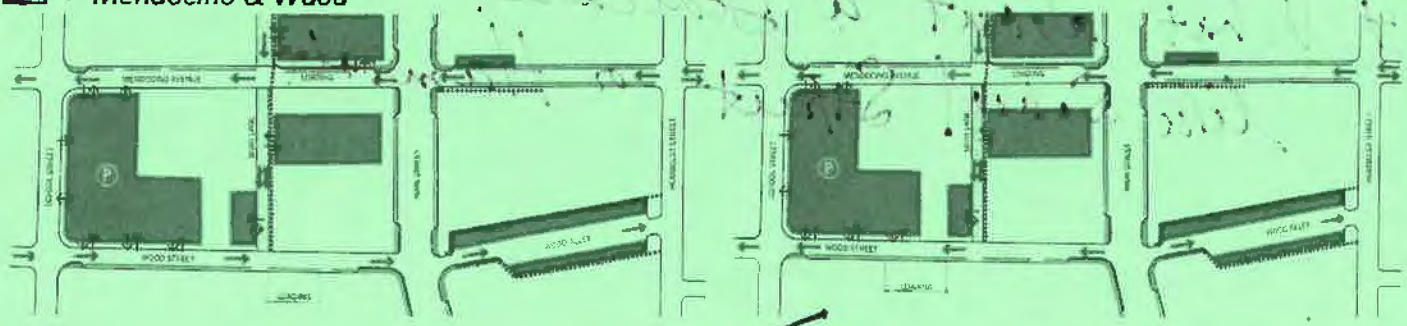
2 Commercial Street

☑ Alternative 1: Center Median ☐ Alternative 2: Diagonal Parking ☑ Alternative 3: Buffered Bike Lane

1 *Van Lane, Muir Lane, Schmidbauer*

☐ Alternative 1: Shared Street ☑ Alternative 2: Restricted Access

3 *Mendocino & Wood*



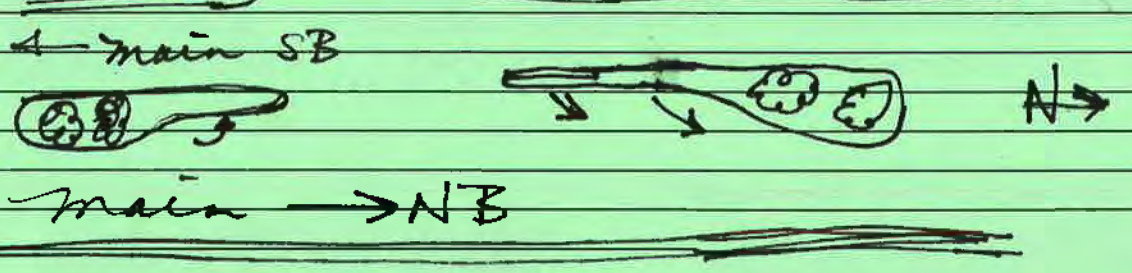
☐ Alternative 1: One-Way Couplet ☑ Alternative 2: West Bound

Please provide ADDITIONAL COMMENTS thot you may have about the preliminary project concepts presented or any other Downtown Willits project concepts or other focus areas and issues you would like to see addressed in the future.

① Like the Van Lane ideas;

Make Traffic limited to residents + Theatre traffic only
Removable Bollards

② Don't get rid of TWLT Lane;
Keep left turn Pocket w/ Center Landscape



③ Like Center Median Landscape or Commercial

④ What about a Dedicated Bike Street like School Street or Humboldt

COMMENTS

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*

(Name and contact information optional – please print.)

Name: Joe Dowling *Organization/Business:* WCT

Address: 470 Redwood Ave.

Phone: 459-1200 *Email:* jjd@pacific.net

Please rank (1, 2, or 3) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for each preliminary concept below with a ☑.

☐ Commercial Street

☐ Alternative 1: Center Median

☐ Alternative 2: Diagonal Parking

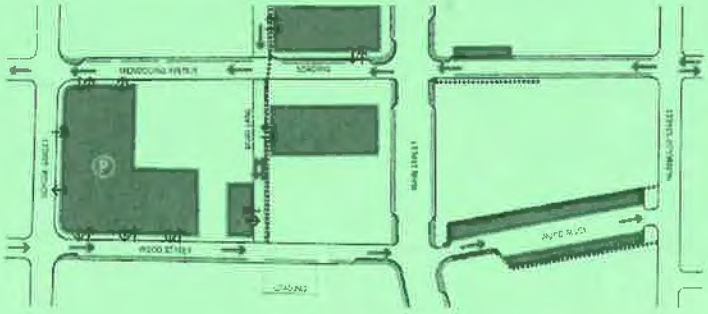
☑ Alternative 3: Buffered Bike Lane

☐ *Van Lane, Muir Lane, Schmidbauer*

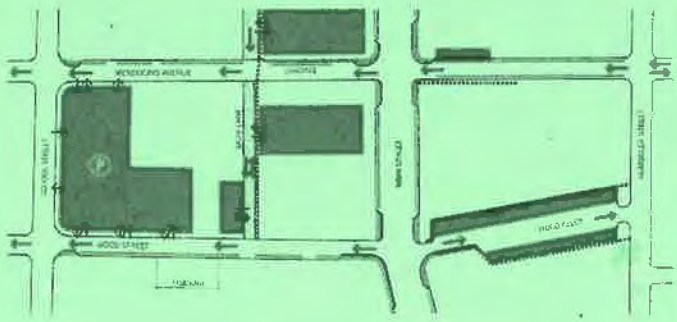
☑ Alternative 1: Shared Street

☐ Alternative 2: Restricted Access

☐ *Mendocino & Wood*



☐ Alternative 1: One-Way Couplet



☐ Alternative 2: West Bound

Please provide ADDITIONAL COMMENTS that you may have about the preliminary project concepts presented or any other Downtown Willits project concepts or other focus areas and issues you would like to see addressed in the future.

COMMENTS

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*

(Name and contact information optional – please print.)

Name: Connie Hewett *Organization/Business:* resident

Address: 1272 Locust St. Willits

Phone: 459-1338 *Email:* rchewett@aol.com

Please rank (1, 2, or 3) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for each preliminary concept below with a ☑.

☐ Commercial Street

☐ Alternative 1: Center Median

☐ Alternative 2: Diagonal Parking

☐ Alternative 3: Buffered Bike Lane

☐ *Van Lane, Muir Lane, Schmidbauer*

☐ Alternative 1: Shared Street

☒ Alternative 2: Restricted Access

☒ *Mendocino & Wood*

☐ Alternative 1: One-Way Couplet

☒ Alternative 2: West Bound

Please provide ADDITIONAL COMMENTS that you may have about the preliminary project concepts presented or any other Downtown Willits project concepts or other focus areas and issues you would like to see addressed in the future.

COMMENTS

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*
(Name and contact information optional – please print.)

Nome: Holly Madison *Organization/Business:* City of Willits
Address: 178 Pearl St.
Phone: 707-459-0447 *Email:* holly@willitscity.com

Please rank (1, 2, or 3) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for each preliminary concept below with a ☑.

2 Commercial Street

☐ Alternative 1: Center Median

☐ Alternative 2: Diagonal Parking

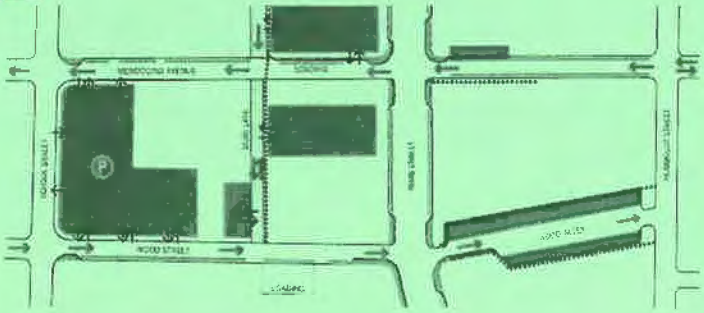
☐ Alternative 3: Buffered Bike Lane

1 *Van Lane, Muir Lane, Schmidbauer*

☐ Alternative 1: Shared Street

☑ Alternative 2: Restricted Access

3 *Mendocino & Wood* Leave the same?



☐ Alternative 1: One-Way Couplet

☐ Alternative 2: West Bound

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*

Pleose provide ADDITIONAL COMMENTS thot you may have about the preliminary project concepts presented or any other Downtown Willits project concepts or other focus areas and issues you would like to see addressed in the future.

COMMENTS

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*
(Name and contact information optional – please print.)

Name: Elizabeth McFadden *Organization/Business:* (Prop. Owner)
Address: 222 Madden Lane / 222A Madden Lane
Phone: 459-4932 *Email:* lilmcfadden1@yahoo.com

Please rank (1, 2, or 3) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for each preliminary concept below with a ☑. (See over)

☒ Commercial Street

☐ Alternative 1: Center Median

☒ Alternative 2: Diagonal Parking

☐ Alternative 3: Buffered Bike Lane

☒ *Van Lane, Muir Lane, Schmidbauer*

☐ Alternative 1: Shared Street

☒ Alternative 2: Restricted Access

☒ *Mendocino & Wood*

☒ Alternative 1: One-Way Couplet

☐ Alternative 2: West Bound

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*

Please provide ADDITIONAL COMMENTS that you may have about the preliminary project concepts presented or any other Downtown Willits project concepts or other focus areas and issues you would like to see addressed in the future.

See my letter, attached.

Need traffic calming on Madden, With RR avenue extended to Baechtel, as an alternate route N/S.

See my explanations attached.

Thank You!

COMMENTS

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*

(Name and contact information optional – please print.)

Name: Tina Tyler-O'Shea *Organization/Business:* Youth Advocates

Address: 474 E. Valley

Phone: 456-3827 *Email:* tylert@co.mendocino.ca.us

Please rank (1, 2, or 3) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for each preliminary concept below with a ☑.

☐ Commercial Street

☐ Alternative 1: Center Median

☐ Alternative 2: Diagonal Parking

☑ Alternative 3: Buffered Bike Lane

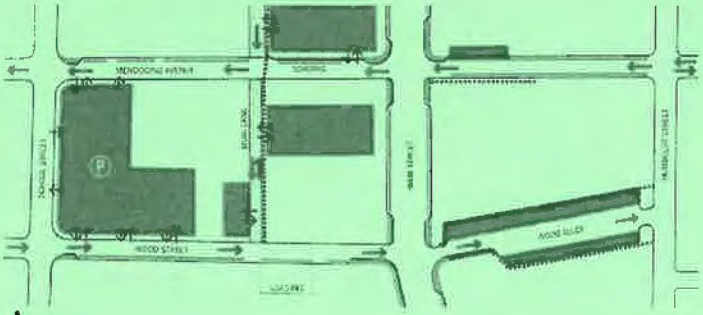
☐ *Van Lane, Muir Lane, Schmidbouer*

☑ Alternative 1: Shared Street

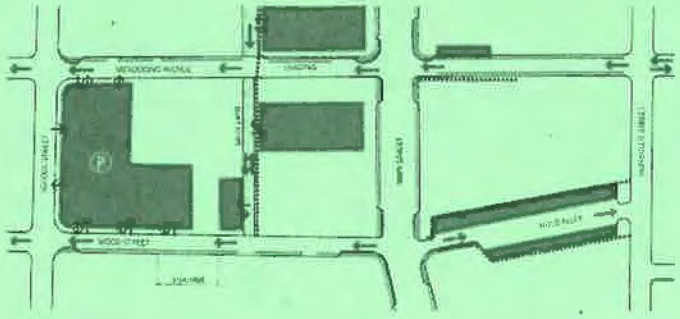
Eliminate south crosswalk

☐ Alternative 2: Restricted Access

☐ *Mendocino & Wood*



☑ Alternative 1: One-Way Couplet



☐ Alternative 2: West Bound

Please provide ADDITIONAL COMMENTS thot you moy have about the preliminary project concepts presented or any other Downtown Willits project concepts or other focus areas and issues you would like to see addressed in the future.

COMMENTS

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*

(Name and contact information optional – please print.)

*Name:*_____ *Organization/Business:*_____

*Address:*_____

*Phone:*_____ *Email:*_____

Please rank (1, 2, or 3) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for each preliminary concept below with a ☑.

☐ Commercial Street

☐ Alternative 1: Center Median

☐ Alternative 2: Diagonal Parking

☒ Alternative 3: Buffered Bike Lane

☐ *Van Lane, Muir Lane, Schmidbauer*

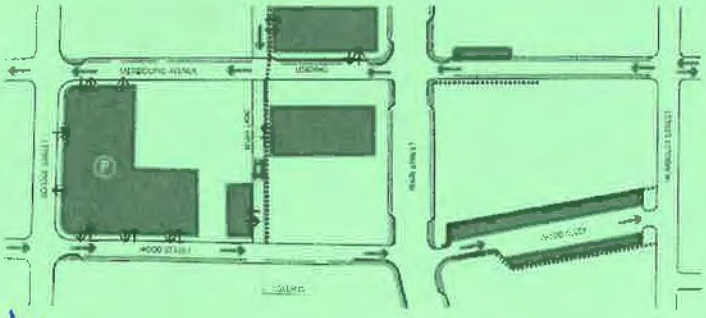
☐ Alternative 1: Shared Street

eliminate side walk

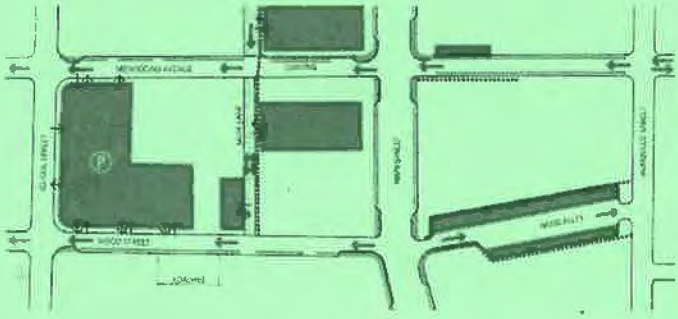
☐ Alternative 2: Restricted Access

~~Combined~~ Coboration Both

☐ *Mendocino & Wood*



☒ Alternative 1: One-Way Couplet



☐ Alternative 2: West Bound

Please provide ADDITIONAL COMMENTS that you may hove about the preliminary project concepts presented or any other Downtown Willits project concepts or other focus areas and issues you would like to see addressed in the future.

COMMENTS

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*

(Name and contact information optional – please print.)

*Name:*_____ *Organization/Business:*_____

*Address:*_____

*Phone:*_____ *Email:*_____

Please rank (1, 2, or 3) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for each preliminary concept below with a ☑.

☐ Commercial Street

☐ Alternative 1: Center Median

☐ Alternative 2: Diagonal Parking

☒ Alternative 3: Buffered Bike Lane

☐ *Van Lane, Muir Lone, Schmidbouer*

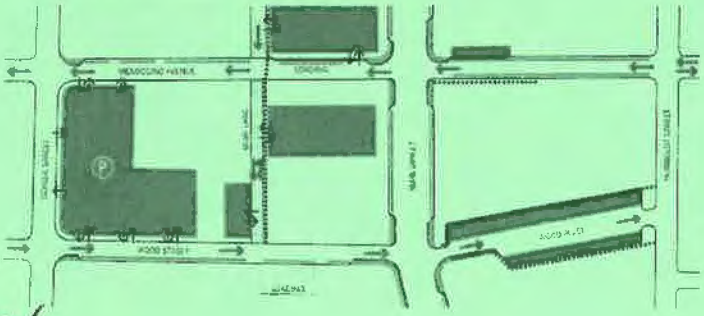
☐ Alternative 1: Shared Street

→ Combination of both

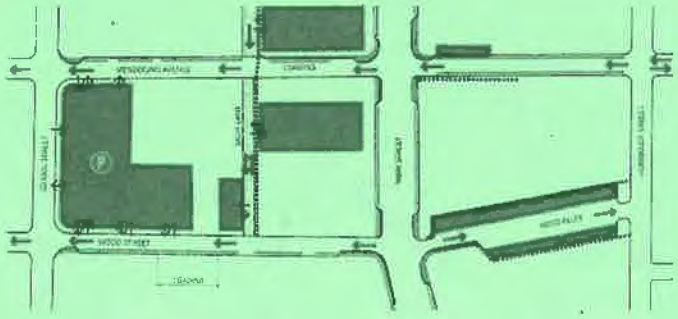
☒ Alternative 2: Restricted Access

↑ Not this

☐ *Mendocino & Wood*



☒ Alternative 1: One-Way Couplet



☐ Alternative 2: West Bound

Downtown Streets & Alleys Project Concept Development *Community Meeting #1 June 16, 2016*

Please provide ADDITIONAL COMMENTS that you may have about the preliminary project concepts presented or any other Downtown Willits project cancepts or other focus areas and issues you would like to see addressed in the future.

All great ideas.

·Streets and Alleys Connectivity Study

- Good idea to take some of these ideas of "one way roads" to other roads not in Dowtow Willits.

Planning— Please include my letter below dated 6/4/16

Elizabeth McFadden

Subject: RE: Downtown Willits Streets and Connectivity Study

From: Planning (planning@willitscity.com)

To: lilmcfadden1@yahoo.com;

Date: Monday, June 13, 2016 8:49 AM

Elizabeth,

Thank you for the email. These are exactly the type of helpful comments we are looking for. Another north/south route through the City would go a long way towards alleviating traffic on Main Street. Traffic calming measures on Madden would absolutely be warranted as part of a Railroad Ave extension project. Hope you can make it to the public workshop on Thursday here at City Hall. Thanks again.

Dusty Duley

City of Willits

City Planner

(707)-459-7124

From: John Hykes [mailto:jhykes@placeworks.com]
Sent: Wednesday, June 08, 2016 4:06 PM
To: Planning; lilmcfadden1@yahoo.com
Subject: FW: Downtown Willits Streets and Connectivity Study

Hi Lil,

I apologize for the delay in response.

I am forwarding to Dusty (cc'd), planner at the City of Willits- I reviewed your email on Saturday- and did not check to see that it was also emailed to Dusty.

We acknowledge your concerns on Madden Street.

JOHN HYKES, ASLA

Senior Associate

Landscape Architect CA #5315

PLACEWORKS

1625 Shattuck Avenue, Suite 300 | Berkeley, California 94709

510.848.3815 | jhykes@placeworks.com | placeworks.com

From: Lil McFadden [mailto:lilmcfadden1@yahoo.com]
Sent: Saturday, June 04, 2016 12:26 AM
To: John Hykes
Subject: Downtown Willits Streets and Connectivity Study

June 4, 2016

Greetings, Mr. Duley and Mr. Hykes,

I own two houses on Madden Lane, and would like to request that Madden be considered for traffic calming measures as part of the Willits Connectivity Study.

Years ago I took part in public forums to develop an alternate route through Willits, facilitated by Dan Burden of "Walkable Communities". Although our recommendations were never adopted by the City, it may still be a practical traffic solution in the long term. In that study, Madden would be the end (or beginning) of an alternate north/south route through Willits, to relieve traffic on Main Street, and would utilize a connection between Railroad Ave. and Baechtel Road. I note that such a connection is being discussed in the present Connectivity Study. I'm sure Madden will experience more use by those utilizing this new route through Willits,heading for Commercial, a main thoroughfare. **Please make sure traffic calming measures are also provided for Madden, if the Railroad to Baechtel Road connection is intended.**

Further considerations:

Lately, the traffic has become dangerous on Madden. People race down the street every day. They go so fast that I can't get their license plates. No police are writing tickets here, as far as I can see.

The driveways on the West side of Madden Street require residents to back out into traffic.

There are no sidewalks on the West side, so residents must cross the street to use the sidewalks. It concerns me every time I ride bikes with my 5 young grandchildren and must cross the street to get to a sidewalk.

There is no parking on the West side, so my family and visitors must park across the street and then cross the street to reach my door. There are no crosswalks. Often, loading and unloading across the street is a problem.

There are small children on bikes and scooters in the many apartments on the North end of Madden. Often, they dart out between cars. This is a tragedy waiting to happen.

Although the bar at Commercial and Madden has burned down, there are plans to rebuild. This will return many stumbling drunks to Madden and fights in the wee hours of the morning. Traffic calming will help these folks make it home safely.

Will you please accept this as my letter of comment for the Connectivity Study?

Thanks,

Elizabeth McFadden

222 and 222A Madden Lane

Willits, CA

Attachments

- image003.jpg (2.34KB)
- image004.jpg (622.12KB)
- image005.jpg (1.71KB)

MEMORANDUM

DATE June 28, 2016

TO Dusty Duley, City of Willits

FROM Cliff Lau for John Hykes, PlaceWorks

SUBJECT **Summary of Community Meeting #1**

Community Meeting #1 Details:

Date/Time: June 16, 2016, 5:30pm – 7:30pm

Location: Willits City Hall Conference Room
111 East Commercial Street, Willits, CA

Community Meeting #1 Summary

On June 16, PlaceWorks and City staff held the first community meeting for the Downtown Willits Streets and Alleys Connectivity Study. PlaceWorks presented preliminary project design concepts and facilitated a round robin discussion among meeting attendees with the goals of soliciting feedback on the concepts and finding consensus for a preferred alternative in each concept.

A total of 35 community members attended the meeting. Notable attendees included the Mayor of Willits and other City councilmembers. In addition to the group discussion of each concept, a total of 10 comment cards were submitted.

Meeting Summary

Dusty Duley, City Planner of Willits, opened up with an introduction of the Connectivity Study and then introduced John Hykes of PlaceWorks. John gave a presentation about the study's process thus far; an update on the Main Street Enhancement Project; existing conditions in Downtown Willits; and the three preliminary design concepts. The concepts include the Commercial Street project; Van, Muir, and Schmidbauer Lanes project; and Mendocino Avenue/Wood Alley couplet project. After the presentation, the attendees were divided into three groups for a round robin discussion. Each group participated in a discussion of one of the projects then rotated three times so that each group had a chance to discuss each project. Attendees were encouraged to fill out comment cards as well. After the last rotation, the community meeting concluded with a quick announcement of next steps.

Group Discussion Findings and Results

During the round robin project concept discussions, led by John Hykes, Cliff Lau of PlaceWorks, and Dusty Duley, each group participated in a discussion of project concepts and alternatives of each.

Combined with the comments from the comment cards, the following summarizes the discussion for each project:

Commercial Street

The discussion on the Commercial Street concept included the following:

- Support for left-turn pocket off East Commercial Street onto Main Street (southbound). Consider providing more access at West Commercial Street with left-turn lane/pocket.
- Prefer to have right-turn lane or pocket off West Commercial Street onto Main Street.
- Support for signal timing for dedicated left-turn lane.
- Support landscaped median past Humboldt Street towards Skunk Train but not between Main Street and Humboldt Street.
- Concern for use of bulbouts and accommodating truck turning radii, especially logging trucks, from Main Street onto E. Commercial Street.
- Concern for turning radius and maneuverability of buses on Commercial Street to Main Street.
- Concern that having a single eastbound lane serving simultaneously as right-turn, left-turn, and thru-lane on West Commercial Street will cause traffic stacking. More capacity would be needed.
- Concern of centerline alignment between proposed lane configurations of West Commercial and East Commercial.
- Concern of visibility of diagonal parking.
- Concern of visibility if street trees are provided in medians.
- Concern of traffic stacking to turn left into Schmidbauer Lane with proposed concept.
- Consider trailer parking and RV tourism.
- Consider improved access to bus facilities. (?)

Van, Muir, and Schmidbauer Lanes

The discussion of the Van, Muir, and Schmidbauer Lane concept included the following:

- Majority support for pedestrian-only zone on West Van Lane until apartment building garage and to maintain vehicular access onto East Van Lane off Main Street.
- Support to maintain access to public parking lot on East Van Lane.
- Support for proposed spatial design as illustrated in Schmidbauer visual simulation.
- Some support for pedestrian-only zone on East Van Lane until Schmidbauer (Alternative #1).
- Some support for raised crosswalk at Van Lane across Main Street.
- Concern of duplicate crosswalks at Van Lane across Main Street being dangerous; consider removal of one.
- Concern of maintaining vehicular and loading access to several properties with access points along West Van Lane if there is pedestrian-only zone. For instance, there are loading points for the Willits Community Theater off of both West Van Lane and Muir lane.

- Concern for loitering in front of Willits Community Theater with proposal of gathering space in front of it.
- Concern for traffic stacking if vehicular access into East Van Lane from Main Street is closed off.
- Consider slowing traffic to improve environment for pedestrians.
- Consider restricting vehicle access onto West Van Lane to residents and theater traffic only, use removable bollards.

Mendocino Avenue and Wood Street

The discussion of the Mendocino Avenue and Wood Street couplet concept included the following:

- Consensus on Alternative 1.
- Concern about left turn onto Mendocino Avenue (from Main Street) – Consider providing left-turn lanes/pockets onto West Mendocino Avenue off Main Street.
- Concern of increased traffic load impact on West Commercial with proposal to make Wood Street one-way eastbound.
- Consider Wood Street as one-way west.
- Consider Mendocino Avenue as one-way east.
- Consider purchasing property where old dry cleaner is currently located and demolishing the building to expand adjacent public parking lot.
- Consider providing/improving lighting on public parking lots.
- Consider preparing comprehensive circulation map to better showcase circulation changes to allow public to better understand proposed changes.
- Ice on Muir Lane behind Loose Caboose (?).
- Back-up parking at Ardellas

General/Other

- Objection to removal of Main Street two-way left-turn lane; consider keeping left-turn pockets and provide with center median landscaping.
- Concern for pedestrian safety along Madden Street; provide traffic calming to slow vehicular traffic. Cars tend to speed through.
- Concern of Madden Street use for loading and unloading.
- Consider providing sidewalks along western edge of Madden Street.
- Consider School Street or Humboldt Street as a dedicated bike street (question to JH: do you remember if this people were suggesting complete streets or bicycle-only streets?).
- Consider making Railroad Avenue all the way to Baechtel Avenue as an alternate North-South route.
- Consider turning South Lenore Avenue and Boscabelle Avenue into one-way streets. (?)
- Consider converting other streets outside of downtown into one-way streets.

Project prioritization from comment cards

Meeting attendees were asked to input on their comment cards which project concept they would like to prioritize along with the preferred alternative in each. There were a total of ten comment cards submitted; it should be noted that not all comment cards were completely filled out. The following should serve as a polling of what community members wish to happen:

PROJECT PRIORITIZATION

Project	1st Priority	2nd Priority	3rd Priority
Commercial Street	0	2	0
Van, Muir, and Schmidbauer Lanes	2	0	0
Mendocino Avenue and Wood Street	1	0	0

PROJECT ALTERNATIVE PREFERENCE

Project	Alternative 1	Alternative 2	Alternative 3
Commercial Street	2	1	4
Van, Muir, and Schmidbauer Lanes	4	4	-
Mendocino Avenue and Wood Street	4	2	1

Next Steps

PlaceWorks will utilize the comments generated from the community meeting to develop a next iteration of alternatives for each project design concept that reflects input from the community meeting.

Downtown Willits Streets & Alleys Connectivity Study

Community Meeting #2

Date: Thursday, August 25 2016

Please Sign In! Please note it is <u>OPTIONAL and VOLUNTARY!</u>

Name / Affiliation (if any)	Address	Phone	E-mail address
1. PETE SWANTON	65 S. MAIN	621-4741	GONEAGAIN43@SBCGLOBAL.NET
2. LARRY STRANSKE	755 MAIN	459-0111	
3. Virginia Stranske	755 Main	459-0111	
4. Mary Pappadakis		459-1798	brktrlsmary@yahoo.com
5. JOHN BREDEHOFT	1001 EAST HILL	459-5216	
6. Alice Kollmann	Lakewood Dr	354-3206	—
7. Jennifer Poole	P.O. Box 1698	459-2633	jtpoole@sbcglobal.net
8. Connie Hewett	1272 Locust	459-1338	rchewett1@aol.com
9.			
10. Yolanda Clarke	109 W. Mendocino Ave	459-3780	

Downtown Willits Streets & Alleys Connectivity Study

Community Meeting #2

Date: Thursday, August 25, 2016

Please Sign In! Please note it is OPTIONAL and VOLUNTARY!

Name / Affiliation (if any)	Address	Phone	E-mail address
1. Darlene Briggs JD Redhorse	212 S. Main St	459-1214	darl@sonic.net
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			

Downtown Willits Streets & Alleys Connectivity Study

Community Meeting #2

Date: Thursday, August 25 2016

Please Sign In! Please note it is OPTIONAL and VOLUNTARY!

Name / Affiliation (if any)	Address	Phone	E-mail address
1. MARK & CORAZON ELLIOTT	340 S. MAIN ST. WILLITS, CA	(707) 671-3147(C) (707) 456-9681(H)	HIDDENAGENDA@ATT.NET
2. CARLIN HARGER	2301 Valley Rd	459-4106	STRAWBRIDGE5@ATT.NET
3. Loretta Ellard			lellard@dbcteam.net
4. Michael Burgess	1711 Ft Bragg Rd	485 4191	MIKE95490@GMAIL.com
5. CHUCK PERSICO	25591 FAIRBANKS Dr	707 459.9269	
6. Marie Blanco	398 McKinley	459.0899	WILLITSMOONLADY@SBCGLOBAL.NET
7. Alex Hunter	275 A W. Mendocino Ave	510 [redacted] 239-5524	
8. Madge Strong	39 Mill Creek Dr	459-1493	mstrong@willitsonline.com (already on your list)
9. Benny Gonzalez		459-7110	gonzalez@co.mendocino.ca.us
10. Christopher Martin			cmartin@pacific.net

Downtown Willits Streets & Alleys Connectivity Study

Community Meeting #2

Date: Thursday, August 25, 2016

Please Sign In! Please note it is OPTIONAL and VOLUNTARY!

Name / Affiliation (if any)	Address	Phone	E-mail address
1.			
2.			
3.			
4.			
5.			
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7.			
8.			
9.			
10.			

COMMENTS

Downtown Streets & Alleys Preferred Concepts *Community Meeting #2 August 25, 2016*

(Name and contact information optional – please print.)

Name: Bixler *Organization/Business:* JD Redhouse

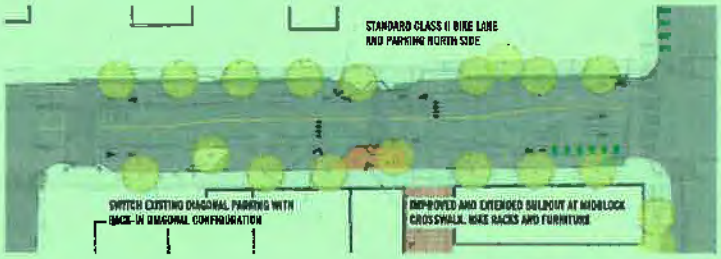
Address: 212 S. Main

Phone: 9-1214 *Email:* dar1@sonic.net

Please rank (①②③) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for Commercial Street and Van Lane alternatives below with a ☑.

○ Commercial Street

☐Alternative 1: Parallel Parking



☐Alternative 2: Back-in Diagonal Parking

Please provide ADDITIONAL COMMENTS about the Commercial Street Project preferred concepts presented.

① Remove Bus Stop in front of JD Redhouse and Combine it with the Bus Stop in front of KLLK. Would open 2 parking spaces in front of JD Redhouse.

Not too far to walk to new bus Stop.

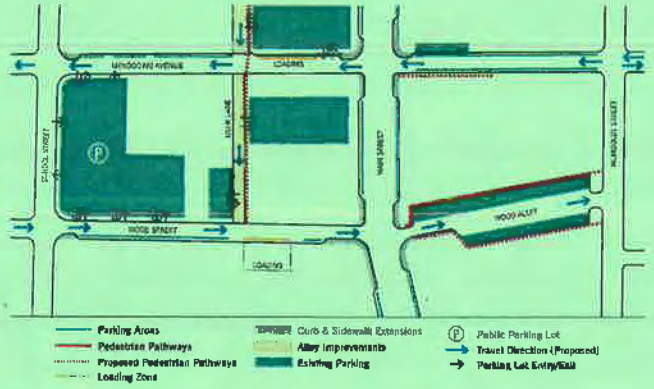
○ *Van Lane, Muir Lane, Schmidbauer*

☐ Alternative 1: Shared Street

☐ Alternative 2: Restricted Access

Please provide ADDITIONAL COMMENTS about the Van Lane, Muir Lane and Schmidbauer preferred concepts presented.

○ *Mendocina & Wood Cauplet*



Please provide ADDITIONAL COMMENTS that you may have about the Mendacina & Wood preferred project concepts presented.

COMMENTS

Downtown Streets & Alleys Preferred Concepts *Community Meeting #2 August 25, 2016*

(Name and contact information optional – please print.)

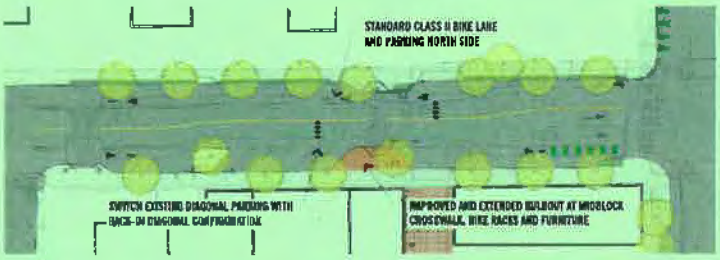
Name: STEVE MARSTON *Organization/Business:* PKS MENDO HOLDINGS

Address: _____

Phone: 337-6090 *Email:* ON FILE

Please rank (①②③) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for Commercial Street and Van Lane alternatives below with a ☑.

○ Commercial Street



☐ Alternative 1: Parallel Parking

☑ Alternative 2: Back-in Diagonal Parking

Please provide ADDITIONAL COMMENTS about the Commercial Street Project preferred concepts presented.

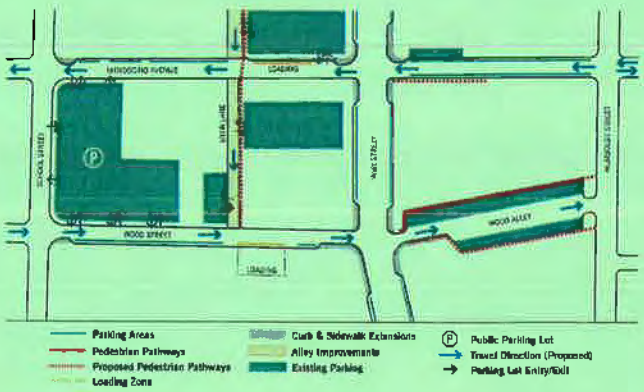
○ *Van Lane, Muir Lane, Schmidbauer*

☐ Alternative 1: Shared Street

☐ Alternative 2: Restricted Access

Please provide ADDITIONAL COMMENTS about the Van Lane, Muir Lane and Schmidbauer preferred concepts presented.

○ *Mendocino & Wood Couplet*



Please provide ADDITIONAL COMMENTS that you may have about the Mendocino & Wood preferred project concepts presented.

COMMENTS

Downtown Streets & Alleys Preferred Concepts *Community Meeting #2 August 25, 2016*

(Name and contact information optional – please print.)

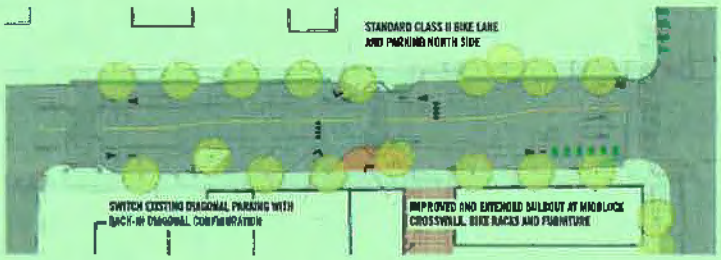
Name: MIKE BURGESS *Organization/Business:* _____

Address: _____

Phone: 485 4191 *Email:* _____

Please rank (①②③) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for Commercial Street and Van Lane alternatives below with a ☑.

① Commercial Street



☐ Alternative 1: Parallel Parking ☑ Alternative 2: Back-in Diagonal Parking

Please provide ADDITIONAL COMMENTS about the Commercial Street Project preferred cancepts presented.

REMOVE VISION OBSTRUCTING PLANTERS

RAISED WALKWAYS ACROSS 'MAIN' 101 ST?
BAD for TRUCKS, TRAILERS, RV's

30 *Van Lane, Muir Lane, Schmidbauer*

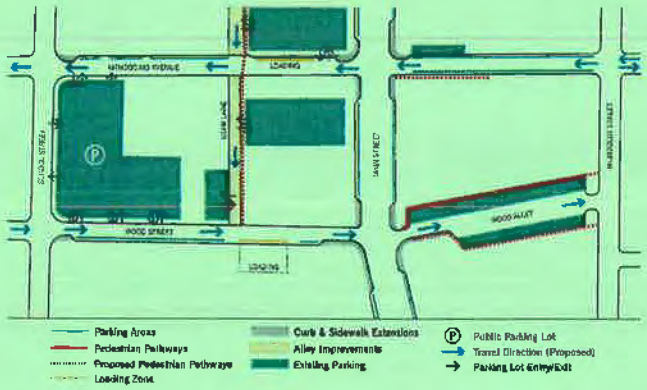
☐ Alternative 1: Shared Street

☐ Alternative 2: Restricted Access

Please provide ADDITIONAL COMMENTS about the Van Lane, Muir Lane and Schmidbauer preferred concepts presented.

concern about raised crosswalk - tiles or pavers coming Loose + need repair

20 *Mendocino & Wood Cauplet*



Please provide ADDITIONAL COMMENTS that you may have about the Mendocino & Wood preferred project concepts presented.

KEEP OPTIONS OPEN TO REVERT

COMMENTS

Downtown Streets & Alleys Preferred Concepts *Community Meeting #2 August 25, 2016*

(Name and contact information optional – please print.)

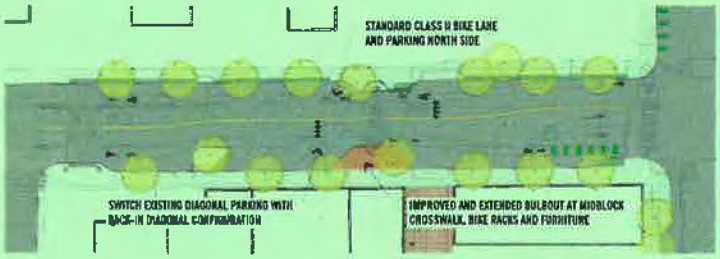
Name: Alex Harter *Organization/Business:* SOLLV, MEC, WELL, WEC, Grange

Address: 275 A W. Mendocino Ave. Willits, CA 95490

Phone: (310) 730-5524 *Email:* _____

Please rank (①②③) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for Commercial Street and Van Lane alternatives below with a ☑.

① Commercial Street



☑ Alternative 1: Parallel Parking

☐ Alternative 2: Back-in Diagonal Parking

Please provide ADDITIONAL COMMENTS about the Commercial Street Project preferred concepts presented.

② *Van Lane, Muir Lane, Schmidbauer*

☐Alternative 1: Shared Street

☐Alternative 2: Restricted Access

Please provide ADDITIONAL COMMENTS about the Van Lane, Muir Lane and Schmidbauer preferred concepts presented.

③ *Mendocino & Waad Couplet*

Please provide ADDITIONAL COMMENTS that you may have about the Mendocino & Wood preferred project concepts presented.

COMMENTS

Downtown Streets & Alleys Preferred Concepts *Community Meeting #2 August 25, 2016*

(Name and contact information optional – please print.)

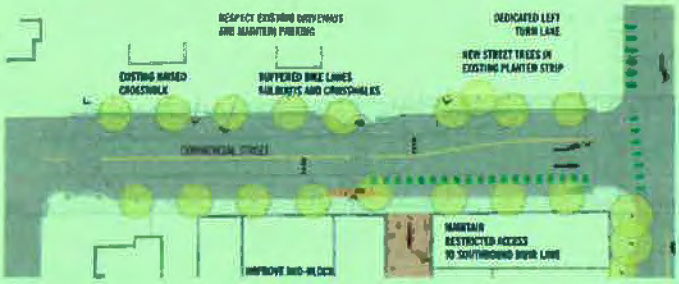
Nome: JOHN BREECHOFF *Organization/Business:* _____

Address: 1001 EAST HILL ROAD

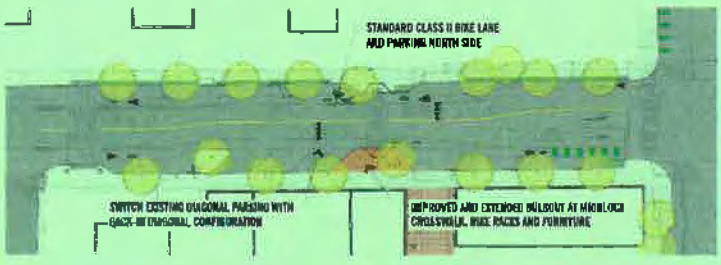
Phone: 459-5216 *Email:* brushpopper@wispwave.net

Please rank (①②③) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for Commercial Street and Van Lane alternatives below with a ☑.

Commercial Street



☐ Alternative 1: Parallel Parking



☒ Alternative 2: Back-in Diagonal Parking

Please provide ADDITIONAL COMMENTS about the Commercial Street Project preferred concepts presented.

② *Van Lane, Muir Lane, Schmidbauer*

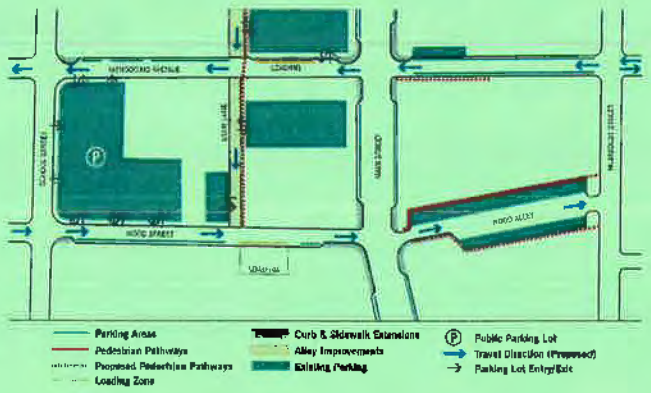
☐ Alternative 1: Shared Street

☒ Alternative 2: Restricted Access

Please provide ADDITIONAL COMMENTS about the Van Lane, Muir Lane and Schmidbauer preferred concepts presented.

ALTERNATIVE 2 APPEARS MORE PEDESTRIAN SAFE

③ *Mendocino & Wood Couplet*



Please provide ADDITIONAL COMMENTS that you may have about the Mendocino & Wood preferred project concepts presented.

MENDOCINO ONE WAY IS DEFINITELY NEEDED

WOOD STREET ONE WAY EAST IS QUESTIONABLE IT WORKS WELL AS IT IS. IF ONE WAY MARKET WEST.

I NORMALLY GO TO PARKING ON WOOD ON MENDOCINO, AND EXIT ON COMMERCIAL OR VALLEY ST.

COMMENTS

Downtown Streets & Alleys Preferred Concepts *Community Meeting #2 August 25, 2016*

(Name and contact information optional – please print.)

Name: Jennifer Poole Organization/Business: _____

Address: 419 Mill St.

Phone: 459-2633 Email: jtpoole@saber.net

Please rank (①②③) the three projects in order of most priority or importance for further development and improvement of Downtown Willits. In addition, please choose your preferred alternative for Commercial Street and Van Lane alternatives below with a ☑.

○ Commercial Street

☐ Alternative 1: Parallel Parking

☒ Alternative 2: Back-in Diagonal Parking

worth trying

Please provide ADDITIONAL COMMENTS about the Commercial Street Project preferred concepts presented.

Majority of Willits + greater Willits residents are not happy w/ taking out middle lane - one good thing → if it's a disaster, it can be changed back!

Why not (1) bike lane ~~more on each~~ on one side of the street for northbound + southbound bikes?

~~Project goal~~ - to get people out of their cars + walking more — we live in the country. Lots of great places - including side streets - w/out Exhaust + Traffic

① *Van Lane, Muir Lane, Schmidbauer*

☐ Alternative 1: Shared Street

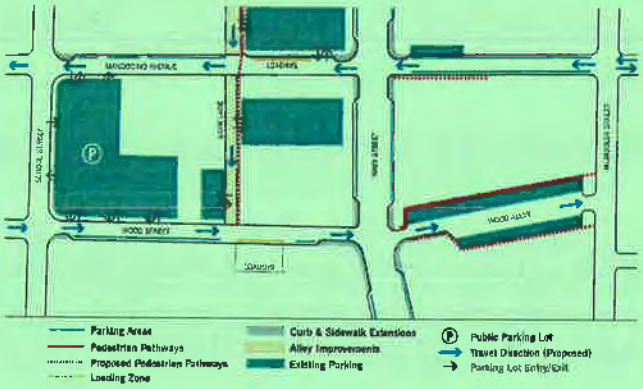
☑ Alternative 2: Restricted Access

Please provide ADDITIONAL COMMENTS about the Van Lane, Muir Lane and Schmidbauer preferred concepts presented.

like the consolidated sidewalk

like the public plaza

○ *Mendocino & Wood Couplet*



Please provide ADDITIONAL COMMENTS that you may have about the Mendocino & Wood preferred project concepts presented.

Downtown Willits Streets Alleys Connectivity Study
Conceptual Cost Estimate

Segments Combined

Description	Total
Segment #1. Commercial Street (School Street to Skunk Train)	$572,476
Segment #2. Muir Lane (Commercial to Mendocino Avenue)and West Van Lane (School Street to Main Street)	$922,407
Segment #3. Schmidbauer Lane (Commercial to E Van Lane)and East Van Lane (Main Street to Humbolt Street)	$568,874
Segment #4. West and East Mendocino Avenue (School Street to Humbolt Street)	$110,590
Segment #5. Wood Street	$28,782
Entire Study Area (Segments 1-5)	$2,203,129
Mobilization, Traffic Control, SWPPP (10%)	$220,313
Design Contingency (10%)	$220,313
Total Bid Price	**$2,643,755**
Construction Contingency (10%)	$264,375
Plans, Specifications and Estimates (PS&E) (10%)	$264,375
Project Total	**$3,172,506**

Notes: Costs are rough estimates and should be confirmed for accuracy.

All items listed include installation costs.

Segment #1. Commercial Street *(School Street to Skunk Train)*

Description	Qty.	Unit	Unit Cost	Total	Notes & Assumptions
Street Trees & Tree Grate	27	EA	$1,000	$27,000	Includes 24" box trees, 4'x4' tree wells, trenching, and barriers. Includes connection to irrigation.
Street Trees	10	EA	$500	$5,000	Includes 24" box trees
Ladder Crosswalks	644	LF	$16.50	$10,626	Assumes "Standard Crosswalk" with 2' latter rungs spaced 2' apart.
Curb and Gutter @ Bulbout	1,131	LF	$40.00	$45,240	Assumes 6" concrete curb.
Concrete Paving @ Bulbout	21,000	SF	$12.00	$252,000	
ADA Curb Ramps	28	EA	$1,500	$42,000	Includes warning surface pavers, as well as demolition costs and repaving asphalt at cuts.
New or Modified Storm Drain (Connections)	22	LS	$5,000.00	$110,000	At curb extension locations.
White Lane Striping (Including parking ticks)	6,800	LF	$2.00	$13,600	
Yellow Center Line Striping	1,560	LF	$4.00	$6,240	Assumes double line
White Striped Bike Lane Buffers	4,300	SF	$4.00	$17,200	
Green Painted Bike Facilities	1,005	SF	$4.00	$4,020	Includes green bike lanes and skip striping through conflict zones.
Class II Markings	30	EA	$50.00	$1,500	
Vehicular Travel Lane Markings	11	EA	$50.00	$550	
Bike Rack	13	EA	$1,000.00	$13,000	
Trash Can	4	EA	$3,000.00	$12,000	
Bus Shelter	2	EA	$5,000.00	$10,000	
Bench	1	EA	$2,500.00	$2,500	

Notes: Costs are rough estimates and should be confirmed for accuracy. **$572,476.00**

All items listed include installation costs.

Segment #2. Muir Lane *(Commercial to Mendocino Avenue)* **and West Van Lane** *(School Street to Main Street)*

Description	Qty.	Unit	Unit Cost	Total	Notes & Assumptions
Pedestrian Light	18	EA	$10,000	$180,000	
Street Trees	6	EA	$500	$3,000	Includes 24" box trees
Curb	524	LF	$40.00	$20,960	Assumes 6" concrete curb.
Concrete Pavers	11,600	SF	$23.00	$266,800	includes pavement demolition
Concrete Pavers (Pedestrian)	1,859	SF	$23.00	$42,757	includes pavement demolition
Plaza & Parking Pavers	1,350	SF	$23.00	$31,050	includes pavement demolition
Storm Drain Line	740	LF	$100.00	$74,000	
New or Modified Storm Drain (Connections)	4	LS	$5,000.00	$20,000	At curb extension locations.
Pedestrian Buffer Striping	1,859	SF	$4.00	$7,436	
White Lane Striping (Including parking ticks)	77	LF	$2.00	$154	
Vehicular Travel Lane Markings	5	EA	$50.00	$250	
Bollards	7	EA	$1,000.00	$7,000	
Bench	6	EA	$2,500.00	$15,000	
Gateway Markers	2	EA	$2,000.00	$4,000	
PG&E Utility Pole Underground	5	EA	$50,000.00	$250,000	Includes PG&E pole cost, other utility cost, trenching etc..

Notes: Costs are rough estimates and should be confirmed for accuracy. **$922,407.00**

All items listed include installation costs.

Segment #3. Schmidbauer Lane *(Commercial to E Van Lane)* **and East Van Lane** *(Main Street to Humbolt Street)*

Description	Qty.	Unit	Unit Cost	Total	Notes & Assumptions
Pedestrian Light	11	EA	$10,000	$110,000	
Street Trees & Tree Grate	4	EA	$1,000	$4,000	Includes 24" box trees, 4'x4' tree wells, trenching, and barriers. Includes connection to irrigation.
Street Trees	3	EA	$500	$1,500	Includes 24" box trees
Curb	390	LF	$40.00	$15,600	Assumes 6" concrete curb.
Concrete Pavers	5,700	SF	$23.00	$131,100	includes pavement demolition
Concrete Pavers (Pedestrian)	1,554	SF	$23.00	$35,742	includes pavement demolition
Plaza Pavers at Main Street	680		$23.00	$15,640	includes pavement demolition
Storm Drain Line	441	LF	$100.00	$44,100	
New or Modified Storm Drain (Connections)	4	LS	$5,000.00	$20,000	At curb extension locations.
Parking Buffer	150	SF	$4.00	$600	
Pedestrian Buffer Striping	1,554	SF	$4.00	$6,216	
White Lane Striping (Including parking ticks)	263	LF	$2.00	$526	
Vehicular Travel Lane Markings	37	EA	$50.00	$1,850	
Bollards	3	EA	$1,000.00	$3,000	
Trellis	3	EA	$5,000.00	$15,000	
Bench	4	EA	$2,500.00	$10,000	
Gateway Markers	2	EA	$2,000.00	$4,000	
PG&E Utility Pole Underground	3	EA	$50,000.00	$150,000	Includes PG&E pole cost, other utility cost, trenching etc..

Notes: Costs are rough estimates and should be confirmed for accuracy. **$568,874.00**

All items listed include installation costs.

Segment #4. West and East Mendocino Avenue *(School Street to Humbolt Street)*

Description	Qty.	Unit	Unit Cost	Total	Notes & Assumptions
Street Trees & Tree Grate	3	EA	$1,000	$3,000	Includes 24" box trees, 4'x4' tree wells, trenching, and barriers. Includes connection to irrigation.
Street Trees	7	EA	$500	$3,500	Includes 24" box trees
Landscape Area	326	SF	$9	$2,934	
Ladder Crosswalks	34	LF	$16.50	$561	Assumes "Standard Crosswalk" with 2' latter rungs spaced 2' apart.
Curb and Gutter	552	LF	$40.00	$22,080	Assumes 6" concrete curb.
Concrete Paving	4,200	SF	$12.00	$50,400	
Ladder Crosswalks at School Street	22	LF	$16.50	$363	Assumes "Standard Crosswalk" with 2' latter rungs spaced 2' apart.
ADA Curb Ramps	3	EA	$1,500	$4,500	Includes warning surface pavers, as well as demolition costs and repaving asphalt at cuts.
New or Modified Storm Drain (Connections)	4	LS	$5,000.00	$20,000	At curb extension locations.
White Lane Striping (Including parking ticks)	326	LF	$2.00	$652	
Loading Zone Striping	600	SF	$4.00	$2,400	
Vehicular Travel Lane Markings	4	EA	$50.00	$200	

Notes: Costs are rough estimates and should be confirmed for accuracy. **$110,590.00**

All items listed include installation costs.

Segment #5. Wood Street

Description	Qty.	Unit	Unit Cost	Total	Notes & Assumptions
Ladder Crosswalks at School Street	20	LF	$16.50	$330	Assumes "Standard Crosswalk" with 2' latter rungs spaced 2' apart.
Curb and Gutter	50	LF	$40.00	$2,000	Assumes 6" concrete curb.
Concrete Paving	600	SF	$12.00	$7,200	
One way signage	4	EA	$500.00	$2,000	
ADA Curb Ramps	2	EA	$1,500	$3,000	Includes warning surface pavers, as well as demolition costs and repaving asphalt at cuts.
New or Modified Storm Drain (Connections)	1	LS	$5,000.00	$5,000	At curb extension locations.
White Lane Striping (Including parking ticks)	76	LF	$2.00	$152	
Loading Zone Striping	750	SF	$4.00	$3,000	
No Parking Red Striping	1,500	SF	$4.00	$6,000	Estimate for corners.
Vehicular Travel Lane Markings	2	EA	$50.00	$100	

Notes: Costs are rough estimates and should be confirmed for accuracy. **$28,782.00**

All items listed include installation costs.

Item No. 4

Meeting Date: December 6, 2016

AGENDA SUMMARY REPORT

To: Honorable Mayor and Council Members

From: Dusty Duley, City Planner

Agenda Title: PRESENTATION, DISCUSSION, AND POSSIBLE ACTION REGARDING THE WILLITS MAIN STREET CORRIDOR ENHANCEMENT PLAN

Type: ☒ Presentation ☐ Consent ☐ Regular Agenda ☐ Public Hearing ☐ Urgent Time: 30 min.

Summary of Request: Staff is seeking approval from the Council on the full *Willits Main Street Corridor Enhancement Plan*. At the September 14, 2016 meeting the Council unanimously approved the design concepts for that approximate one mile section of Main Street to be relinquished back to the City, essentially from its intersection with Highway 20 to the northern city limits, and authorized staff to submit approved concepts to the California Department of Transportation (Caltrans) for inclusion in their Main Street Relinquishment project designs.

The Main Street Corridor Enhancement Plan identifies a new achievable vision to transition Main Street to a complete community street that addresses motorized and non-motorized safety, traffic calming, pedestrian and bicycle improvements, landscaping, public art, and the creation of a streetscape that lends to the support of successful downtown businesses.

The Plan provides a framework of plan concepts for both short and long-term changes to the Main Street corridor and clarifies phasing, levels of costs and resources for implementation of approved concepts. Note that the full plan covers the entire approximate 3-mile stretch of Main Street within City limits including that portion of Main Street from its intersection with Highway 20 to its departure from City limits to the south.

Extensive public input received through an online survey, Advisory Group meetings, stakeholder meetings, two Council meetings and the five-day long Main Street Corridor Planning Fair, has identified the importance of and community support for implementing measures to improve motorized and non-motorized safety, pedestrian and bicycle improvements as well as lighting, landscaping and creation of a streetscape that support the economic vitality of local businesses.

A number of potential improvements within the public right of way have been identified and are shown in the Conceptual Designs. Reconfigurations of the roadway, bike lanes, bulb outs, enhanced crosswalks, lighting, landscaping and other improvements are proposed to support community goals identified throughout the community engagement process.

The *Willits Main Street Corridor Enhancement Plan* and appendices are attached.

Recommended Action: Staff recommends the Council receive a presentation on the Willits Main Street Corridor Enhancement Plan, provide opportunity for public comment and approve the Plan by resolution.

Alternative(s): None recommended.

Fiscal Impact: There is no fiscal impact associated with the Study itself. The Study was prepared utilizing funds that were made available through the Caltrans Sustainable Transportation Planning Grant.

Personnel Impact: N/A
Reviewed by: ☒ City Manager ☐ City Attorney ☐ Finance Director ☐ Human Resources ☐ Risk

Council Action: ☐ Approved ☐ Denied ☐ Other: _____

Records: ☐ Agreement ☐ Resolution #_____ ☐ Ordinance #_____ ☐ Other _____

RESOLUTION 2016-____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILLITS APPROVING THE MAIN STREET CORRIDOR ENHANCEMENT PLAN

WHEREAS**,** the purpose of the Main Street Corridor Enhancement Plan is to engage citizens and stakeholders in a community visioning process to describe desired future conditions in the Main Street corridor and to identify strategies for implementing that vision; and

WHEREAS, the objectives of the Main Street Corridor Enhancement Plan include articulating a long-term vision and near term improvements for the Willits Main Street corridor that addresses motorized and non-motorized safety, traffic calming, pedestrian and bicycle improvements, landscaping, public art, and the creation of a streetscape that supports vibrant downtown businesses; and

WHEREAS, this project was funded through a California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant; and

WHEREAS, on August 12, 2015, the Council accepted the Caltrans Sustainable Transportation Planning Grant; and

WHEREAS, the City conducted a public involvement process to seek input from the community to prepare this plan as outlined in the "Community Outreach and Engagement" section of the plan; and

WHEREAS, the Main Street Corridor Enhancement Plan is a strategic blueprint for short and long term changes in the Main Street Corridor; and

WHEREAS, **t**he City Council finds that the project qualifies for an exemption from the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15262, Feasibility and Planning Studies; and

WHEREAS, **t**he Willits City Council, at its special meeting held on the 6th of December 2016, carefully reviewed the Main Street Corridor Enhancement Plan before them and received public testimony on the matter; and

WHEREAS, the Willits City Council has had an opportunity to review this Resolution and finds that it accurately sets forth the intentions of the City Council regarding the Project.

NOW, THEREFORE BE IT RESOLVED THAT the Willits City Council hereby adopts the Main Street Corridor Plan attached hereto as Exhibit A; and

BE IT FURTHER RESOLVED that the City Council thanks the community members, project management team, project Advisory Group, and the consultant team for preparing the Main Street Corridor Enhancement Plan.

THE FOREGOING RESOLUTION WAS PASSED and adopted at a special meeting of the Willits City Council held on the 6th day of December, 2016, by the following vote:

AYES:
NOES:
ABSENT:
ATTEST:

_____
BRUCE BURTON, Mayor

_____
CATHY MOORHEAD, City Clerk

WILLITS MAIN STREET CORRIDOR ENHANCEMENT PLAN

The City of Willits


LITS

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Acknowledgements

CITY OF WILLITS

Bruce Burton, Mayor

Dusty Duley, Planner

Holly Madrigal, Council Member

Adrienne Moore, City Manager

Ron Orenstein, Council Member

Jeremy Ronco, Engineer

Larry Stranske, Council Member

Madge Strong, Council Member

Rod Wilburn, Public Works Director

Gerry Gonzales, Police Chief

Carl Magann, Fire Chief, Little Lake Fire Protection District (LLFPD)

ADVISORY GROUP

Tatiana Ahlstrand

Marcy Barry

Bruce Burton

Phil Dow

Alan Falleri

Gerry Gonzalez

Greta Kanne

Carl Magann

Linda Matz

Adrienne Moore

Jan Rodriguez

Pete Swanton

Rod Wilburn

Tom Woodhouse

LOCAL GOVERNMENT COMMISSION

Alison Pernell, Project Manager

Josh Meyer, Directory Community Planning Programs

Paul Zykofsky, Associate Director

WRT

John R. Gibbs, Principal

Jillian Nameth Zeiger, Project Manager

Alana Sanders, Landscape Designer

Rohit Tak, Urban Designer

FEHR AND PEERS

Daniel Jacobson, Senior Transportation Planner

Kendra Rowley, Senior Engineer/Planner

GHD

Bill Silva, Principal

Matt Wargula, Project Manager

Special Thanks to Placeworks.

A SPECIAL THANK YOU TO BUSINESSES WHO CATERED THE PLANNING FAIR

RESTAURANT:

Lou Celaya, Adam's Restaurant

Adrian & Evelyn Fisher, Niko's Gyros

Tom Mann, Brickhouse Coffee

April & Caroline, Food PREP Table

Kim Moss, Kemmy's Pies

Darlene Bixler, JD Redhouse

Jaynene Johnson, Zocalo Collective

Leslie Williams, Good Earth Kitchen

Michelle Costa, Mendocino Fermented Foods

Caroline Radice, Black Dog Farm

FARM/ PRODUCER:

Michael Foley, Green Uprising Farm

Ruthie King, Grange Farm School

Hunter Flynn, Tequio Community Farm

Caroline Radice, Black Dog Farm

Ana Cox, Shamrock Artisan Goat Cheese

Caprise Becker, Spice of Life

Brandon Gatto, Covelo Organics

Charlene Ford, Ford Ranch Beef

Tim Becker, Balsamics from Spice of Life

Alex, Cinnamon Bear Farm

Bill & Jane, Floodgate Farm

Irene, Irene's Garden

Gowan, Fortunate Farm

Doug Mosel, Mendocino Grain

CHAPTER 1: INTRODUCTION

PLAN PURPOSE + OVERVIEW

COMMUNITY OUTREACH + ENGAGEMENT


WILLITS
GATEWAY TO THE REDWOODS
RAIL ROAD CROSSING

Plan Purpose + Overview

Willits is a community that lies at the center of scenic Mendocino County. From the date of Willits' incorporation in 1888, the City's Main Street has been the primary north-south transportation corridor, as well as a link to State Route 20 (Highway 20) to the coast at Fort Bragg. It has also been part of U.S. Route 101 (Highway 101), serving as a major state highway since the 1920's, passing through the center of town. Throughout its history, Main Street has functioned to move high volumes of regional through-traffic, generating safety and access challenges for local motorists, pedestrians, bicyclists, transit riders, and businesses

Caltrans is in the process of completing a new segment of Highway 101 that will detour around the City of Willits. The bypass is expected to reduce traffic congestion in the City and its downtown. This presents a once in a lifetime opportunity to transform Main Street into a more pedestrian-oriented environment and business-friendly district with enhanced community character.

In preparation for the opening of the Willits bypass, the City of Willits and a group of Main Street merchants worked with two non-profit organizations, the Local Government Commission and North Coast Opportunities, Inc., to submit a Caltrans Sustainable Transportation Planning Grant proposal to plan for the future of Main Street. The proposal was submitted with 42 letters of support from community organizations, businesses, and local leaders. In 2015, Caltrans awarded the grant to the City, in partnership with the Local Government Commission (LGC), to prepare a corridor plan for the entire three-mile stretch of Main Street within the City limits. Through a competitive bid process, the City and LGC brought a multi-disciplinary design team on board led by Wallace Roberts and Todd (WRT), with technical support from Fehr and Peers transportation consultants and GHD Engineers.

The Willits Main Street Corridor Enhancement Plan is funded through a Caltrans Sustainable Transportation Planning Grant (fiscal year 2015-2016). Grant funding totalled $170,670 and the City of Willits contributed $22,112 in local matching funds.

An extensive community engagement process was conducted to generate ideas for immediate and future projects following the opening of the Highway 101 bypass. The consultant team translated the community input into design concepts and assessed their feasibility. The resulting plan articulates a long-term vision and near term improvements for the Willits Main Street corridor. It addresses motorized and non-motorized safety, traffic calming, pedestrian and bicycle improvements, landscaping, public art, and the creation of a streetscape that supports vibrant downtown businesses.

The opening of the Willits Bypass has the potential to change the character of Main Street by diverting higher speed through traffic and trucks from the downtown area, and by "localizing" the northerly portion of Main Street once relinquishment is complete. The Highway 20 portion of Main Street will remain a state highway and will continue to serve as the southerly gateway to the community. This Willits Main Street Corridor Enhancement Plan provides a framework of plan concepts for both short and long-term changes to the Main Street corridor, and clarifies phasing, levels of costs and resources for implementation. Specific recommendations are provided in Chapter 3: Design Strategies and Chapter 4: Implementation.

Community Outreach + Engagement

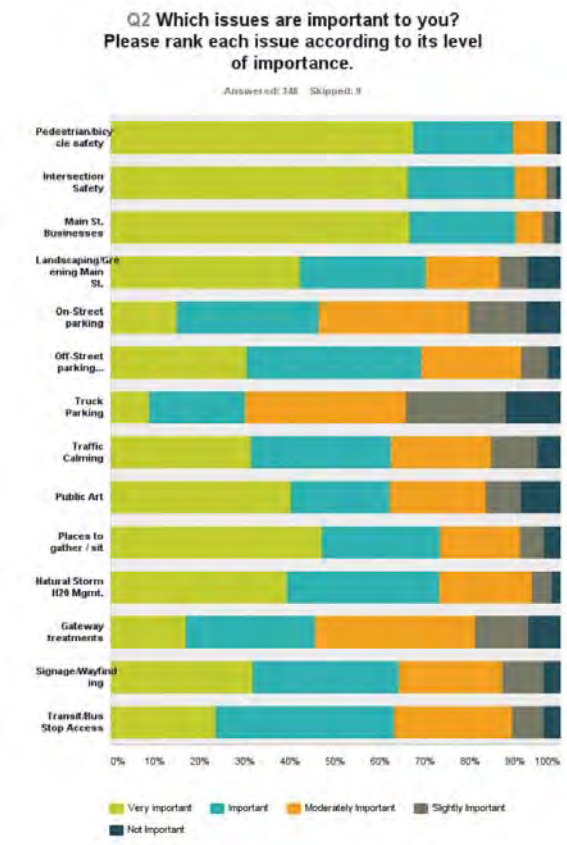
The concepts in this plan were generated through a public participatory design process, or "charrette," that engaged hundreds of community members over the course of a week in April 2016. The technical feasibility of concepts was evaluated through analysis of traffic data, field observations, engineering templates, and conversations with business-owners, City officials, residents and stakeholders. In the months that followed, concepts developed through the charrette were brought back to the community for review and comment during a Sneak Preview of Main Street event, and presentations were made during numerous City Council meetings. Highlights of the community engagement and design process are presented below.

ONLINE SURVEY

In February 2016, LGC assisted the City with a Preliminary Survey of Main Street Issues. The survey was administered on-line and printed surveys were available through the Willits Weekly. Local media and the project website (www.willitsmainstreetplan.com) promoted the survey to the community at large. Respondents were asked to rate the importance of issues on Main Street using a scale (not important to very important). Results from the survey indicated three issues of primary importance: pedestrian and bicycle safety, supporting local businesses on Main Street, and intersection safety. Of 348 respondents, over two-thirds indicated that these three issues were "very important". Other issues considered "important" or "moderately important" by the majority of respondents included: landscaping/greening on Main Street, public art, traffic calming, places to sit and gather, off-street parking (parking lots), natural storm-water management, and access to transit/bus stops. Issues of least importance to survey respondents were truck parking, gateway treatments (like the Willits Arch), and on-street parking. Survey results became a starting point for discussion of Main Street issues and helped focus design efforts during the week-long charrette.

PROJECT ADVISORY GROUP

A local Advisory Group was formed to guide the project, provide input to the project team, and to help organize the charrette, dubbed the "Main Street Planning Fair". The Advisory Group first met in November 2015 to kick off the project. The group provided technical and community-based information critical to the success of the planning



The results of the online survey.

The Advisory Group met several times over the course of this project.

Flyers in English and Spanish promoted Planning Fair events. They were mailed out with the City's water bill and distributed electronically and in hard copy through local organizations and social media.

Walking Assessment of South Main Street.

effort, assisted with outreach, and helped act as the "eyes and ears" of the community. Group members included local merchants; service club representatives; staff from the City, Mendocino County of Governments, and Caltrans; and the consultant team. Many of the Advisory Group members volunteered their time to promote, attend, and clean up after community events.

MAIN STREET CORRIDOR PLANNING FAIR

From April 18-22, 2016, the project team held focus group meetings, walking assessments, meetings with local agencies to vet preliminary concepts, open public studios to review the work in progress, and two large community workshops. Ideas generated during Planning Fair events became the basis for discussion and exploration by the design team, the results of which are found within this plan.

Focus Group Meetings

During the Planning Fair, focus group meetings were held to gather input from stakeholders. The project team met with seniors, local agencies and organizations, and Main Street business owners to learn from local users about opportunities and challenges on Main Street, and exchange ideas about potential design solutions.

Walking Assessments

Walking assessments of the project area were conducted on April 18, 2016 prior to the first community workshop. Over 150 people gathered at the Old Rexall (90 S Main St.) building on Main Street to join walking groups throughout the Main Street corridor and discuss strengths, problems and ideas for change.

One group boarded a bus donated by Mendocino Transit Authority and headed to the southern part of the corridor, south of the Highway 20 intersection. Concerns about pedestrian and bicycle accessibility, high speeds, and an informal school crossing near the railroad tracks were raised. A disabled participant had serious challenges navigating the sidewalk, which underscored the need for improved pedestrian facilities along the southerly portion of the corridor.

Three other walking groups departed the Old Rexall building on foot to explore and discuss the northern segment of the corridor that will be relinquished to the City. Discussion focused on supporting a pedestrian- and bicycle-friendly downtown environment, traffic calming techniques, and desired safety improvements at the intersections.

Community Workshops

Immediately following the Walking Assessments, the Planning Fair's opening workshop was held at the Old Rexall Building. Approximately 250 people were in attendance. North Coast Opportunities, Inc. organized a showcase of locally-sourced and prepared food samplings. After the food was served, participants wrote their long-term vision for Main Street on note cards. Volunteers were invited to read their visions aloud. Common themes included: walkability, bikeability, safety, family-friendly environment, and thriving downtown businesses.

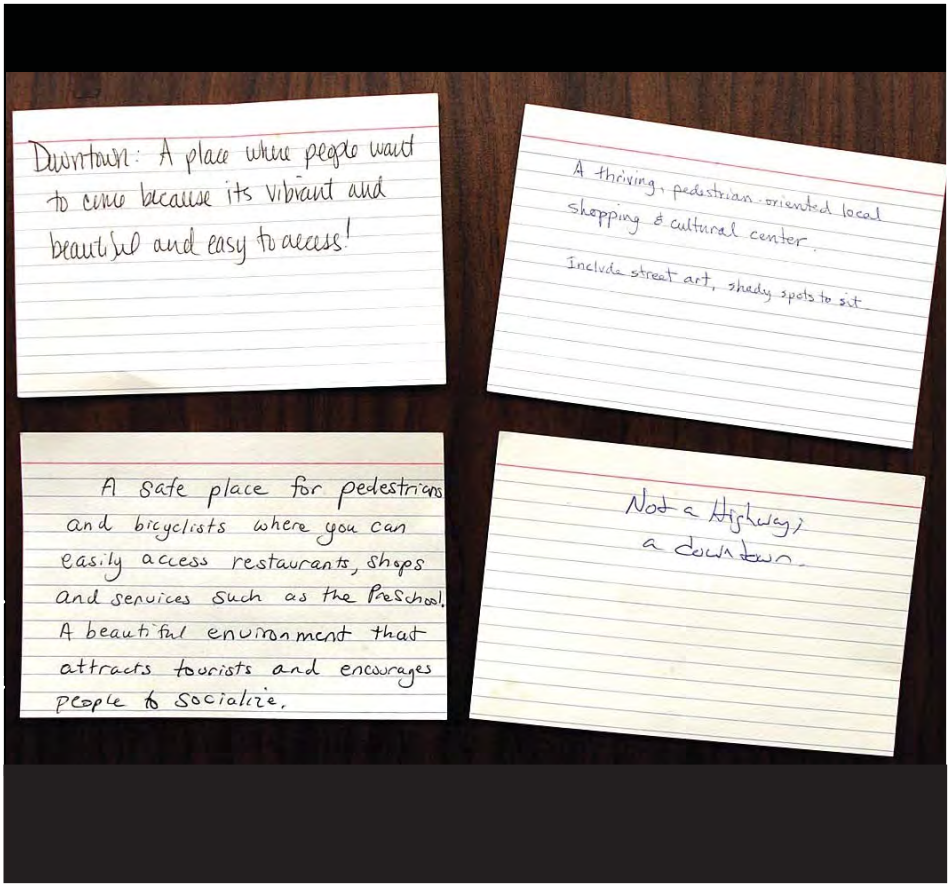
Participants were then asked to write their values on sticky notes. Like values were arranged in groups on a wall to indicate those the community holds in common. Top community values included:

- Natural Environment/Clean Air/Trees/ Green
- Art/Creativity
- Community/People
- Small Local Businesses

Following the opening input activities, project team members presented design tools utilized in comparable places and similar conditions to improve pedestrian- and bicycle-accessibility, improve safety for all roadway users, support a vibrant Main Street business climate, and build on Willits' sense of place by incorporating public art, street trees, and places to sit and gather.

Participants then gathered around a 28 foot long map of the Main Street Corridor to design their ideal Main Street. Using pens, sticky notes, and ideas from the presentation, community members reconfigured streets and intersections, suggested trees to save, identified desired locations for safe pedestrian crossings, and enthusiastically identified locations for roundabouts, gateways, art installations and signage.

Walking Assessment of North Main Street.



Note cards from the visioning exercise at the opening workshop.

The design team leads a discussion on the corridor map at a design table at the opening workshop.

LGC presents as part of the final workshop.

On April 20 and 21, the public was invited to attend evening open houses at the Old Rexall building to see the designs in progress, check the work of the team, and continue to provide input as ideas and concepts were developed. At least 50 people attended each open house, and feedback was used to help refine and fine tune evolving plans.

The Planning Fair's closing workshop was held on April 22, 2016 at the Old Rexall building, and was attended by over 125 people. Scoops Catering provided hors d'hourves, continuing the theme of local flavor. The project team presented concepts developed throughout the week, including a roundabout at Brown's Corner, medians at strategic locations along the corridor, enhanced pedestrian crossings, traffic calming treatments, and continuous bike lanes throughout the corridor.

LIVING PREVIEW

On May 19, 2016, the project team and volunteers organized a follow-up event to the week long Planning Fair. The Sneak Preview of Main Street was a live demonstration project that temporarily mocked up traffic calming and place-making treatments. Bulbouts, bicycle lanes, landscaping, public art, and benches were temporarily installed on East Commercial Street to simulate elements of the Main Street plan and to gather public input. Over the course of three and half hours, at least one hundred people walked through the Sneak Preview and many provided comments.

The Noyo Theatre screened two free showings of The Prowler – a drama produced by the 1939 class of Willits High School and set in historic downtown Willits. The Little Lake Fire department navigated the mocked-up designs with the City's largest fire truck. Adjustments to some of the bulb outs were made to accommodate the turning movements of the fire truck.

Flyer for the Sneak Preview Event.

The largest firetruck in Willits navigates a proposed sidewalk bulb-out during the Sneak Preview.

A bicyclist tries out a mocked-up bicycle lane at the Living Preview

A bulb-out that was mocked-up to replicate improvements on Main Street that include benches, planting and shade trees.

Special Thanks...

to these individuals and organizations that contributed time, energy and resources to the Main Street Planning Fair and Sneak Preview of Main Street events:

Al Canepa

Alan Falleri

Brickhouse Coffee

Greta Kane

Linda Matz

Mendocino Transit Authority

North Coast Opportunities

Noyo Theatre

Roots of Motive Power

Scoops Catering

Solid Waste of Willits

Sparetime Supply

Pete Swanton

Walk and Bike Mendocino

Willits Chamber of Commerce

Willits Economic Localization

Tom Woodhouse

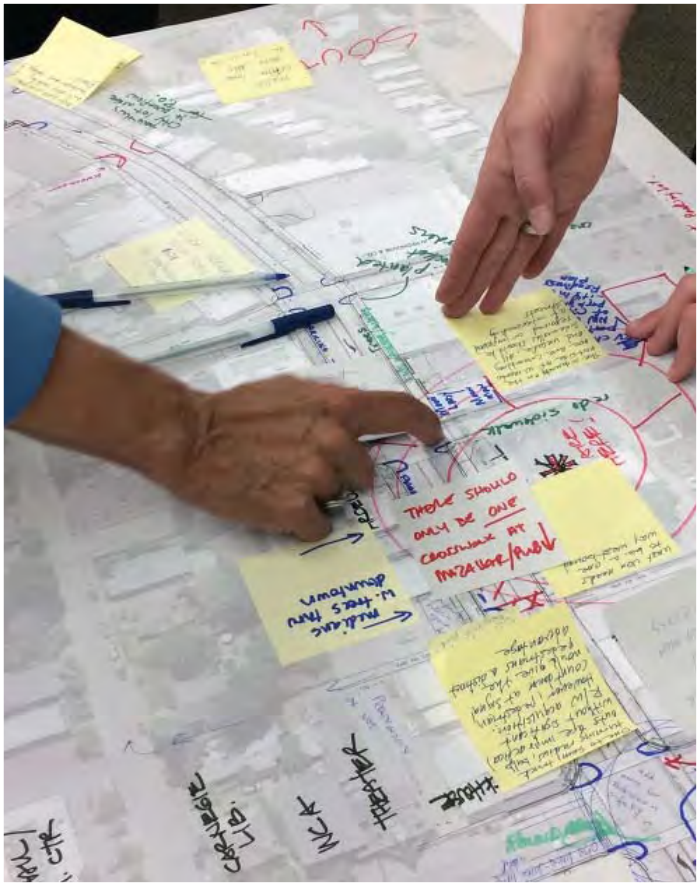
OUTCOMES + CONCLUSIONS

The Willits Main Street Planning Fair and Sneak Preview of Main Street events engaged hundreds of people from the community – including residents, business-owners and local agency stakeholders – in envisioning and designing their ideal post-bypass Main Street. The residents were supportive of the ideas presented including overall concepts such as:

- Crossing Islands
- Buffered Bicycle Lanes
- Green Streets
- Wayfinding
- Public Art

The ideas generated through the process described above became the basis for this Willits Main Street Corridor Enhancement Plan. Designs and recommendations are detailed in the chapters that follow.

Post-it notes from Willits residents indicated what they value most about their community.



At the end of the charrette, public comments were scanned, recorded, and reviewed by the design team.

Businesses in downtown activate the street with retail displays on the sidewalk.

CHAPTER 2: EXISTING CONDITIONS SUMMARY

RELEVANT PROJECT + PLANS

CORRIDOR CONDITIONS

Relevant Plans and Projects

SUMMARY OF PAST PLANNING PROJECTS

Several planning documents informed the Willits Main Street Plan. These documents address Main Street and its relationship to downtown Willits and the greater region. They address transportation and mobility issues, economic growth and regional development, and placemaking along the Main Street corridor and the surrounding area.

WILLITS DOWNTOWN SPECIFIC PLAN (2000)

The Willits Downtown Specific Plan provides an overall strategy for expansion, reuse and revitalization of Downtown Willits. The plan addresses issues on downtown Main Street related to parking strategies, placemaking, and design ideas. Parking strategies include encouraging more legible parking lot signage and considering reuse of parking lots that border Main Street. The plan outlined the necessity for public gathering spaces on downtown Main Street as potential development sites. Design ideas for Main Street include bulbouts and intersection improvements at the Post Office, at Main and Wood Street, a gateway median north of Oak Street, and improved crosswalks on Main and Commercial Street.

WILLITS CIRCULATION AND PARKING IMPROVEMENT STUDY (2002)

The Willits Circulation and Parking Improvement Study focuses on several specific issues concerning Main Street. This study outlines safety issues south of Highway 20 including pedestrian access near the railroad tracks at the Willits arch and bicycle, pedestrian and vehicular coordination at the Main/Baechtel Road Intersection. The plan suggests a roundabout at Highway 20. North of Highway 20, the study outlines pedestrian safety issues at Main/Mendocino and Main/Valley. The plan also outlines the need for a left turn pocket at the Commercial/Main intersection. In terms of parking, the study concluded that occupancy tends to be higher during the week (82% capacity), however there is no demonstrated need for added parking spaces.

BAECHTEL ROAD- RAILROAD AVENUE CORRIDOR COMMUNITY DESIGN STUDY (2003)

While this study focused on Baechtel Road, it also described interventions that create a stronger relationship to South Main Street entry points. This project shows how a bicycle and pedestrian trail system connects through Main Street at intersections including Baechtel Road and Commercial Street. At North Baechtel Road, the plan shows a new crossing at Main Street including a pedestrian crosswalk, and planted median. At South Baechtel Road, this plan proposes a "Gateway to Willits Roundabout," in order to mitigate circulation issues at this intersection and provide a gateway for the city.

WILLITS BICYCLE AND PEDESTRIAN SPECIFIC PLAN (2009)

The bicycle and pedestrian plan provides specific observations for conditions on Main Street. The plan details how less experienced bicyclists divert off of Main Street because of the broken grid and safety hazards. The plan illustrates that 80-90% of bicycle-vehicular and pedestrian-vehicular accidents are on Main Street. The recommendations include at least 8' sidewalks on Main Street due to less demand for on-street parking.

SAFE ROUTES TO SCHOOL PLAN (2009)

This plan focuses on circulation issues and alternatives for schools in Willits, several of which are located on or near Main Street. On the west side of N. Main Street at Sanhedrin High School, the plan recommends the needs for signage and sidewalk construction. Sidewalks are also missing near Willits High School, and they are encouraged in this plan. Class 2 bicycle lanes are recommended for all of N. Main Street in order to provide a safe route to schools and provide connections with those off of Main Street as well.

CALTRANS PROJECTS

Since 2012, the City of Willits has been coordinating with Caltrans on a relinquishment agreement that terminates their ownership of Main Street north of Highway 20 and returns it to the City's jurisdiction.

BYPASS PROJECT

The first step in relinquishing Main Street ownership is the construction of a freeway bypass. At the time this document is being written, the bypass is scheduled to open in fall of 2016, diverting highway traffic from Main Street and the entire city. The bypass returns to its original alignment north of City limits.

RELINQUISHMENT PLANS

The Caltrans relinquishment project is defined by a relinquishment agreement (the "agreement") made effective between the City and Caltrans on January 25, 2012. The agreement outlines the responsibilities of Caltrans to bring the to-be-relinquished portion of US Highway 101/Main Street to a "state of good repair". The project is broken up into three parts: 1) Crosswalks/sidewalks/ADA accessibility from SR 20 to Sherwood Road, 2) pedestrian accessibility improvements in front of Willits High School, and 3) major improvements to the Sherwood Road/Main Street intersection. The agreement is provided in the Technical Appendix of this report.

Throughout the course of the grant-funded Willits Main Street Corridor Enhancement project, the project team met with the relinquishment team to identify opportunities to coordinate the two projects. The first meeting occurred concurrent with the first Advisory Group meeting on November 5, 2015 at the Willits city council chambers. In addition to the Advisory Group, the relinquishment project manager and engineer were in attendance. During that meeting, both projects were discussed including budgets, timelines, constraints and opportunities. Ultimately, the following strategic areas of focus were identified as opportunities for design goals to be merged:

- New street tree locations
- Street light locations
- Street furniture locations
- Traffic calming (such as bulb-outs)
- Striping of travel lanes, parking, bike lanes
- Widening constrained sidewalk areas
- Road diets
- Green street concepts

The relinquishment team returned to Willits for the Main Street project's third Advisory Group Meeting. They accepted the invitation to attend charrette events and they agreed to receive and review the charrette recommendations for inclusion in the relinquishment project as deemed feasible.

The conceptual designs resulting from the charrette were provided to the relinquishment team on August 22nd.

With conceptual designs having been thoroughly vetted with the community and approved by the City Council, the City will continue to work with Caltrans to incorporate our conceptual designs with Caltrans' relinquishment project designs. The City is in on-going discussions with Caltrans to enter into a cooperative agreement whereby both parties will agree to share the cost of the work for the relinquishment project. There are a number of improvements that Caltrans will pay for as outlined in the previously referenced relinquishment agreement. Costs associated with additional improvements identified in the City's approved conceptual designs are expected to be borne by the City. Caltrans is also exploring opportunities to potentially assist the City with some of the complete streets elements found in our conceptual designs consistent with their own directives and polices in line with Caltrans Deputy Directive DD-64-R2 "Complete Streets - Integrating the Transportation System." An executed cooperative agreement is required prior to the exchange of any effort, funding, or materials. Construction of the relinquishment project is currently scheduled to begin in January 2018.

This aerial shows the progress of construction of the Willits Bypass project and its route diverting around the Main Street corridor.

Corridor Conditions

OVERVIEW

The Willits Main Street project spans a three-mile stretch from Main Street and Southern Baechtel Road to Willits city limits at Casteel Lane to the north. Currently, this entire corridor is part of State Route 101. However, the bypass project will result in a decommissioned segment from Highway 20 north to where the bypass reconnects.

The development character changes along the Main Street corridor. The Downtown portion of the corridor from Valley Street in the south to Commercial Street in the north is an active retail and shopping district with restaurants, cultural attractions, and entertainment destinations like the historic movie theater and Willits Center of the Arts. The streets and mid block alleys found in this portion of Main Street create a very walkable district. A concentration of more vehicular centric development exists with a concentration at the Highway 20 intersection and South Main Street. South of the Highway 20 intersection, the corridor is characterized by shopping centers, some fast food restaurants, large setbacks from the highway, and undefined pavement areas. Large vacant lots north of the Commercial and Main street intersection are interspersed with residential and vehicular centric retail.

Schools on Main Street include Willits High School and Sanhedrin High School in the north and Willits Charter High School in the south. Students walk and ride their bicycles along Main Street to commute to and from school. However, sidewalks are incomplete and bicyclists often ride on the sidewalk due to lack of safe street facilities.

Tourist attractions and welcoming features are found on the corridor including the Skunk Train that takes riders from Willits to

The far northern portion of Main Street has similar characteristics to the Southern portion.

Downtown Main Street has pedestrian scale signage and a well connected street grid, however, the highway traffic volumes and number of eighteen wheelers creates noise, traffic and pollution, making the street uncomfortable for bicyclists and pedestrians.

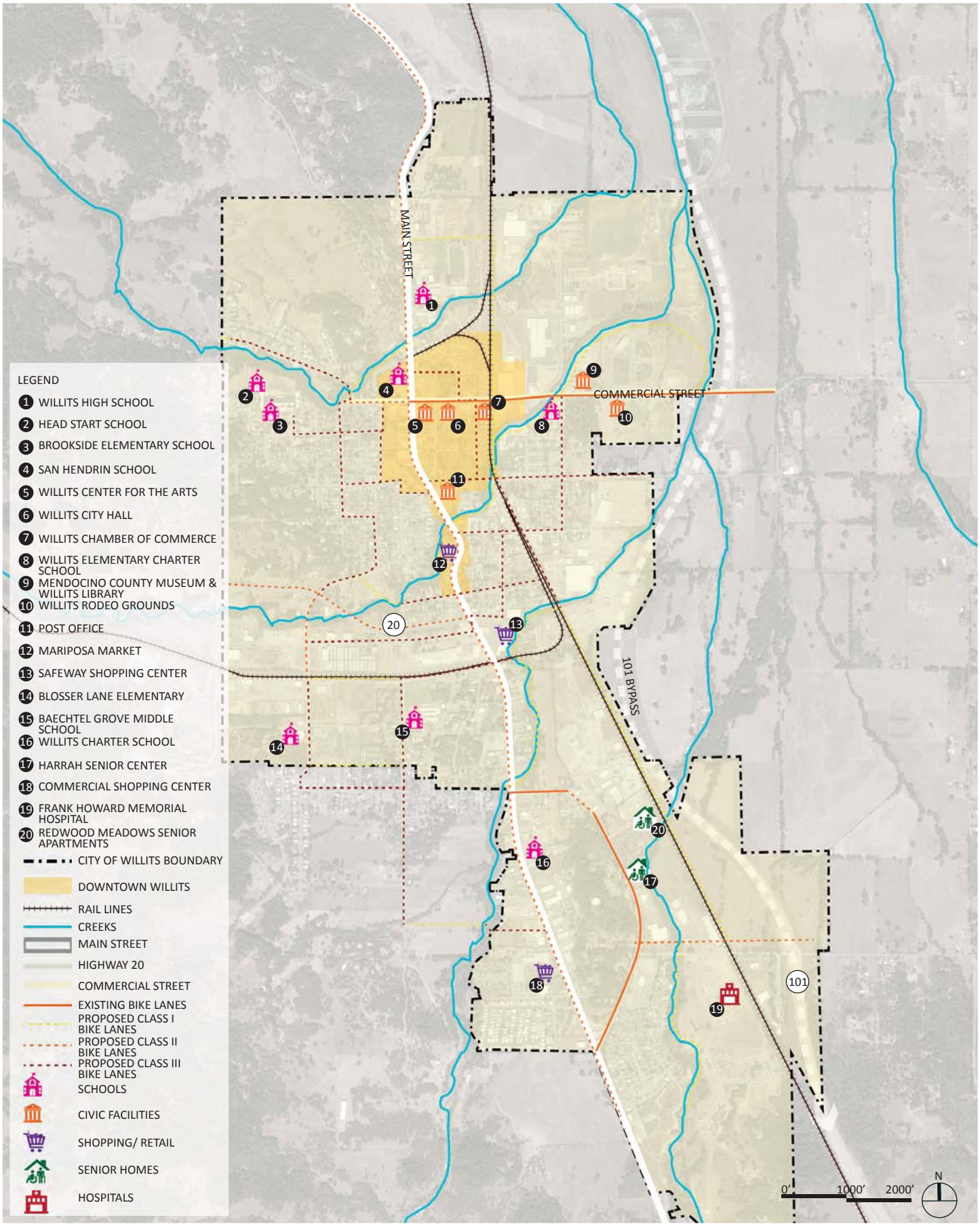


FIGURE 2.1: CORRIDOR-WIDE DIAGRAM

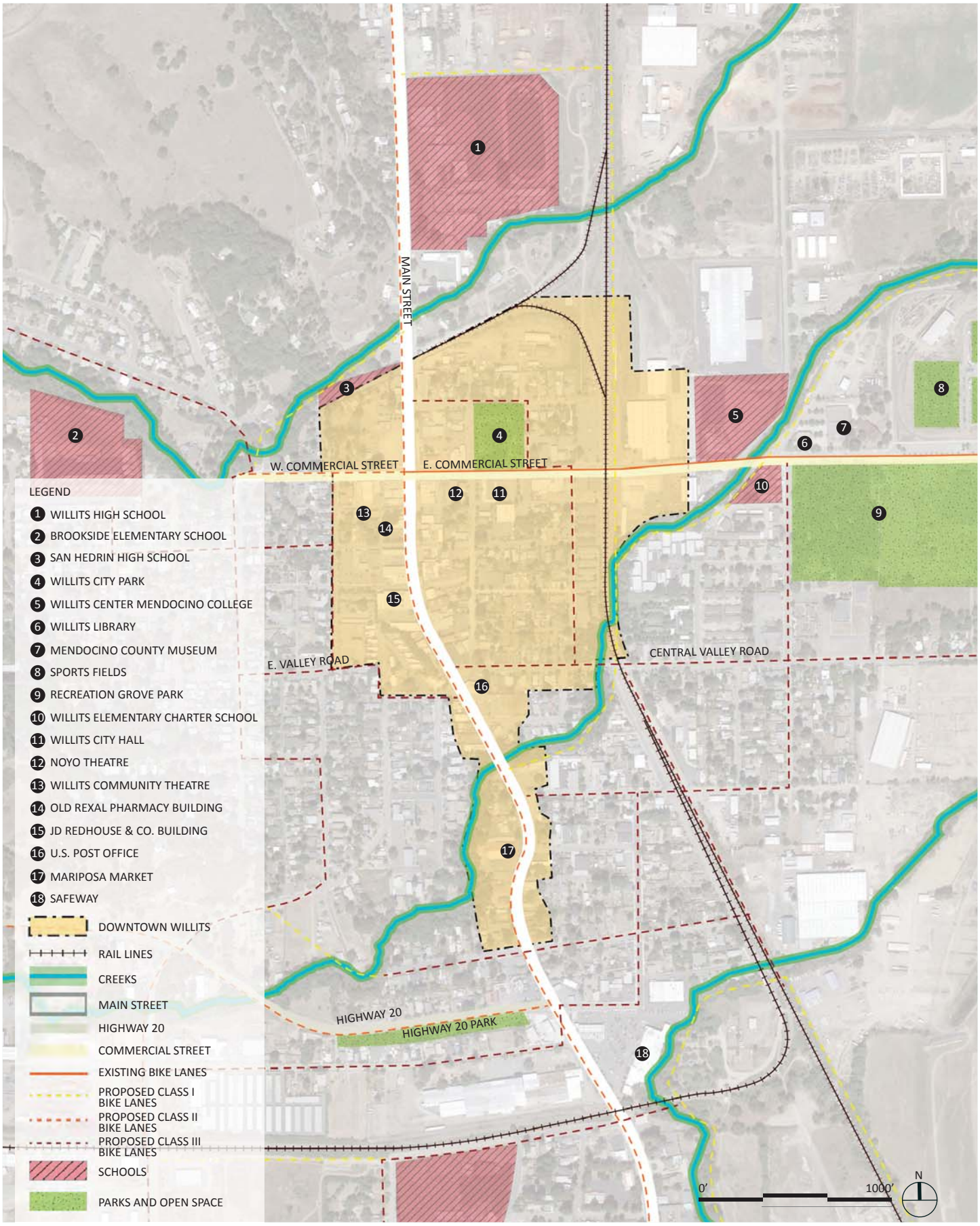


FIGURE 2.2: DOWNTOWN DIAGRAM

This rapid flashing beacon on South Main Street was an important safety improvement.

The lively retail and restaurants in downtown are complemented by outdoor planters, retail displays and pedestrian signage.

Fort Bragg and several hotels and motels in the southern portion of Main Street. Small gateway signs in the far north and south identify entrances to Willits. The iconic Willits arch just south of Highway 20 is known throughout the region. It spans the street with a sign that reads "Gateway to the Redwoods."

Willits Main Street Events...

Willits is home to several outdoor events, including weekly farmers markets, art fairs and other festivals. The largest of the Main Street outdoor events is Willits Frontier Days, a series of events that takes place over several days and includes a Rodeo and Fourth of July Parade down Main Street.

DISTRICT CONDITIONS

OVERVIEW

For the purposes of this study, the Main Street corridor is organized into two districts: north of Highway 20 and south of Highway 20 based on the observed character of the two segments. A majority of the portion that is north of Highway 20 is part of the highway relinquishment, while the Southern portion will remain under Caltrans ownership. This section will detail key existing conditions for each portion.

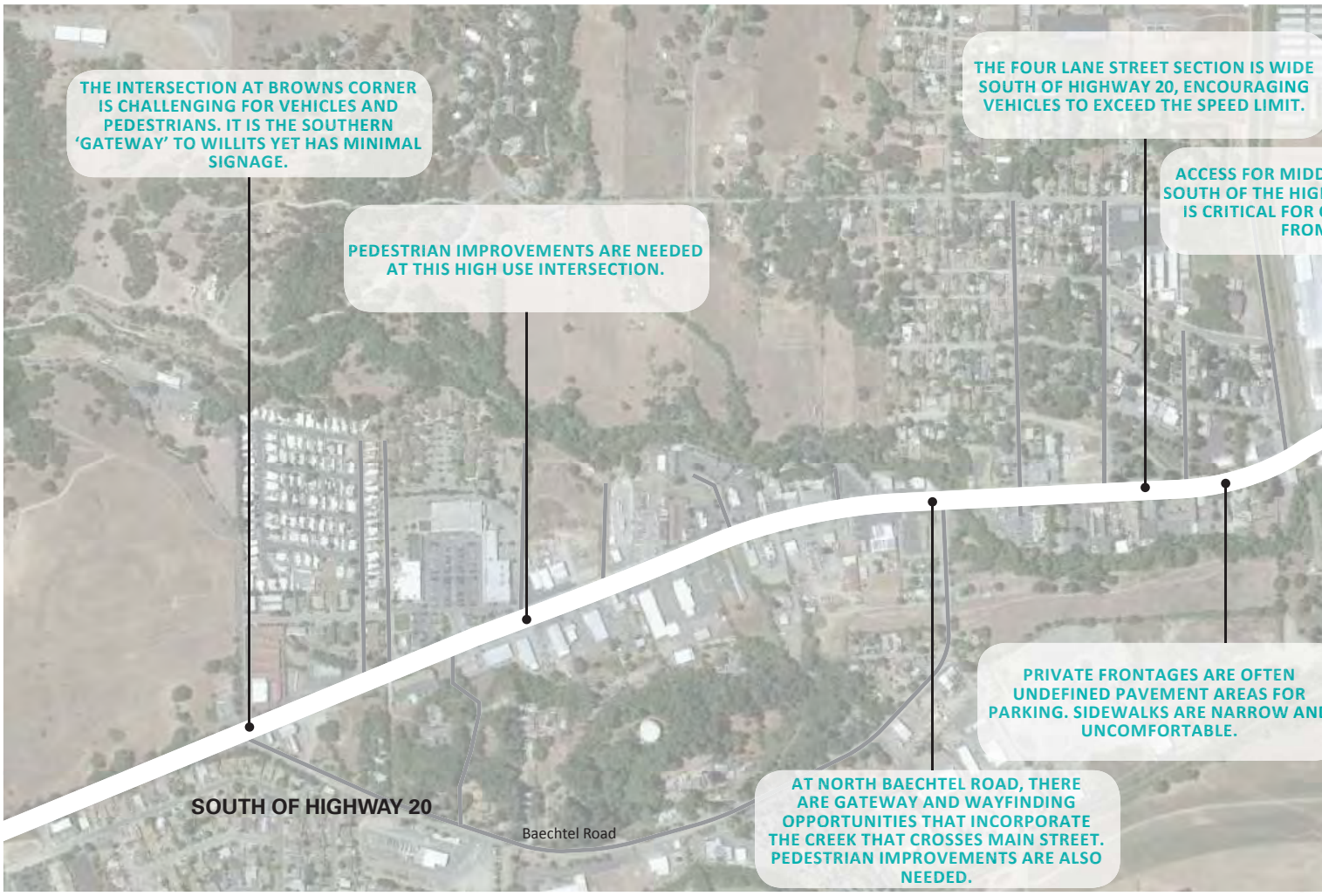
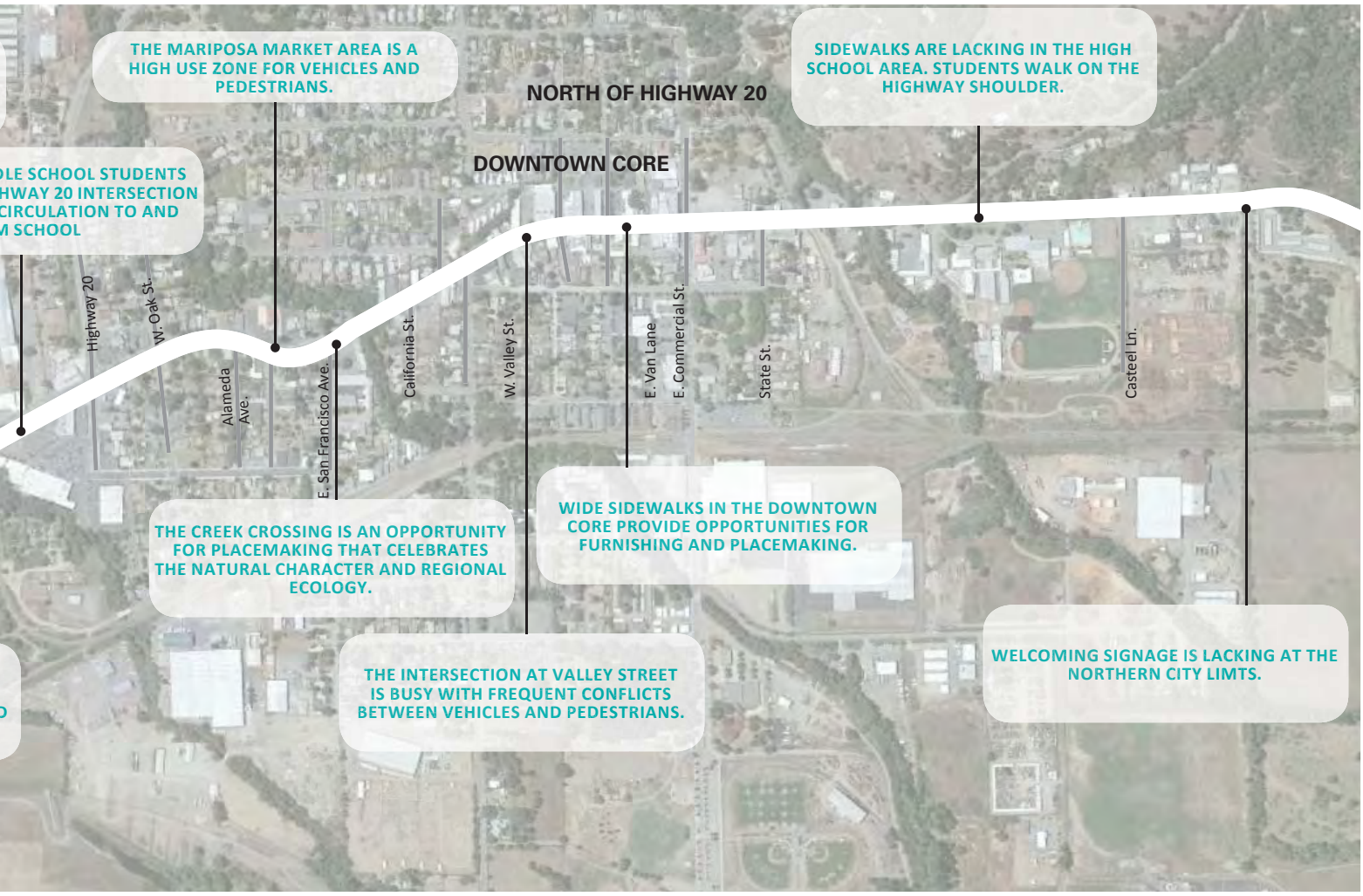


FIGURE 2.3: EXISTING CONDITIONS DIAGRAM


THE MARIPOSA MARKET AREA IS A HIGH USE ZONE FOR VEHICLES AND PEDESTRIANS.
NORTH OF HIGHWAY 20
SIDEWALKS ARE LACKING IN THE HIGH SCHOOL AREA. STUDENTS WALK ON THE HIGHWAY SHOULDER.
DOWNTOWN CORE
OLE SCHOOL STUDENTS
HWAY 20 INTERSECTION
CIRCULATION TO AND
M SCHOOL
Highway 20
W. Oak St.
Alameda Ave.
E. San Francisco Ave.
California St.
W. Valley St.
E. Van Lane
E. Commercial St.
State St.
Casteel Ln.
THE CREEK CROSSING IS AN OPPORTUNITY FOR PLACEMAKING THAT CELEBRATES THE NATURAL CHARACTER AND REGIONAL ECOLOGY.
WIDE SIDEWALKS IN THE DOWNTOWN CORE PROVIDE OPPORTUNITIES FOR FURNISHING AND PLACEMAKING.
THE INTERSECTION AT VALLEY STREET IS BUSY WITH FREQUENT CONFLICTS BETWEEN VEHICLES AND PEDESTRIANS.
WELCOMING SIGNAGE IS LACKING AT THE NORTHERN CITY LIMTS.

NORTH OF HIGHWAY 20

The area north of Highway 20 consists of a curving section leading to downtown Willits and the area north of Commercial Street where Willits High School is located.

The southern portion of downtown Willits spans from Highway 20 to Valley Street. This area includes some highly-used retail that is set-back from the street including Mariposa Market and other local businesses. There are some areas of Main Street, notably between California Street and West Valley Street that have constrained sidewalks making it difficult for pedestrians to maneuver. The West and East Valley intersections are dangerous for pedestrians, vehicles and bicycles, due to the lack of hierarchy and clear sight lines.

The downtown core north of Valley Street to Commercial Street is a walkable retail corridor. Civic minded merchants activate the sidewalk with planters, decorations and pedestrian scale signage. Sidewalks are adequate in this zone with a range of 10-12 foot sidewalks. Still, narrow pinch points exist. Crosswalks at intersections are well used by pedestrians, however safety improvements are needed to address lighting, traffic calming, and sight lines.

The character of Main Street changes north of Downtown. Larger, vacant parcels are more prevalent in this portion. The intersection at State Street is a known conflict point for pedestrians and vehicles. Willits High School is the main landmark in this zone, however inconsistent sidewalks and outdated signage should be updated so that there is an accessible route for bicyclists and pedestrians to the high school. The northern-most gateway in Willits sits northwest of the Casteel Lane intersection. It is not visible to vehicles and lacks the prominence necessary for a city gateway entry.

An attractive and merchant sponsored example of pedestrian scale activation in the Downtown Core.

The crosswalks on Van Lane are well used despite reported safety concerns about lighting and vehicle speeds.

Trees planted on a narrow stretch of sidewalk, illustrated above, create barriers for pedestrians.

Sidewalks in the southern portion of downtown conflict with driveways and vehicular visibility.

The lack of sidewalk in front of Willits High School creates an accessibility challenge.

Historic buildings line the Downtown Core and give the area a historic character.

SOUTH OF HIGHWAY 20

The southern portion of Main Street extending from the City limits north to the Fort Bragg Highway 20 intersection marks the first impression of the town to visitors heading north. In fact several hotels are mixed into the mixture of retail, academic, and industrial uses. The roadway is wide and uses tend to be set back behind parking lots. Trees and beautification planting is scarce. Narrow sidewalks, higher vehicle speeds, and little shade all contribute to an unpleasant walking environment. Businesses along the southern corridor are popular and their success is important to the economic health of the city as well as to the convenience of residents.

The corridor south of Highway 20 contrasts with the character of the downtown core. The street network is less fine-grain, amenities are clustered at a few key intersections, and architecture and design of parcels is vehicle-oriented. Generally, the pedestrian experience is unpleasant on this stretch of Main Street, with a lack of street trees and pedestrian crossings. No bike lanes exist on this segment. Vehicles are traveling on this portion of the corridor at speeds higher than the posted limit, encouraged by the multiple, wide lanes. Outside lanes in some areas are greater than 15 feet compared with standard 11 foot lanes.

Several intersections occur in the segment. Northern Baechtel Road is currently a high traffic zone and lacks adequate crossings for pedestrians. At Gregory Lane, the rapid flashing beacon is well-used by pedestrians and located in a cluster of motels, restaurants, and a charter school. Southern Baechtel Road, an area known as "Brown's Corner" is a four way intersection that lacks gateway character and is a challenging place for drivers. Though it is the southern city limits, signage near this intersection lacks identity, but has the potential to be a major gateway for the town.

The intersection at Brown's Corner is confusing for vehicles and lacks wayfinding for pedestrians.

This view of South Main shows wide lanes and unevenly spaced signals that leads to increased speeding by vehicles.

This is the current entrance sign for the southern portion of Willits. It lacks character and has low visibility.

The rapid flashing beacon at Gregory Lane is well used by pedestrians.

Pedestrian scale signage and sidewalks with vegetation are rare on South Main.

The intersections in the Southern Portion of Main Street are long and lack pedestrian refuges.

CHAPTER 3: DESIGN STRATEGIES + CONCEPTS

FRAMEWORK PLAN

CORRIDOR-WIDE RECOMMENDATIONS

DISTRICT RECOMMENDATIONS

Framework Plan

OVERVIEW

This chapter focuses on design strategies and concepts for the entire corridor. First, the chapter focuses on general design guidelines that can be applied at any point along the corridor. Then, it breaks the corridor down further into the areas that were described in the existing conditions portion of the document: north of Highway 20 and south of Highway 20.

This framework plan shows broad conceptual design changes that impact Main Street. The following pages detail the conceptual design interventions through plans, 3d models, sections, and perspectives. In some cases, the conceptual designs are ideas that should be supported with additional circulation studies. However, the overall intent of the design is conveyed from the charrette process and subsequent meetings with City staff, agencies and subconsultants.

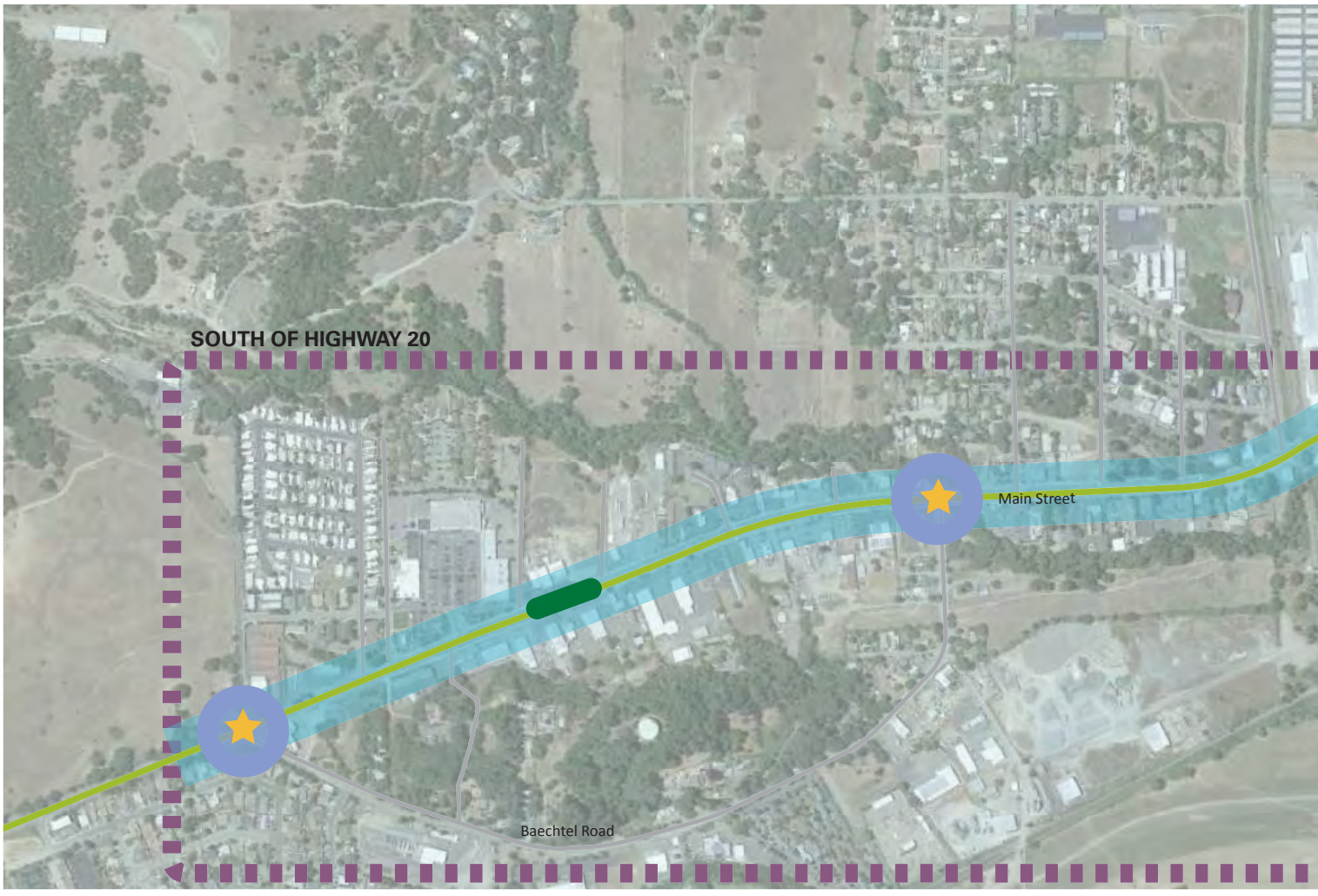
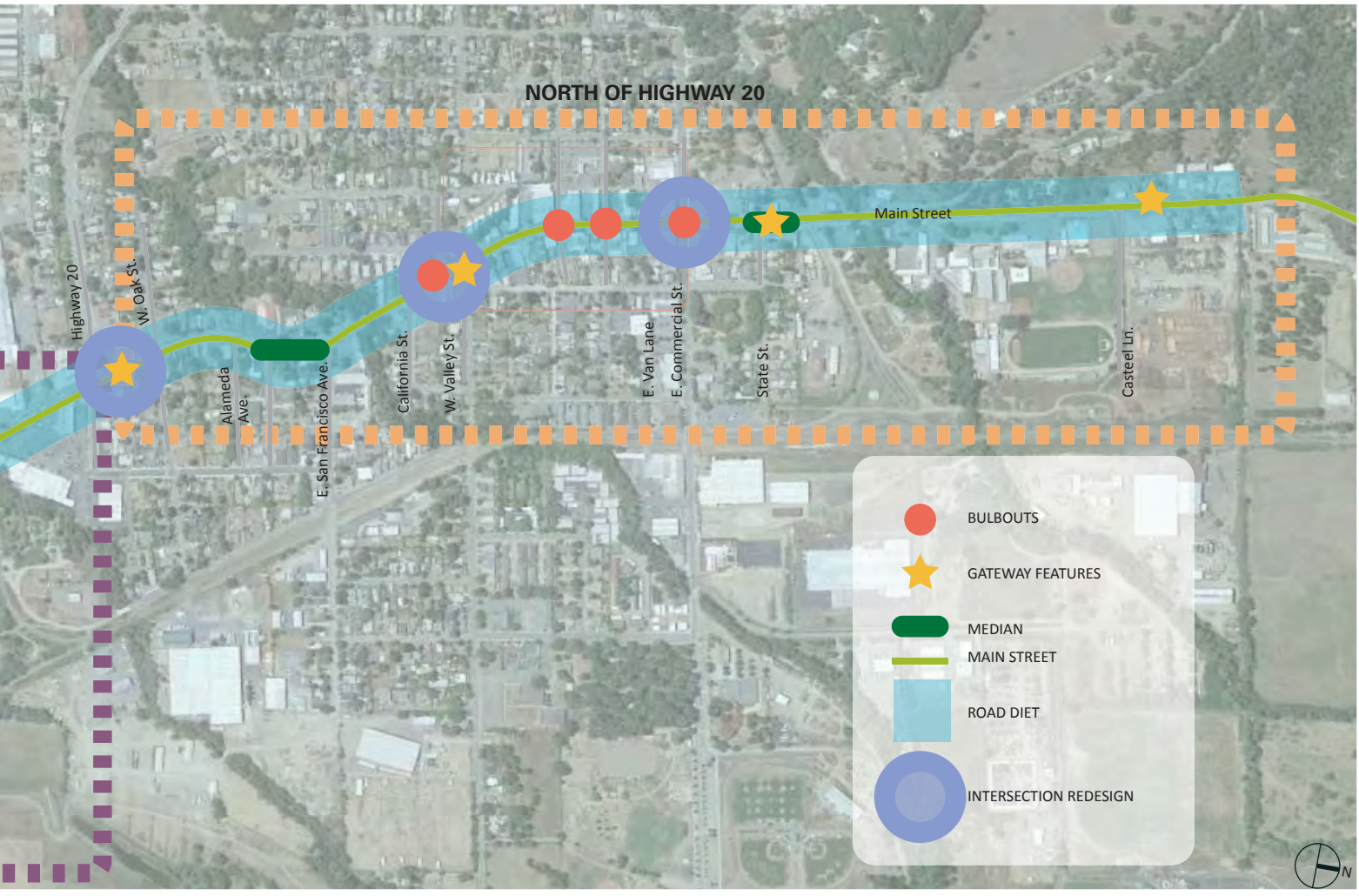


FIGURE 3.1: FRAMEWORK DIAGRAM


NORTH OF HIGHWAY 20
Main Street
Highway 20
W. Oak St.
Alameda Ave.
E. San Francisco Ave.
California St.
W. Valley St.
E. Van Lane
E. Commercial St.
State St.
Casteel Ln.
BULBOUTS
GATEWAY FEATURES
MEDIAN
MAIN STREET
ROAD DIET
INTERSECTION REDESIGN
N

Corridor-Wide Recommendations

Several interventions along Main Street should be implemented on a larger, corridor-wide scale. This will allow for continuity along the three-mile length, and in some cases, can be applied to other major streets in Willits.

Gateways: Gateways are an important community asset. They establish identity for a corridor, project a sense of branding and place-making to visitors, and generally create a sense of positive civic pride.

- Gateway locations should be strategically placed so that they are predominant at main entries along the corridor. Gateways are effective at roundabouts, along medians, and sidewalk extensions.
- At main entries, gateways should establish an identity and include key directional signage for major destinations such as downtown, museums, and parks.
- Gateway features can include monuments, special landscaping, signage, public art or monuments that display the character of Willits.

Bicycle Circulation: Currently, there are no on-street bicycle facilities on Main Street. However, the bypass improvements present an opportunity to introduce corridor-wide bicycle circulation that is good for the environment, personal health, and that helps to reduce automobile traffic.

- Bicycle lanes with painted buffers should be included continuously along Main Street from Browns Corner to the high school. Lane markings should clearly designate the area for cyclists and include green color surfaces at points of conflict with vehicles.
- Bicycle parking should be strategically planned on Main Street. Bicycle racks should be installed in front of key businesses in the downtown core, at other important landmarks, and well-used commercial and institutional uses along the corridor.

Pedestrian Safety Measures : In order to create a more walkable Main Street, pedestrian safety interventions are extremely important for this plan. These measures not only protect pedestrians, but also help visibility with bicycles and vehicles, providing opportunities for placemaking.

- Where possible, pedestrian crossing distance should be shortened to minimize conflicts with bicycles and vehicles. This can be accomplished with sidewalk extensions, bulbouts, and mid-block refuges.

This gateway marker on Castro Valley Boulevard provides a consistent identity for the corridor.

This bicycle lane shows a wide buffer to the right, which can be accomodated on South Main Street.

- Crosswalks on Main Street should be clearly striped in order to reinforce the pedestrian right of way. High visibility markings such as continental style banding is recommended. Lighting should be provided at crosswalks for nighttime visibility.

- A minimum sidewalk clear zone width of 5 feet should be enforced on all Main Street sidewalks. This is in line with ADA requirements and creates a comfortable environment for pedestrians. "Pinch points" where buildings or planting extends into the sidewalk should be corrected. In all areas, sidewalks of 10-12 feet or more are ideal to allow for trees, furniture, and space for merchants to occupy their immediate frontage.

- Midblock crossings should be installed and reinforced where there is a pedestrian desire line. The crosswalk should be striped and components such as medians and rapid flashing beacons should be incorporated as necessary.

- Leading pedestrian intervals are critical at some intersections to reduce conflicts between vehicles and pedestrians. This would give pedestrians a 3-7 second head start to enter the intersection making them more visible.

EV Vehicles: Electric vehicles will continue to dominate the transportation scene in the future and should be accommodated along the corridor due to demand from Willits residents and visiting tourists.

- EV charging stations should be placed at strategic points along the corridor to allow people to charge at areas that may include the Highway 20 intersection, near the entrance and exits to the bypass, and entrances and exits along the 101 freeway.

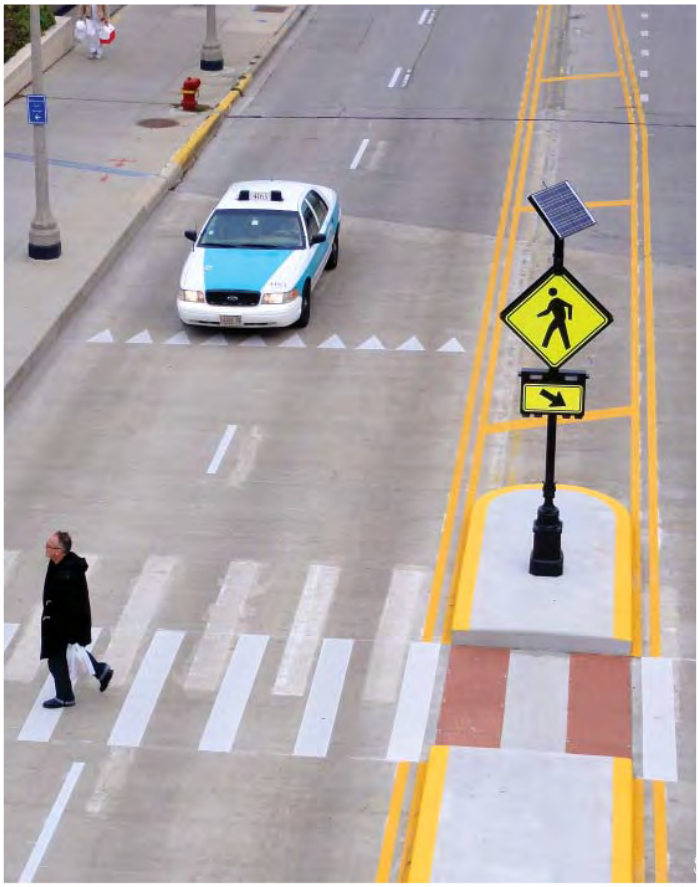
- Charging stations should exist in places that minimize multi-modal conflicts including parking spots along Main Street and in public parking lots with dedicated parking spots.

- Signage for EV charging stations should be placed at several points along the corridor to create visibility for the amenity.

Transportation Facilities: In addition to being a thoroughfare for pedestrians, bicyclists and vehicles, Main Street should continue to have a robust transit infrastructure.

- Main Street bus lines should continue to operate along the corridor. If need increases, levels of service should reflect that.
- Bus stops along the corridor should reflect the identity and character of Willits. They should use local material and architecture whenever possible, contributing to the placemaking of the street.

- When necessary, bus stops should have dedicated sidewalk extensions to mitigate accessibility issues.



This rapid flashing beacon and pedestrian refuge creates high pedestrian visibility.

Electric Vehicle charging stations could exist near street parking or in a parking lot.

Low Impact Development (LID): Main Street has a fantastic opportunity to become a more resilient street that capitalizes on its stormwater management potential. Several of the street infrastructure interventions can also introduce LID concepts that will benefit the community in the future.

- In places such as bulbouts and sidewalk extensions, bioswales should be installed to treat and slow runoff from roadways and the sidewalk. The planting should be robust enough to withstand pedestrian traffic and vehicular emissions, while also absorbing and treating runoff.
- Flow-through planters should be installed to capture stormwater from the sidewalk.
- Pervious pavement in parking lots and sidewalks can assist with stormwater management and can offer solutions where there are current drainage issues.

Beautification: Beautifying Main Street will not only instill a sense of pride for citizens and merchants, it will project a well-maintained attraction for visitors.

- One important way to beautify Main Street is through planting and maintaining a consistent tree canopy. Not only do trees provide shade, but they also create a positive scale and identity for the street. Street trees for Willits should be selected for aesthetic purposes, climate appropriateness, and for success in urban environments. Preparation of soil for trees and proper planting is key to their success and to minimize sidewalk damage. Structural soil, soil trenches, and structural cells are important features to establishing healthy trees that give return on the investment.
- Street furnishings including tree grates, trash cans, street lights, and seating should have a similar material vocabulary that reflects the character of Willits and capitalizes on its rich history. Street lights should be spaced out and scaled to illuminate the sidewalk for pedestrians and also meet roadway illumination requirements. Seating and trash cans should be strategically placed in high traffic pedestrian areas.
- Directional signage in Willits can enhance continuity along the corridor and attract visitors to beautiful elements that may have been hidden previously. Like street furnishings, signage should be standardized to match the aesthetic of the town and complement other street amenities.
- Currently, facades of historic buildings in Willits range widely from recently restored, to minor repair needs, to potential for greatness. Beautification strategies should help improve facades and create opportunities for more pedestrian signage and street level activation, emphasizing buildings in the Downtown Core.

This bus shelter precedent matches the architectural style and material of Downtown Willits.

This rain garden provides shade, a buffer from the street, and stormwater treatment.

Arts and Culture: Willits is a town that has a rich history, with several cultural assets on or in the vicinity of Main Street. This corridor should capitalize on its opportunity as an arts and cultural destination.

- The Mendocino County Museum, Willits Center for the Arts, the Skunk Train, Roots of Motive Power, and the Willits Library are all cultural landmarks and destinations that are within walking distance of downtown Main Street. Currently, these attractions are not visible on the corridor, however, their artifacts and art pieces should be incorporated into sidewalk extensions, medians, and gateways in order to display the culture of Willits. These could be stationary pieces or rotating displays based on theme, time of year, or important moments in history.
- Historic signage and artifacts should be integrated into the public realm of Main Street. Whether it is through building placards, stand-alone signs or artifacts, historic moments can be captured at key places along the corridor, instilling not only pride in place, but also providing educational information to tourists and younger generations of Willits.
- A more robust arts and cultural programming component should be implemented on Main Street. While Frontier Days is a main attractor for tourists and citizens, it only happens once a year. Events along Main Street should be planned for several times of the year and integrate cultural landmarks and businesses along the corridor. In the segment where Main Street has returned to City of Willits ownership, street closures can occur more frequently for events to activate the street and invite pedestrians and bicyclists.

Pedestrian scale signage and street level activation contribute to street character in Astoria, OR.

Public art, like this metal horse in Healdsburg, CA are great examples for placemaking ideas in Willits.

District Recommendations

NORTH OF HIGHWAY 20

OVERVIEW

The conceptual designs north of Highway 20 are divided into four distinct districts: Highway 20 to Valley Street, Valley Street to Wood Street, Wood Street to Commercial Street (also referred to as the downtown core) and north of Commercial Street. These districts are divided based on similar corridor conditions and design interventions.

Highway 20 to Valley Zone

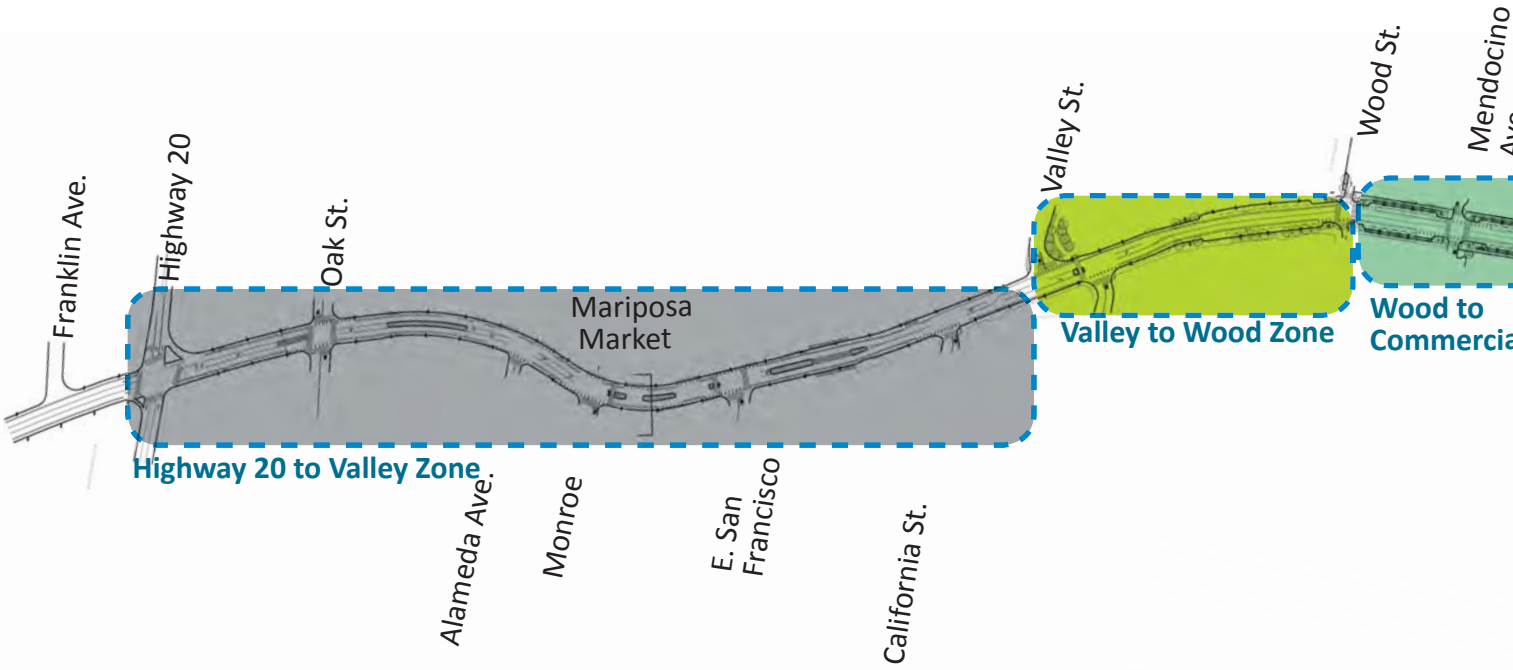
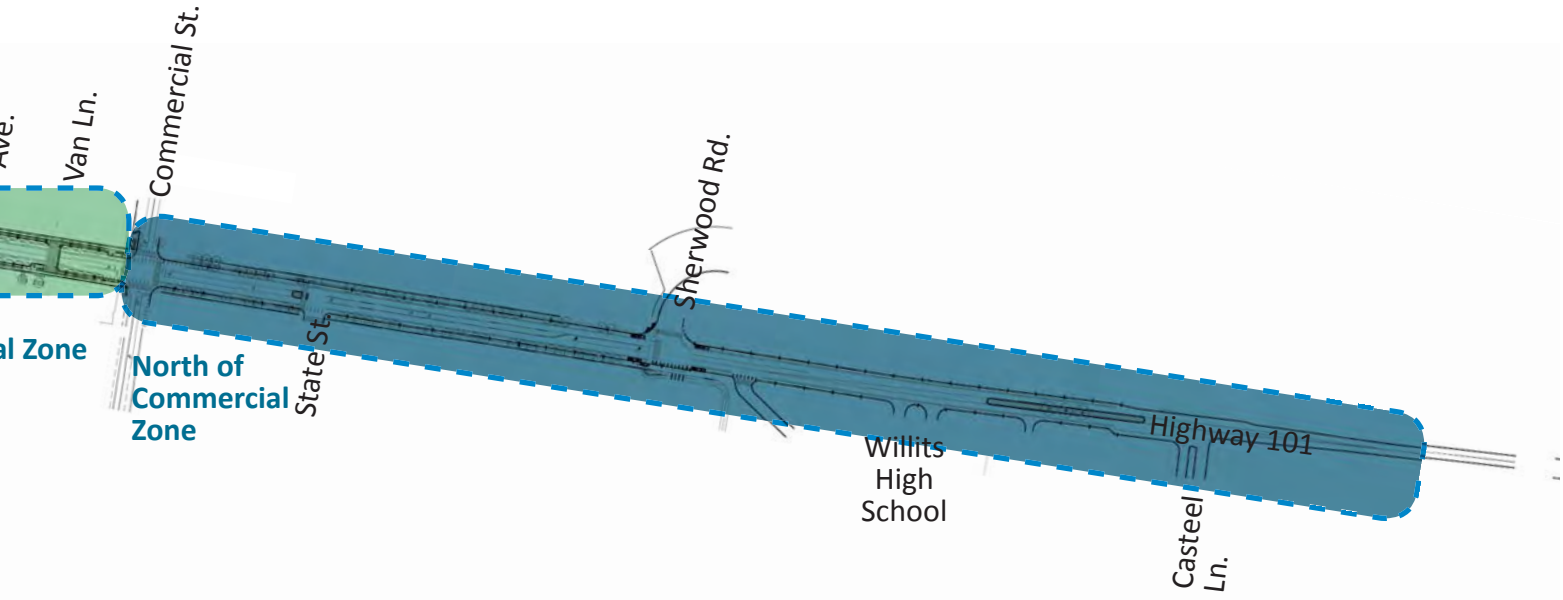


FIGURE 3.2: DISTRICT RECOMMENDATIONS

Valley to Wood Zone

Wood to Commercial Zone

North of Commercial Street



HIGHWAY 20 TO VALLEY

Design recommendations for the segment of Main Street north of Highway 20 to Valley Street address goals to create a more walkable portion of Main Street introducing beautification initiatives that link the Highway 20 intersection to downtown. The enhancements are intended to announce the downtown, drawing regional visitors into the central business district of Willits. During the charrette process, concern was expressed over intersections in this zone and the desire for improvements that would slow down traffic. Bicycle lanes with painted intersection transitions and buffers and consistent street lighting are proposed along the entirety of this section.

Specific improvements are proposed in the segment. Starting just south of Oak Street, a new median with a gateway opportunity is proposed. The location is visible from the Highway 20 intersection. Additionally, a lit banner structure that spans both sides of the street is proposed above the median. The changeable vinyl banner, supported by structural light poles on either side, can be used to display community events, city news, etc. The intersection at Oak Street has been improved to include a repainted, visible crosswalk for pedestrians. South of Alameda, a planted center median is proposed including canopy trees that provide shade, beautification and a more intimate sense of scale to the street. Proper spacing and tree height should be considered in landscape plans for this median as it relates to visibility and emergency response vehicle requirements.

Pedestrian crosswalks at Alameda and Monroe have been repainted to create more visibility for pedestrians and implement important connections to Main Street. A median and rapid flashing beacon are suggested at the Mariposa Market shopping center as this is a high traffic area for cars and pedestrians. To ensure clear sight lines and safety, ta crosswalk in this area should be studied in further detail. An improved crosswalk and pedestrian refuge are located on the south intersection of Main Street at E. San Francisco Avenue. The creek crossing under Main Street provides an opportunity to illustrate natural assets along the corridor. Designs incorporate signage, colored paving, and decorative railings that announce the creek and natural system below.

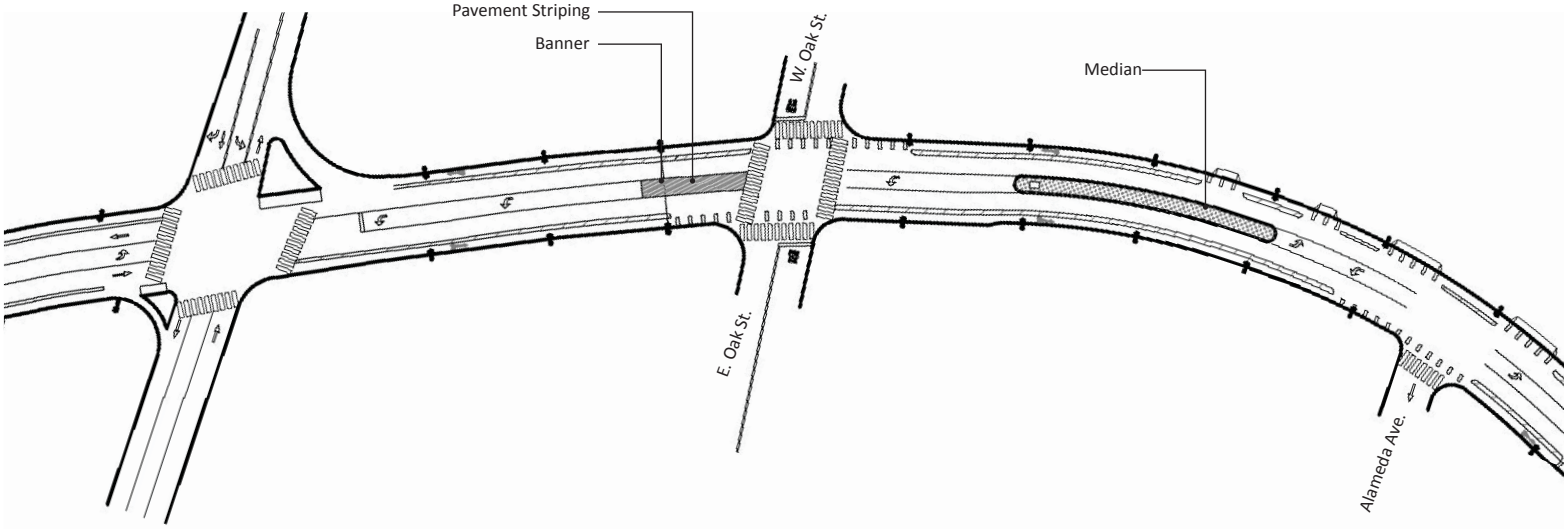
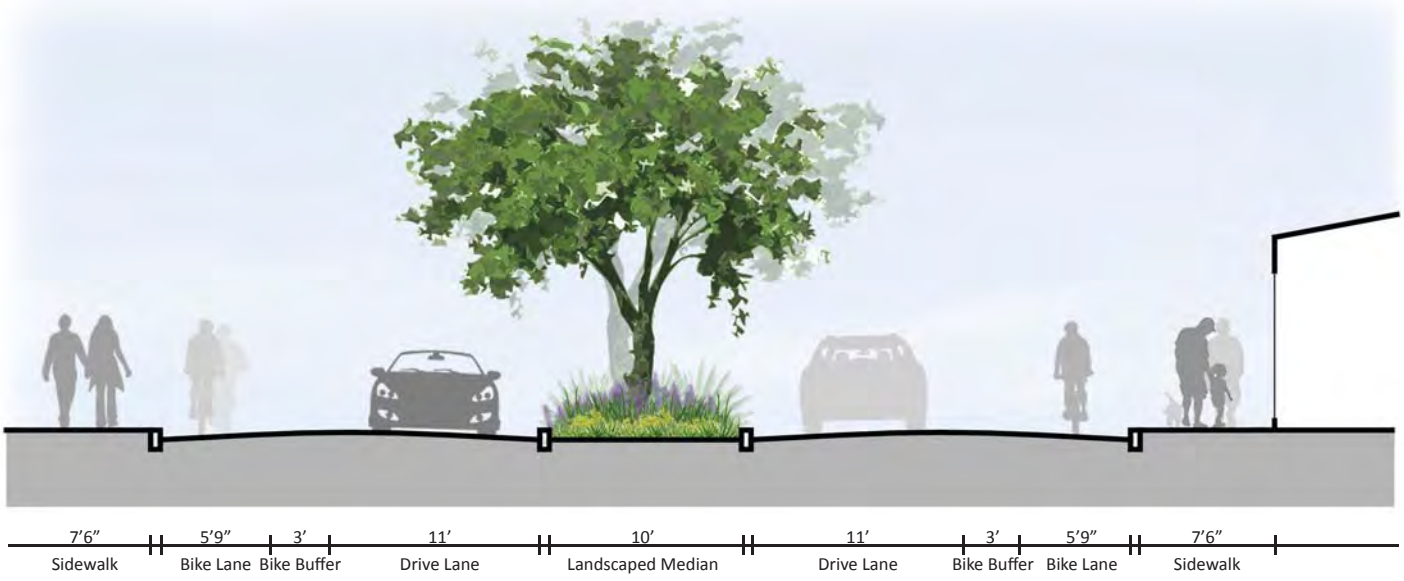


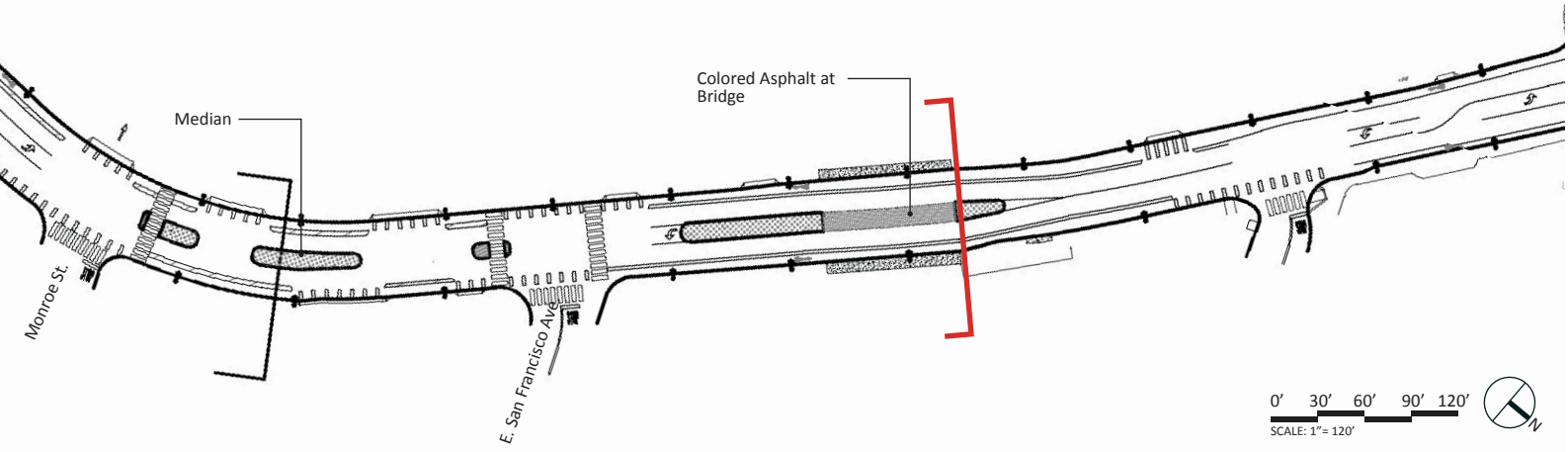
FIGURE 3.3: CONCEPTUAL PLAN FROM OAK STREET TO VALLEY STREET

Example of Cloth Banner that spans the street with light poles as structural bases.



Proposed Street Section at Mariposa Market

Mariposa Market



VALLEY STREET TO WOOD STREET

The segment of Main Street from Valley Street to Wood Street/Alley is located on the southern border of the downtown core of Main Street. Its curve creates a unique experience in the northbound direction as the downtown core is revealed and several larger historic buildings line the corridor. In this section, more pedestrian foot-traffic, active retail frontage at the street edge and bicyclists were observed in existing conditions analysis. Overall treatments include regularly spaced street trees, lights, and bike lanes with buffers. A critical improvement is the widening of sidewalks where they are too narrow for wheelchairs and pedestrians to safely pass. The Valley intersection is a focused area of improvement to enhance safety.

The Valley intersection (actually two intersections due to the offset condition) was the subject of much discussion and study during the charrette. Concerns about pedestrian safety were as strongly communicated as were frustrations by drivers navigating the busy and complicated intersection. This study reconfigures the intersections to improve sight lines and expand pedestrian access. The study presents two options at the Valley Intersection. In Option A, on the west side, Valley is angled to meet Main Street at a ninety degree angle and corner radii are adjusted to grant more space for accessible ramps. This also dramatically shortens the crossing distance. Left hand vehicle turns to northbound Main Street are prohibited, instead directed to the right. This removes the conflict with pedestrians in the crosswalk and simplifies vehicle movements at the East Valley intersection. The raised median which physically blocks left turns is mountable to emergency vehicles and any large vehicles requiring larger turning radius. The crosswalk across Main Street is located in the most central position, affording direct access to the Post Office. Sidewalks and the narrowest pinch points are maximized to the greatest extent possible. Other safety and traffic measures including a traffic signal at Valley Street were discussed. It would require a special study and if implemented would be a high cost item. Option A does not have a mountable median and would allow the left hand turn out of West Valley Street. The City will consider each option in the future, especially if traffic/pedestrian safety continue to be an issue.

The Downtown Streets and Alleys project is also studying potential Post Office parking lot adjustments that could affect Main Street. As a result, these recommendations are preliminary until further study is conducted. Setting up a pilot test using low cost materials would allow the City to study the intersection's function with limited investment.

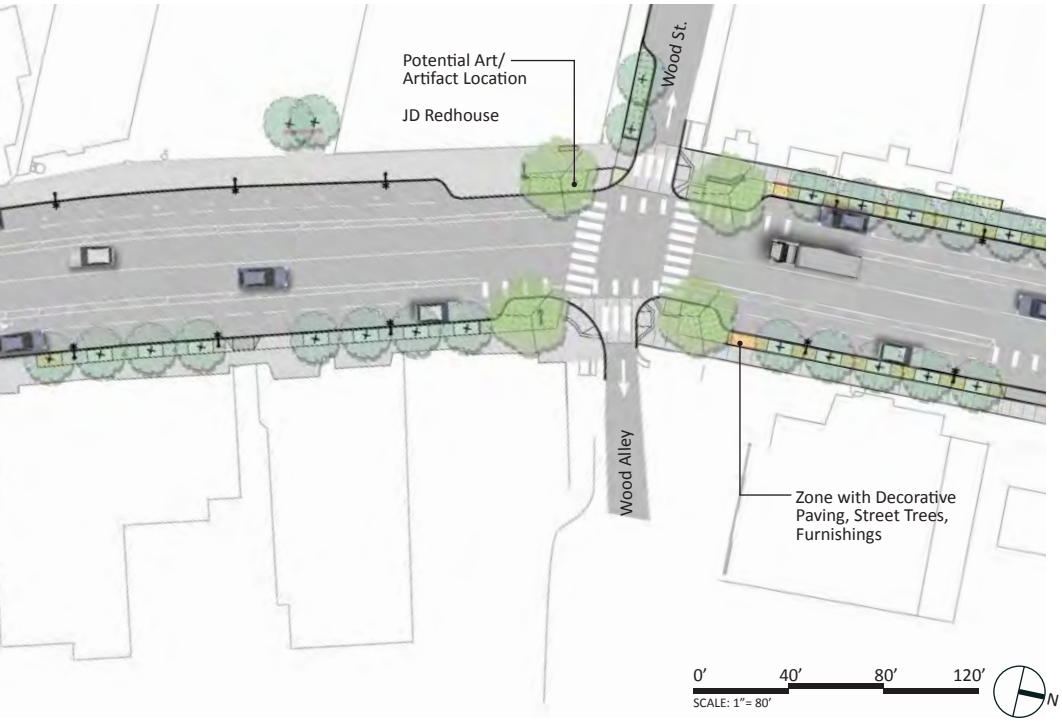
Valley street has been studied before. Stated in the Willits Circulation Memo in the Technical Appendix of this document, the Downtown Specific Plan made similar recommendations including prohibiting left turns from West Valley Street onto Main Street and constructing a raised median that still allows northbound left turns onto West Valley Street.

The proposed bulbout and sidewalk extension at the southwestern side of Wood Street creates an opportunity for a potential art or artifact location in front of the historic JD Redhouse building. The northern bulbouts at Wood Street/Alley and Main Street are wide enough for seating and mature trees. The sidewalk design north of Wood Street/ Alley is consistent with the rest of the downtown core described in subsequent pages.

FIGURE 3.4. OPTION B: VALLEY INTERSECTION

FIGURE 3.4 OPTION A: CONCEPTUAL ILLUSTRATIVE PLAN FROM VALLEY STREET TO WOOD STREET

View Looking North of the Valley/Main Intersection



Art Installations and Displays on Main Street

There are several areas, including the sidewalk extension in front of JD Redhouse on Main and Wood Street and intersections of the downtown core that have space for Sculptures, Signage and Artwork. The displays can be permanent or rotated on a seasonal or otherwise basis. A street art program can be coordinated by one of the many active institutions in Willits.

WOOD STREET TO COMMERCIAL STREET

The Dowtown Core spans from Wood Street to Commercial Street. Local retail, restaurants, and public institutions are concentrated in this walkable district making up the heart of Willits. Small streets and alleys east and west of downtown link to Main Street and also provide amenities that include galleries, theaters, bars and restaurants. The sidewalks in this section of Main Street are adequate at about twelve feet, with occasional building setbacks that allow for additional activation or planting by the adjacent business.

The conceptual design creates a series of legible spaces that heighten the sense of place and safe movement of people. The street is lined with canopy trees and lights that suggest arrival in the downtown. The wide sidewalks are enhanced with bulbouts and a continuous sidewalk zone for street trees, furnishing, pedestrian scale lighting, and decorative paving. The street trees mid-block will provide a consistent canopy. At the bulbouts, trees can be larger given the amount of soil and space for planters. Furnishings such as benches and bike racks should provide utility and comfort while reinforcing the town identity. Benches made of simple wood beams with industrial metal braces are shown in the illustration. These could be made locally and would reflect Willits' heritage. Crosswalks are well marked with "continental" style banding. Accessible curb cuts are in line with the sidewalk path of travel and configured in some locations to incorporate additional planting. Along this section of Main Street, there are several opportunities for art installations and gathering spaces as noted in the plan. This area also provides the most potential in terms of stormwater treatment, as there are planted bulbouts at almost every corner.

At Van Lane and Main Street, the current east- west pedestrian "desire line" and well-used crosswalk could be transformed into a raised intersection that links the plaza on the eastern side and a series of inter-connected alleys on the western side. The crosswalk would continue the same paving pattern as the sidewalk zone downtown, providing a textured, raised surface to help with visibility. A plaza on the east side of Van Lane is proposed to transition between the sidewalk and public parking lot. It could be designed to expand, creating a larger place of gathering during special events and parking at other times. This could be a location for the historic artifacts such as the Babcock Bells to be displayed and enjoyed by visitors.

Parking is placed continuously along the corridor in a parallel layout between corner bulbouts at Main Street. Bike lanes with buffers are also consistent, connecting cyclists from the south northward through downtown to the high school and areas to the north. Bike racks located in the sidewalk furnishing zone respond to the fact that cycling will increase in popularity and businesses will benefit from the improved access.

FIGURE 3.5: CONCEPTUAL ILLUSTRATIVE PLAN FROM WOOD STREET TO COMMERCIAL STREET

A view looking south on Main Street towards Ardella's illustrating a furnishing zone with generous trees, benches, planting and artifacts.

WOOD STREET TO COMMERCIAL STREET CONT'D

The Commercial intersection is improved for vehicle and pedestrian safety. A left turn signal phase is added on the east side. Countdown ped phases and pedestrian advance intervals are also recommended. On the west side, right turns to southbound Main Street are afforded through slight adjustment in the size of the bulbout. Stop bars are pulled back to accommodate larger vehicles and trucks making turns. Bicycle lane markings continue through the intersection.

A view looking south on Main Street at the Commercial intersection, illustrating the raised intersection at Van Lane.

A view looking north on Main Street at Mendocino Avenue.

A view of the intersection at Wood Street showing pedestrian scale, decorative street lights with wood poles.

A detailed view of the Main Street/Mendocino Avenue intersection.

Placemaking on Main Street

Each bulbout intersection in the downtown core offers areas for Placemaking. This means that the character of Willits can be manifested in furnishings, art, trees, tree grates, and street lights. Materials should be introduced that are consistent with the vocabulary of Willits and Mendocino County materials including wood beams, logs, and industrial metal fabrications.

NORTH OF COMMERCIAL

The conceptual design on Main Street north of Commercial focuses on providing safe access to the high school, businesses, and nearby neighborhoods. The Main Street bike lanes continue to the high school. Downtown character treatments such as street trees, lighting, and sidewalk improvements extend to State Street and Sherwood Road. A more rural condition where trees are located in clusters and lighting shifts to a less pedestrian scaled decorative fixture, extends north from Sherwood.

At the State Street intersection, a new median is proposed in the center of Main Street as a pedestrian refuge with a Rapid Flashing Beacon to help with pedestrian visibility. The median could also serve as a potential art/ artifact location as it is the northern entryway to the downtown core.

Improvements at Willits High School are designed to create a more accessible route for students and faculty who bike and walk to school. The sidewalk gap that currently exists in front of the high school has been replaced with a 10 foot wide sidewalk and consistent tree canopy to buffer from vehicles. A two-way bicycle crossing at Main Street has been designed so that bicyclists can safely cross to go south on Main Street or turn into the high school if they are traveling from Sherwood Road or a northern neighborhood. The two-way, off-street bicycle lane gives direct access to Willits High School. There is opportunity for stormwater treatment in this area.

This on street two way bicycle lane has proven to be a comfortable place for children and adults to use. The planned two way bicycle lane will be off-street, creating an even larger buffer for bicyclists.

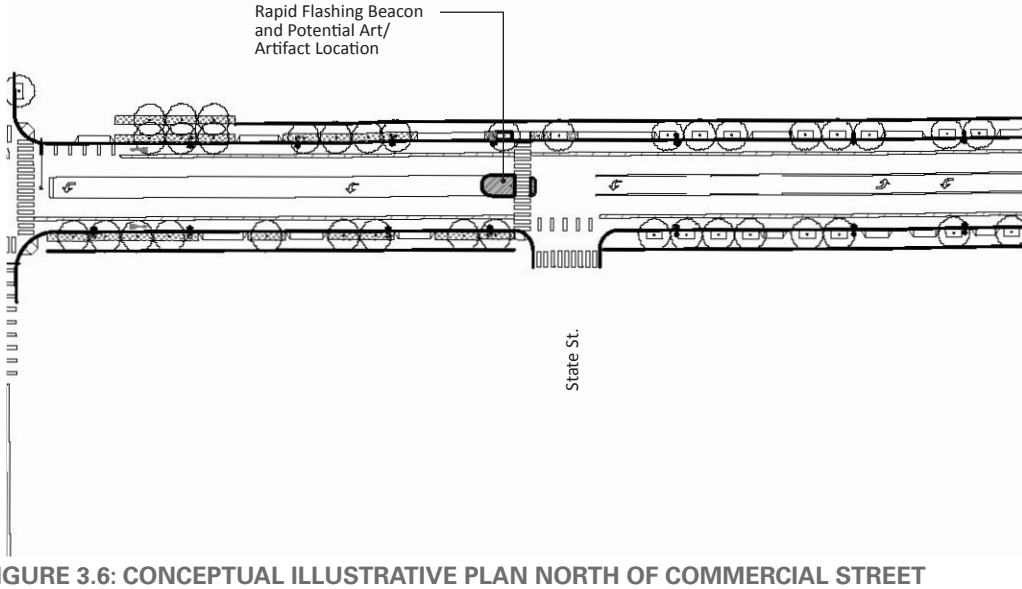
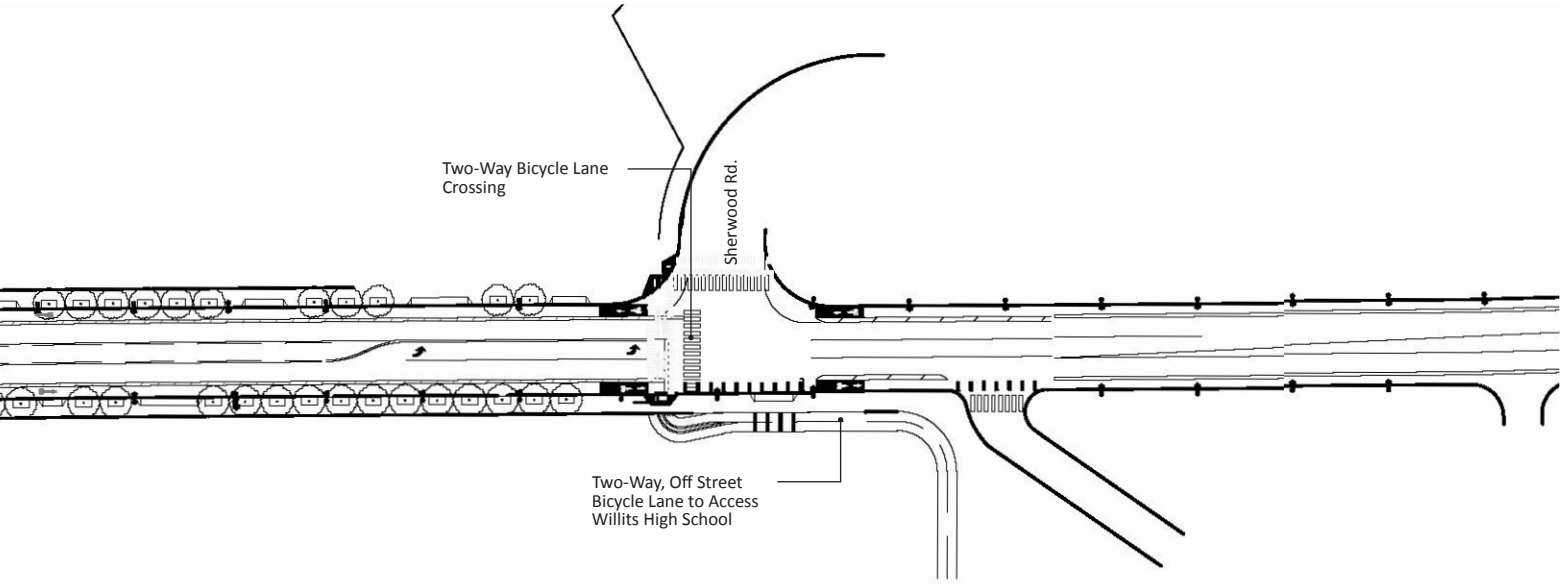


FIGURE 3.6: CONCEPTUAL ILLUSTRATIVE PLAN NORTH OF COMMERCIAL STREET

A bicycle crossing at intersection is essential at Sherwood Road. The example here shows how pedestrians and bicyclists can cross the street safely.

Safe Routes to School

These photos showcase two bicycle design interventions that will support the Safe Routes to School Plan (2009) and are loosely applied to the Main Street conceptual design illustrated below.



SOUTH OF HIGHWAY 20

OVERVIEW

Beautification, identity, access, and safety emerged as priorities for the southern corridor. From civic gateway treatments at Browns Corner to median planting and decorative lighting, strategies for improving the character of the corridor are proposed. While the automobile is the primary means of getting around currently, recommendations to enhance mobility options focus on bicycle and pedestrian access. Transit access is also addressed. The addition of bike lanes gives residents real choices in safe alternatives to the car. The projected volumes of vehicles using the corridor after the bypass is opened can be easily accommodated in a single lane in each direction. This section demonstrates how the excess width could be reassigned to planting and or safe bicycle access.

As this portion of Main Street is still within Caltrans Right of Way, designs will be required to accommodate requirements including, ADA accessibility, and Highway Design Manual requirements related to the Surface Transportation Assisstance Act (STAA).

A center median and bicycle lane with a wide buffer display two possibilities for South Main Street.

This gateway in Portland, OR uses local materials and identity to display civic identity. These concepts can be applied to several gateways south of Highway 20, including the roundabout at Brown's Corner.

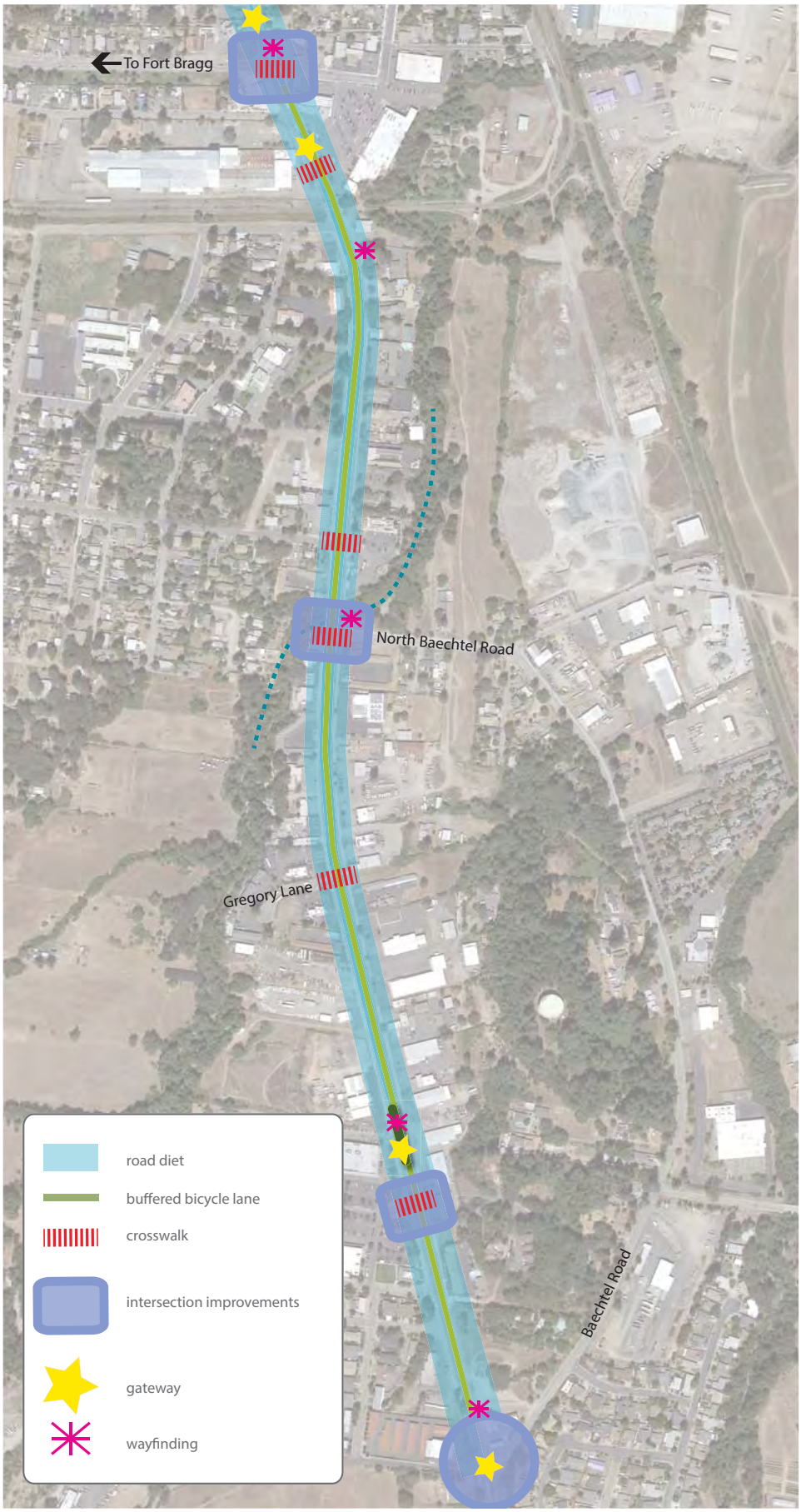


FIGURE 3.7: SOUTH OF HIGHWAY 20 CONCEPTUAL DIAGRAM

South of Highway 20 Conceptual Diagram

The diagram highlights opportunities to address civic identity at the entrance to Willits as well as safety improvements along the two mile plus stretch.

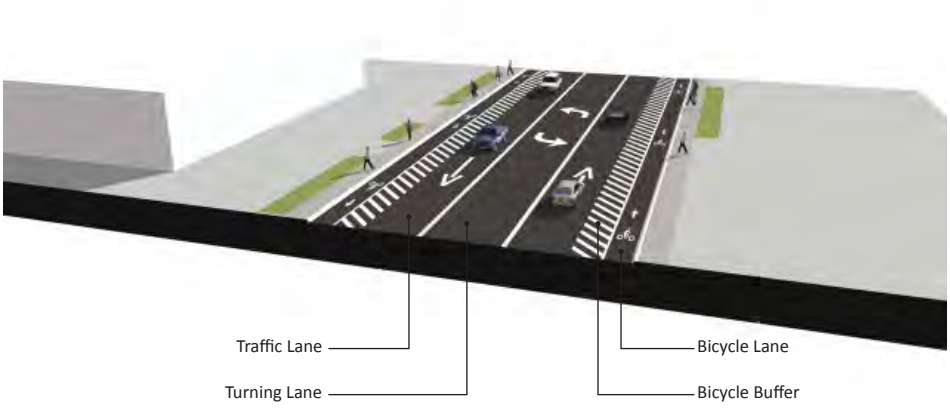
TYPOLOGIES

Three potential configurations or typologies are shown for the southern segment. Each addresses character and access concerns raised by the community. A particular configuration can be implemented in a phased strategy from near to long term or one approach may be built for perpetuity. It is possible that multiple configurations can be combined to respond to particular opportunities and constraints along the segment.

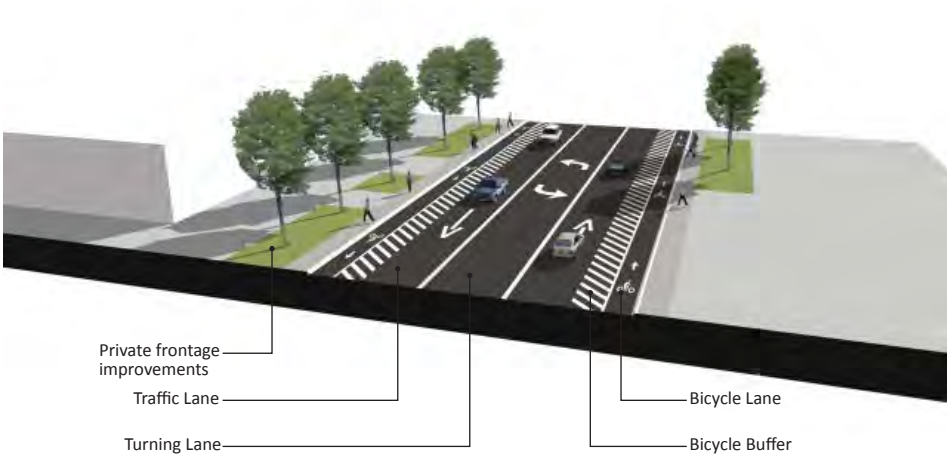
The first typology is a low cost solution to address the lack of bike lanes, is highly appropriate for a near term, early phase implementation strategy. Traffic engineers found that one lane in each direction is ample to accommodate the reduced number of vehicles projected to occur after the bypass is opened. New data from actual vehicle counts will be available to confirm the recommendation. A pilot program with cones or low cost striping may also be useful to address concerns about reducing the number of travel lanes. Bike lanes with significant painted buffers can be painted to replace the outside lane. This facility is ideal for recreational riders, commuters, and kids getting to school. A center turn lane remains in place to allow left hand turn access into driveways and side streets.

An added benefit of one lane in each direction is to keep vehicles moving at the posted speed limit. Speeding drivers take advantage of unused lanes and their high speeds create safety challenges. Another benefit to drivers is the added space to pull out into the vehicle lane. The bike lane and buffer offers good visibility to approaching cars.

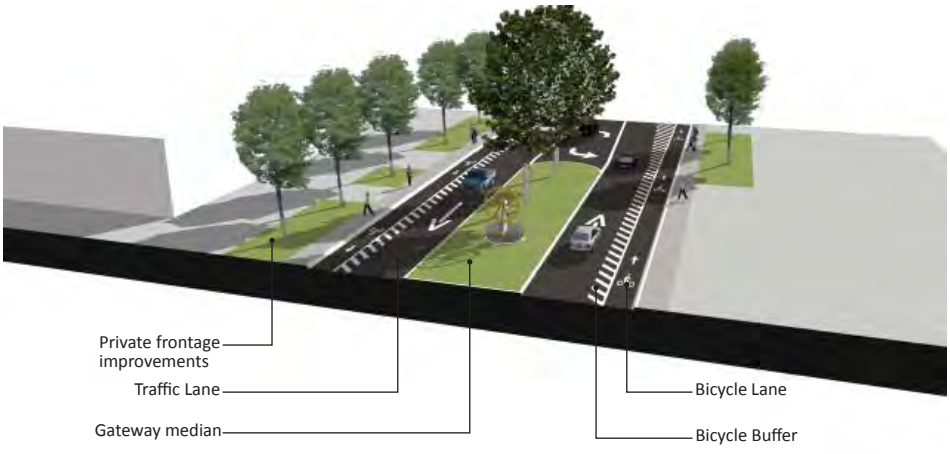
The second typology builds on the first by recognizing the opportunity for private property owners to enhance their frontages with tree and understory planting. Façade improvements and connections between the front door and sidewalk would contribute



Typology 1: Low Cost Solution



Typology 2: Enhanced Frontage



Typology 3: Ideal Long Term Solution

Buffers give space between cyclists and higher speed vehicles. This example is from Marin County near San Anselmo where a high speed four lane road was modified to accommodate cyclists.

Consistency of vegetation along the corridor helps enhance the character and beautify the street. Unified planting can be especially important when buildings are low and set back at different distances with surface parking lots in front. Low hedges help screen parked cars and expanses of asphalt.

Center medians create opportunities for planting and help visually breakdown wide roadways. Large trees create a sense of scale that tends to reduce the number of high speed vehicles. Maintenance of median planting can be a challenge due to access. Low maintenance design and drought tolerant approaches are important.

significantly to the public realm character and property value. While street trees are often planted in the sidewalk, there is not adequate space as it exists. Curbs can be moved in to widen the sidewalk and allow space for planting. However, this improvement is quite expensive due to the impacts on storm drainage, curbs, and sidewalk.

The third typology is an ideal long term configuration combining extensive beautification with mobility enhancements for cyclists and pedestrians. Where left hand turn driveway access is less important, a wide planted median can be placed in the center of the road. The width is ample for large trees and gateway features such as historic industrial artifacts or public art. Caltrans standards suggest the width is needed to satisfy criteria for highway conditions. As shown, the wide median would be strategically located and left turn lanes would occur at either end.

SPECIFIC RECOMMENDATIONS

During the charrette, specific intersections were studied in greater detail to identify potential improvements. Recommendations address safety, character, and expanded access for pedestrian and cyclists.

BROWNS CORNER

The first intersection on the approach into the southern city limits is Browns Corner. Highway 101 (soon to be Highway 20) intersects with the southern end of Baechtel Road and Muir Mill Road. The side streets are stop controlled. Residents expressed concern about the difficulty to make turns into and out of Baechtel Road across 101 traffic. Speeds are high in this location due to the highway approach. Sightlines are not ideal due to grades. Volumes of vehicles using Baechtel Road has increased due to the opening of the new hospital making the concerns more commonly reported. The upward trend is expected to continue as planned subdivisions are planned in the area and will generate more traffic at the intersection. Post bypass conditions will be evaluated as well, as they may alter current roadway conditions.

The idea of a roundabout was first discussed as part of the Baechtel Road - Railroad Avenue Study (2003). Roundabouts help facilitate the safe movement of vehicles through an intersection. The additional benefit is the ability to create a civic gateway, using the circular center and surrounding edges for planting. The community was very supportive of the safety improvements and enthusiastic about incorporation of sculpture/signage/ industrial relics as part of a town gateway.

The preliminary engineering layout explored the feasibility of locating the roundabout. Some grading will be required on the existing corners and some private property is impacted on the northeast corner. However no structures are affected, including existing gas pumps, and impacts appear to be negligible.

An aerial view of the roundabout.


Looking towards North Main Street.


A view of the gateway at Brown's Corner.

NORTH BAECHTEL INTERSECTION

Improvement strategies at the north Bechtel intersection focused on vehicle conflicts and pedestrian safety. The number of vehicles making a left turn on to Baechtel from southbound 101 has increased and is expected to increase further in the future. Vehicular stack up in the short left turn lane as drivers wait for a break in 101 northbound traffic and drivers making left turn out of Baechtel to southbound 101. The concept prioritizes the turn into Baechtel and restricts left turns out. This is an alternative to a costly signalized intersection which will require studies to determine the warrant of a signal. Pedestrian access is greatly improved in the concept. A safe crosswalk can be added to allow pedestrians to cross the highway and take refuge half way in a raised center median.

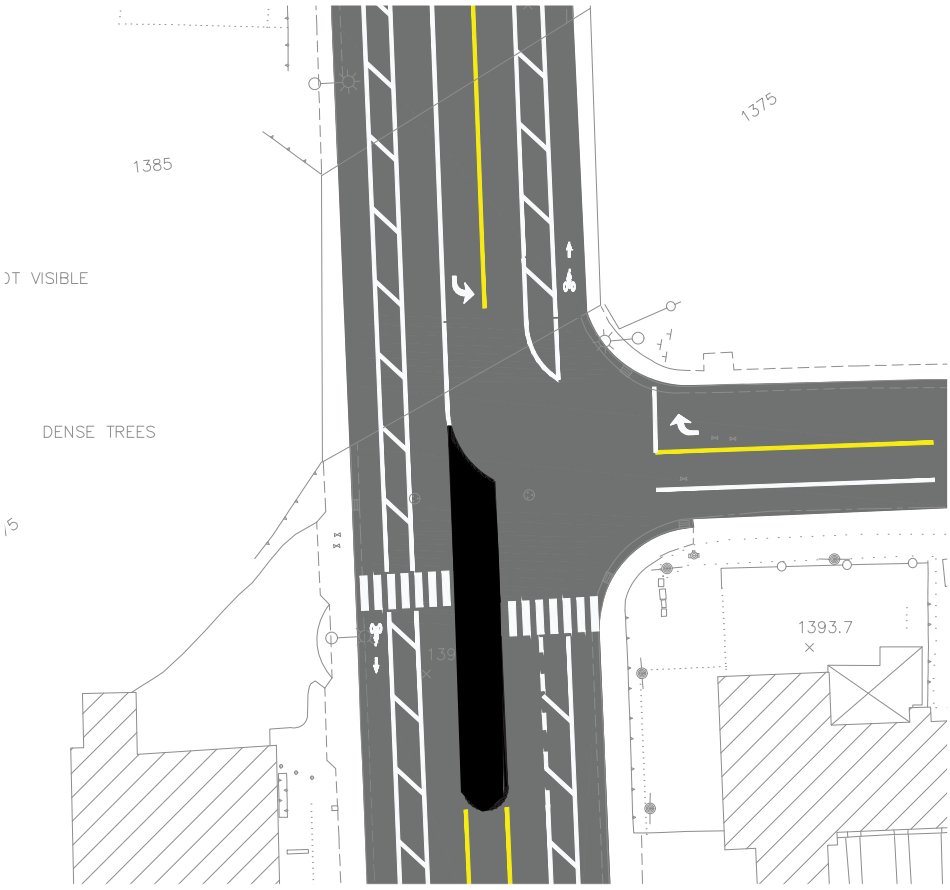


Figure 3.8: Conceptual Plan of Main Street and North Beachtel Intersection

REMCO/WALNUT SITE

The block segment between Walnut and Highway 20 includes the Willits gateway arch, a major shopping center destination, a railroad crossing, and an industrial site undergoing redevelopment. Concerns about traffic in and out of driveways and congested lanes associated with merging for Highway 20 were heard during the charrette. Also discussed was the number of students crossing the 101 near Walnut and heading northeast through the Safeway shopping center. This study makes preliminary recommendations for safety and street configuration while also recommending further evaluation of several intersections as part of the Remco re-development. A pedestrian crossing is recommended near the Safeway driveway and arch. It is proposed as a well-marked, signal controlled crosswalk with either a rectangular rapid flashing beacon (RRFB) or a pedestrian Hybrid Beacon (PHB). Left turns into the driveway would be redirected to multiple other access points.

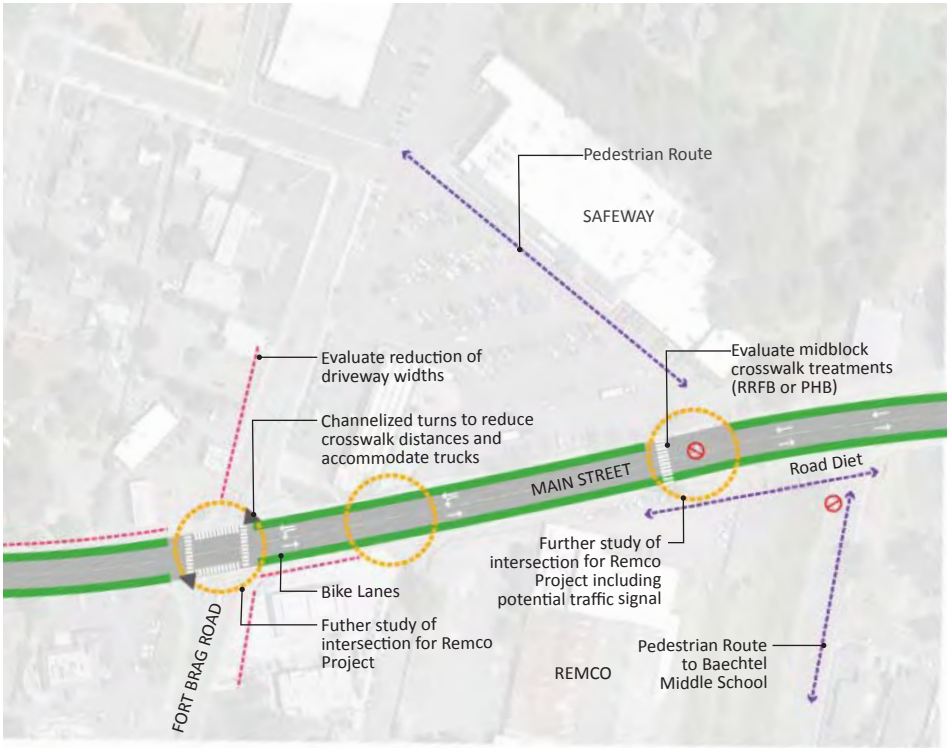


Figure 3.9: Remco/Walnut Circulation Diagram

CHAPTER 4: IMPLEMENTATION

Children testing the design interventions at the Living Preview.

Overview

Streets are complex urban places with layers of materials, function, and jurisdiction. The improvements identified in this plan are conceived to be implementable and implemented. The Caltrans relinquishment project is a fortunate opportunity that makes these initiatives very real. However the corridor is multiple miles long and more than half is not a part of the planned project. Therefore multiple phases are necessary. A combination of time and persistence, grant writing, collaborative partnerships, and layering and leveraging of multiple funding sources will be necessary to bring the community's vision for the Main Street corridor from concept to construction. This chapter addresses potential funding sources that can be pursued by the City of Willits, its funding partners, and the community. This chapter also addresses costs and phasing of the project.

Initial Phase

CALTRANS RELINQUISHMENT PLAN

At the time of writing this document, Caltrans and the City of Willits are still negotiating the terms of relinquishment. The relinquishment project includes Main Street from north of Highway 20 to Sherwood Road -- a significant stretch that includes downtown. To be determined is who leads the project and funding sources for components the City seeks to add to the base level Caltrans project. The initial phase components will be finalized once Caltrans and the City of Willits reach an agreement on the relinquishment plans. The initial phase should include conceptual irrigation plans as well. Some priorities for the first phase have been outlined. Those priorities include:

- New sidewalks and roadway repaving, including restriping the street with bike lanes and crosswalks
- Widened sidewalks where needed (Note: Not part of the relinquishment agreement, however could be performed at the time of construction. Futher coordination between the City and Caltrans would be needed.
- ADA accessible crossings
- New curb extensions for pedestrian safety and traffic calming at some intersections.

Additional changes that the City of Willits and Caltrans are still negotiating include but are not limited to:

- Street lights
- Tree wells, structural soil, and planting areas
- Sidewalk enhancements such as special paving
- Irrigation supply, sleeves, and pipe

Special features and components could be added by the City after completion of the primary construction project include:

- Furnishings such as benches, bike racks
- Public art, artifacts
- Signage, banners
- Street trees and planting
- Irrigation

Future Phases

The future phase for this project will encompass elements not included in the relinquishment plans in the northern section of Main Street and all of the interventions in the southern portion of Main Street.

FUNDING MECHANISMS

Applying for, securing, and managing grant funding requires effort and dedication. A variety of strategies can be utilized to pursue the funding sources listed below. For example, the City of Willits may wish to hire a grant writer or partner with other funding agencies such as the Mendocino Council of Governments to submit grant applications.

Another fundraising strategy that the City may wish to evaluate for feasibility is the creation of a Business Improvement District (BID). A BID is a defined area within which businesses pay an assessment to fund district-wide marketing and promotion, maintenance, and design and installation of improvements and amenities. These fees provide money beyond what the city can provide in that area. Grant funds acquired by the city for special programs and/or incentives such as tax abatements can be made available to assist businesses or to recruit new business in the district.

Another funding strategy that the City may use to evaluate feasibility is the creation of a Business Improvement District (BID) BID's traditional funding sources, as well as non-traditional funding mechanisms are described in this chapter. BIDs are discussed in more detail on subsequent pages in this section.

ACTIVE TRANSPORTATION PROGRAM

The Active Transportation Program (ATP) was created by the California Legislature to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various federal and state transportation programs into one funding stream. The ATP is administered by Caltrans' Division of Local Assistance, Office of Active Transportation and Special Programs.

The City and the school districts are eligible applicants for ATP funding (county and tribal government public works and planning agencies, transit agencies, and regional transportation planning agencies are also eligible). Many applicants choose to partner with health departments, local community-based organizations and advocacy groups to develop proposals. Applications for engineering and construction projects sometimes require the support of private consultants to develop project work scopes and cost estimates.

Eligible projects for ATP funding include:

- Infrastructure – capital improvements, including planning, design and construction.
- Non-infrastructure – education, encouragement, enforcement and planning activities that further the program's goals.
- Combined Infrastructure and non-infrastructure activities.
- Plans, which must be stand-alone.

Project examples include the development of bikeways and walkways, installation of crosswalks, traffic-control devices and lighting that improve safety for non-motorists, bike-share programs, bike-carrying facilities on public transit, bike parking and storage facilities, landscaping that improves bicycle-and pedestrian safety and convenience, trails that serve a transportation purpose projects that improve the safety of non-motorized students, and education programs to increase walking and biking. The minimum request for ATP funds is $250,000. This minimum does not apply to non-infrastructure projects (i.e., funding for plans and programs instead of construction) and Safe Routes to Schools projects.

The application deadline for the third cycle of ATP grants was June 2016. This cycle included $240 million in funding for the 2019/20 and 2020/21 fiscal years. The fourth cycle has not yet been announced, but will likely occur, pending California Transportation Commission and legislative approval, in Spring 2018. For more information visit: http://www.dot.ca.gov/hq/LocalPrograms/atp/

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES GRANTS (AHSC)

Administered by the Strategic Growth Council and implemented by the Department of Housing and Community Development, the AHSC program provides grants and/or loans to projects that:

- Result in the reduction of greenhouse gas emissions and vehicle miles travelled (VMT) through land-use, housing, transportation and agricultural-land preservation practices that support infill and compact development.
- Increase accessibility of housing, employment centers and key destinations through low-carbon transportation options such as walking, biking and transit.

The program specifies three types of eligible project categories:

- Transit Oriented Development (TOD), which requires high frequency public transit (peak period 15 minute headways or less)

and a stop or station within ½ mile of the project to qualify.

- Integrated Connectivity Project (ICP), which requires public transit that departs two or more times during peak hours and a stop or station within ½ mile of the project to qualify.
- Rural Innovation Project Areas (RIPA), same as the requirements for ICP above, or can be met by availability of flexible transit (e.g., van pool programs or shuttle service).

Projects in Willits might qualify under both the ICP and RIPA categories, but would likely be most competitive under the latter.

In addition to affordable housing construction or rehabilitation, a wide range of transportation and transit improvements and programs are eligible for funding such as, sidewalks, bike lanes, bike paths, pedestrian crossings and traffic calming, lighting and signage, development or improvement of transit stops and stations, and vehicles to expand transit service.

The City, County, affordable housing and mixed-income housing developers, school districts, Mendocino COG and Transit Agency are among those eligible to apply, either individually or jointly. The minimum and maximum amounts for projects are $500,000 and $20 million.

The application deadline for the previous cycle of AHSC grants was March 2016, with $320 million available statewide for funding. The next cycle of AHSC has not yet been announced, but will likely occur in Spring 2017. For more information, visit: http://www.hcd.ca.gov/financial-assistance/affordable-housing-and-sustainable-communities/index.html; http://sgc.ca.gov/Grant-Programs/AHSC-Fast-Facts.html

CALFIRE URBAN AND COMMUNITY FORESTRY PROGRAM

In 2016, CalFire along with California ReLeaf granted $385,000 in funding for tree planting projects through the California ReLeaf . Individual grants ranged from $18,500 to $70,000. Concept proposals for the next round of funding are due in November 2017. For more information, visit: http://calfire.ca.gov/resource_mgt/resource_mgt_urbanforestry_grants

CITY OF WILLITS TRANSPORTATION SALES TAX IMPROVEMENT PROGRAM

The City of Willits collects a ½ cent sales tax to fund transportation projects on local streets and roads. Eligible expenses include maintenance, rehabilitation, reconstruction and construction, including sidewalks, curbs and gutters, ADA accessibility, and drainage facilities. Funds will be applied to local street projects, less administrative expenses such as Board of Equalization contract costs, account maintenance fees, and fiscal audit costs.

COMMUNITY DEVELOPMENT BLOCK GRANTS

Under the State CDBG Program, states award grants to smaller units of general local government that develop and preserve decent affordable housing, to provide services to the most vulnerable in our communities, and to create and retain jobs. Annually, each State develops funding priorities and criteria for selecting projects. The following types of projects are eligible:

- Acquisition of real property
- Relocation and demolition
- Rehabilitation of residential and non-residential structures
- Construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes
- Public services, within certain limits
- Activities relating to energy conservation and renewable energy resources
- Provision of assistance to nonprofit and profit-motivated businesses to carry out economic development and job creation/retention activities

For more information visit: https://www.hudexchange.info/programs/cdbg-state/

ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM (EEMP)

The program offers a total of $7 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. The EEM Program encourages projects that produce multiple benefits which reduce greenhouse gas emissions, increase water use efficiency, reduce risks from climate change impacts, and demonstrate collaboration with local, state and community entities. EEM Program funds urban forestry projects.

The Guidelines and Application are published by the Natural Resources Agency each year. The Natural Resources Agency evaluates project proposals and provides a list of recommended projects to the California Transportation Commission (CTC) for consideration. The Department of Transportation administers the approved grants. For more information visit: http://resources.ca.gov/bonds_and_grants/eemp/

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

HSIP is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The Caltrans' Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.

This competitive grant program is based on a safety index, collision and accident data, and a benefit/cost ratio. HSIP funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. HSIP funds projects between $100,000 and $10 million; this may include costs for preliminary engineering, right of way, and construction. Projects involving state highways may be initiated by Caltrans or the Local Agency.

Eligible projects include: bicycle and pedestrian facilities, correction or improvements to safety in the roadway; traffic calming, traffic signs, sight distance improvements, pavement markings, and roadway realignment. HSIP has a special category of funding, with its own requirements for High Risk Rural Roads (HR3).

During Cycle 7, HSIP funded $175 million in projects, including 11 HR3 projects, and a roundabout along Highway 299 in Trinity County. The application deadline for Cycle 8 of HSIP was in August 2016. Information on Cycle 9 has not been released. For more information, visit http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm

OFFICE OF TRAFFIC SAFETY GRANTS

The Office of Traffic Safety (OTS) administers traffic safety grant funds to reduce traffic deaths, injuries and economic losses. OTS distributes funds statewide in the form of traffic safety grants that are awarded to political subdivisions of the state based upon certain criteria. OTS develops a yearly Highway Safety Plan (HSP) that identifies the primary highway safety problems in the State and provides potential solutions. Identified in conjunction with the National Highway Traffic Safety Administration, OTS has several priority areas for grant funding, including Police Traffic Services, Emergency Medical Services, Roadway Safety, and Pedestrian and Bicycle Safety. In addition to state governmental agencies, state colleges, and state universities, subdivisions of the state include local city and county government agencies, school districts, fire departments, and public emergency services providers. Non-profit, community-based organizations (CBOs) are eligible to apply for funding through a political subdivision of the state. For example, a county department may submit a proposal that includes funding for CBO participation. The CBO funding would be included under contractual services in the proposal budget. For more information visit: http://www.ots.ca.gov/

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)/FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

This program represents the lion's share of California's state and federal transportation dollars. STIP/FTIP funds can be used for a wide variety of projects, including road rehabilitation, intersections, bicycle and pedestrian facilities, public transit, and other projects that enhance the region's transportation infrastructure. Funding for this program usually occurs every two years. For more information visit: http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm

USDA-RURAL BUSINESS ENTERPRISE GRANTS (RBEG)

These grants are available to rural public entities (towns, communities, State agencies, and authorities), Indian tribes and rural private non-profit corporations. The primary criterion is the creation of jobs and economic development, with an emphasis on small business. They can be used for training, technical assistance, capital expenditures, parking, access streets and roads, façade improvements, and other uses. They typically range from $10,000 to $500,000. See website at http://www.rd.usda.gov/programs-services/rural-business-development-grants.

BUSINESS IMPROVEMENT DISTRICTS

The creation of an improvement district is more involved than an informal association or non-profit. However, it provides both an organizational structure and a means for financing improvements in collaboration with the city.

Many communities – large and small – use quasi-governmental entities called "business improvement districts," or BIDs, to secure funding

to foster growth and revitalization of designated commercial business districts. These are commonly property-based (PBID) and business-based (BBID).

More than 200 PBIDs are operating throughout California. Nationwide, more than 2,000 BIDs are being used by communities to support local business enhancements. For a PBID, property owners pay an assessment determined by some measure of property value. For a BBID, business owners pay an assessment typically determined by some measure of sales revenue, business size or business license fee.

BIDs provide revenue for a variety of local improvements and services that supplement or enhance existing municipal services, such as marketing, public safety, enhanced sidewalk and landscaping maintenance, signage, and parking management and improvements. Under state law, a BID's boundaries must be contiguous, and the improvements and/or services must occur within those boundaries.

A BID is generally self-imposed and self-governed. In most cases, property and business owners create a nonprofit organization (a downtown association or community development corporation, for example) with its own governing board, which, by contracting with the city, manages and directs the funds collected and services provided for the BID. Assessments are paid by either the property owner through property tax bills (PBID) or by the business owner (BBID). For example, a Tourism BID, which focuses specifically on tourism-related marketing and promotions may assess business owners a percentage of a business' sales or revenues.

- Based on State law, BIDs are flexible in terms of the activities and projects they can fund, except that they cannot be used to replace funding for existing municipal services. For example, BIDs may fund:
- Management and operations.
- Marketing.
- Special events.
- Public safety.
- Enhanced maintenance (such as sidewalk cleaning, graffiti removal and landscaping).
- Public art.
- Capital improvements (including street lights, street furniture and façade restorations).
- Signage and wayfinding.
- Advocacy on behalf of BID members.
- Design of BID capital improvements.
- Parking management and improvements.

NON-TRADITIONAL FUNDING MECHANISMS

CIVIC CROWDFUNDING

Crowdfunding is a means to collect monetary contributions from a large number of people or sources through an online platform to fund a project or venture. Civic crowdfunding is very flexible in the projects that can be funded. Examples might include bike racks, community gardens, playgrounds, renovation projects, neighborhood markets, cultural facilities, parks and recreation facilities, social services and conservation-easement purchases.

Examples of civic-specific crowdfunding platforms include Ioby and Citizinvestor. A platform like Neighbor.ly facilitates individual investment in municipal bonds. Larger crowdfunding sites, such as Gofundme, Kickstarter and Indiegogo, also have "community" or "civic" categories for projects.

Gofundme has allowed more than $1 billion to be raised from 16 million donors since it launched in 2010. Ioby has recorded donations totaling more than $2 million – with approximately 600 civic projects successfully funded.

The average fundraising goal for an active project is about $7,000, with an average donor living within two miles of their project. Ioby also has an 87% funding success rate, which is much higher than non-civic crowdfunding projects.

The lead for a crowdfunding effort could be an individual, a community-based organization, any nonprofit or a government entity. They would use an online platform to initiate a crowdfunding campaign.

Crowdfunding platforms have been generally geared toward raising relatively small sums for gap funding, small scale or incremental projects, and to help seed larger projects. But larger examples exist. In 2014, the San Diego Opera generated more than $2 million in crowdfunding contributions to save its company and launch its 2015-16 season. Nearly half of the donors had never given to the San Diego Opera before.

Some municipalities are experimenting with crowdfunding as a source for larger public infrastructure projects. Denver recently crowdfunded $12 million worth of mini-bonds. The bond offering, the last phase of a $550 million voter-approved bond program to upgrade roads and civic buildings, was available only to Colorado residents. The bonds were priced in affordable denominations of $500, versus the typical $5,000 minimum for municipal bonds. Orders were limited to $20,000 per person. Had the bonds been offered conventionally through Wall Street, the average purchase would most likely have been in the $500,000 to $1 million range, according to the City's Deputy Mayor. Offered on-line through the City's web site, the mini-bonds sold out in 16 minutes. Officials made refunds to hundreds of people who placed orders after the bonds sold out.

For more information:

- "Crowdfunding Fans Are Crazy About Denver's Mini-Bonds," https://nextcity.org/daily/entry/denver-mini-bonds-500-crowdfunding-cities
- "Putting the Public Back in Public Finance," New York Times, July 10, 2015, http://nyti.ms/1dR9AzY
- Citizinvestor.citizinvestor.com
- Gofundme.gofundme.com
- Kickstarter.kickstarter.com
- Ioby.ioby.org
- Neighbor.ly.neighborly.com

DIY Streetscape

Prior to the initiation of this plan, Willits merchants and community members have proposed several interesting ideas for designs along Main Street, from museum exhibits, to working locomotives, these ideas have led to the creation of a DIY Streetscape section. Several of the improvements mentioned in previous chapters including benches, artifacts and other sidewalk interventions can be done through a more grass roots effort along a shorter timeline. The following section summarizes what some of these DIY projects could be and explains two case studies from Memphis, TN and San Francisco, CA.

SUMMARY

Working together, the City, business and property owners, residents and other organizations and associations could install temporary transformations and flexible "pop up" installations to visualize, test, experience and promote changes, and attract new public and private investment. Sometimes referred to as "tactical urbanism," "placemaking" or simply "pilot projects," there is a growing number of examples across the nation. Sample projects include:

- Converting street edges into enhanced bikeways.
- Converting on-street parking spaces into extended sidewalks with outdoor seating and other features, known as parklets or streetdecks.
- Adding chairs, landscaping, art and other street furniture on existing sidewalks.
- Converting vacant lots into community gardens and play lots.
- Converting off-street parking areas into small plazas or food-vendor courtyards.
- Improving blank walls with public art and colorful murals.
- Painting intersections and crosswalks for traffic calming and beautification with community-based art.

Changes are often installed with local donated or recycled materials, supplies and volunteer labor. Ideas are tested with chalk, temporary paint, movable planters and homemade chairs and benches. The process builds connections, creates civic engagement, and empowers community members. Planning, designing and implementing projects create opportunities for people to meet their neighbors.

Temporary projects can have a significant impact and help both the community and local officials envision a new future for a place, attract funding for permanent improvements, or simply allow and invite flexible elements to change and evolve over time.

A mural along Broad Avenue is colorful and engages pedestrians.

This gateway off of Broad Street creates and attractive gateway.

This parklet in San Francisco, designed by WRT, used reclaimed wood timbers.

Another view of the San Francisco Parklet shows seating and bicycle storage.

City officials can use temporary permits and provide technical guidance to ensure adequate safety and operations. These pilots help foster innovation by residents, while enabling officials to evaluate the success of practices before making higher-cost, capital investments or regulatory changes.

CASE STUDIES

Broad Avenue, Memphis, TN

On Broad Avenue in Memphis, TN, Livable Memphis, the Broad Avenue Arts District, and Binghampton Development Corporation worked with volunteers and area business owners to open up storefronts and move in pop-up shops and restaurants on the corridor. They transformed the street to illustrate how bicycle and pedestrian infrastructure could enliven the commercial district. Changes included:

- Curb extensions for shorter and safer crossings;
- Protected bikes lanes to narrow the street and slow traffic while buffering cyclists and pedestrians from traffic with parked cars;
- High visibility crosswalks and added pedestrian-crossing street signs;
- Added streetlights, benches, bike racks and trees in planters.

Livable Memphis reports, "For a few thousand dollars in paint and rollers and a lot of donated time, energy and supplies from people who shared the vision, Broad Avenue was transformed. 15,000 people visited Broad Avenue that weekend and had a great time exploring the new Broad." The temporary street conversion was retained and is awaiting a more complete and permanent version with construction of an extended bikeway.

For more information about Broad Avenue: http://www.livablememphis.org/new-face-for-an-old-broad https://www.ioby.org/blog/case-study-the-hampline

Parklet Program, San Francisco, California

Parklets were originally inspired by the first "Park(ing) Day" which took place in San Francisco in the Fall of 2005. It was a simple intervention of rolled out sod in two parking spaces in San Francisco. Bicycle and pedestrian safety advocates along with San Francisco city planners, created the Parklet program on a trial basis in 2010 as a way to increase open space in the city and allow for businesses to expand into the street.

All parklets in San Francisco are outside of commercial businesses, with one residential park. Applicants submit a parklet proposal, work with the city on the design, submit final fees, and install the space. Parklet

CASE STUDIES CONT'D

designs range from simple wooden platforms or fencing to old canoes that are used for seating, to planters and seating made from salvaged wood pieces.

The goals of the parklet program include:

- Reimagine the Potential of City Streets
- Encourage Non-Motorized Transportation
- Create Open Spaces That Are Publicly Accessible

The parklet concept has spread across the globe with parklets from Mexico to Japan.

For more information about tactical urbanism:

- Mike Lydon and Anthony Garcia, "Tactical Urbanism: Short-term Action for Long-term Change,"March 2015, tacticalurbanismguide.com
- The Street Plans Collaborative's "Tactical Urbanism 2" provides an overview of tactical urbanism and examples of types of projects and places where they're being used: issuu.com/ streetplanscollaborative/ docs/tactical_urbanism_vol_2_finald
- Project for Pubic Spaces, pps.org/reference/lighterquicker-cheaper
- For tips and a blueprint for how to create a street-redesign pop-up, see the plans for Oakland's Telegraph Avenue project: docs.google.com/ document/d/1mQE5RHAqsDScrlmSzhzKkKJkQNbtZl9_Ft1fgK85Ds8/edit

Yarn bombing, like the intervention shown here in Berkeley, CA is a playful way to infuse art into street furniture.

Crosswalk art helps create visibility and allows for the community to showcase its character.

PHASING AND FUNDING

The table below shows the two main areas of interventions and broad items that encompass those designs. A more detailed cost estimate for the relinquishment portion is included in the Technical Appendix. Funding options described earlier in this chapter have been assigned to certain items, however, non-traditional planning mechanisms and DIY urbanism should be considered for all items.

TABLE 1.1: PHASING AND FUNDING OF MAIN STREET

ZONE	ITEM	PHASE	FUNDING OPTIONS
NORTH OF HIGHWAY 20	Street Trees	Future Phase	CALFIRE, EEMP, BID
	Pavement Striping	Relinquishment	Table Text
	Planters	Future Phase	AHSC, TIP, BID
	Rapid Flashing Beacon and Median at State Street	Future Phase	AHSC, OTS, TIP
	Planting and Irrigation	Relinquishment*	Table Text
	Lighting	Relinquishment*	Table Text
	Median	Future Phase	ATP, TIP, BID
	Concrete Work	Relinquishment	
	Gateway Markers	Future Phase	AHSC, TIP, BID
	Decorative Paving Zone	Future Phase	ATP, AHSC, CITY OF WILLITS, TIP, BID
	Mountable Median	Relinquishment*	
	Bulbouts	Relinquishment*	
	Street Furniture	Future Phase	AHSC, TIP
SOUTH OF HIGHWAY 20	Street Trees	Future Phase	ATP, TIP
	Pavement Striping	Future Phase	ATP, CITY OF WILLITS
	Planters	Future Phase	ATP, TIP
	Planting and Irrigation	Future Phase	ATP, TIP
	Lighting	Future Phase	ATP, TIP
	Median	Future Phase	ATP, TIP
	Concrete Work	Future Phase	ATP, CITY OF WILLITS, TIP
	Gateway Marker	Future Phase	ATP, TIP
	Roundabout	Future Phase	ATP, CITY OF WILLITS, TIP
	Street Furniture	Future Phase	ATP, TIP

* = still in negotiation with Caltrans

TECHNICAL APPENDIX

30% DRAWINGS + COST ESTIMATE

CIRCULATION STUDY

CITY COUNCIL MEETING MINUTES

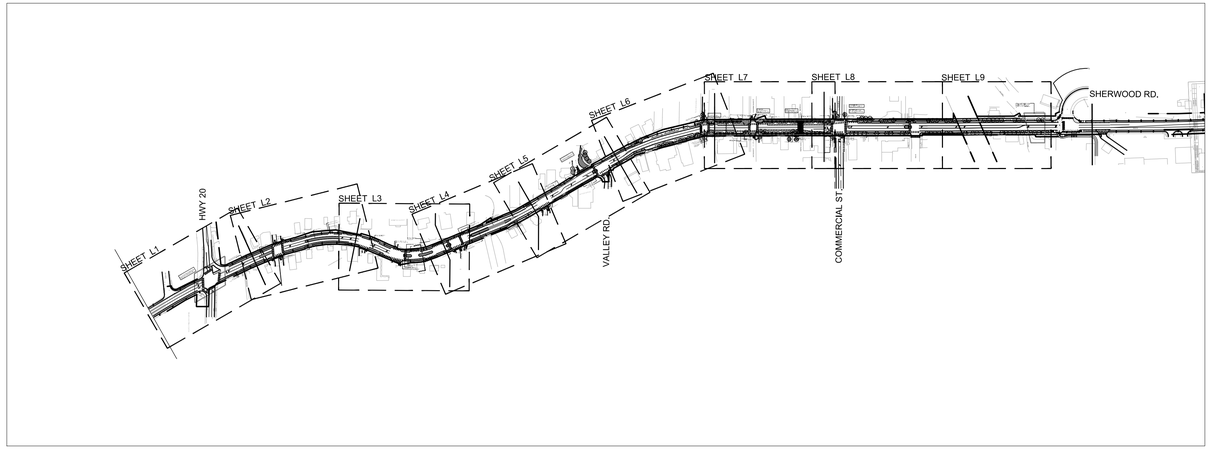
DESIGN CHARRETTE COMMENTS

RELINQUISHMENT AGREEMENT

MAIN STREET CONCEPTUAL DESIGN

WILLITS, CA

KEY MAP AND SHEET INDEX



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GHD
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NOTES

1. THESE PLANS ARE PREPARED TO PROVIDE THE SCHEMATIC DESIGN LAYOUT OF TRANSPORTATION AND LANDSCAPE IMPROVEMENT FEATURES PROPOSED AS PART OF THE WILLITS MAIN STREET PLAN.
2. THE BASE MAPS ARE COMPOSED OF A COMBINATION OF SURVEY INFORMATION FROM THE CITY OF WILLITS AND CALTRANS.
3. THESE PLANS ARE PREPARED BASED ON THE SCOPE OF WORK UNDER THE AGREEMENT WITH LGC AND ARE NOT MEANT FOR CONSTRUCTION.
4. IN PLANTING AREAS, ALL SOIL SHALL BE STRUCTURAL SOIL.

LEGEND

DESCRIPTION	SYMBOL
PROPOSED TREE	
EXISTING TREE	
STREET LIGHT	
PLANTING AREA	
DECORATIVE SIDEWALK PAVING	
DECORATIVE MEDIAN PAVING	
SIDEWALK CONCRETE WITH SCORE JOINTS	
ART/ARTIFACT	A
SEATING	
CALTRANS LIMIT OF WORK	

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CONSULTANTS

MAIN STREET CONCEPTUAL DESIGN

Key Plan

Rev	Date	Description

SEAL

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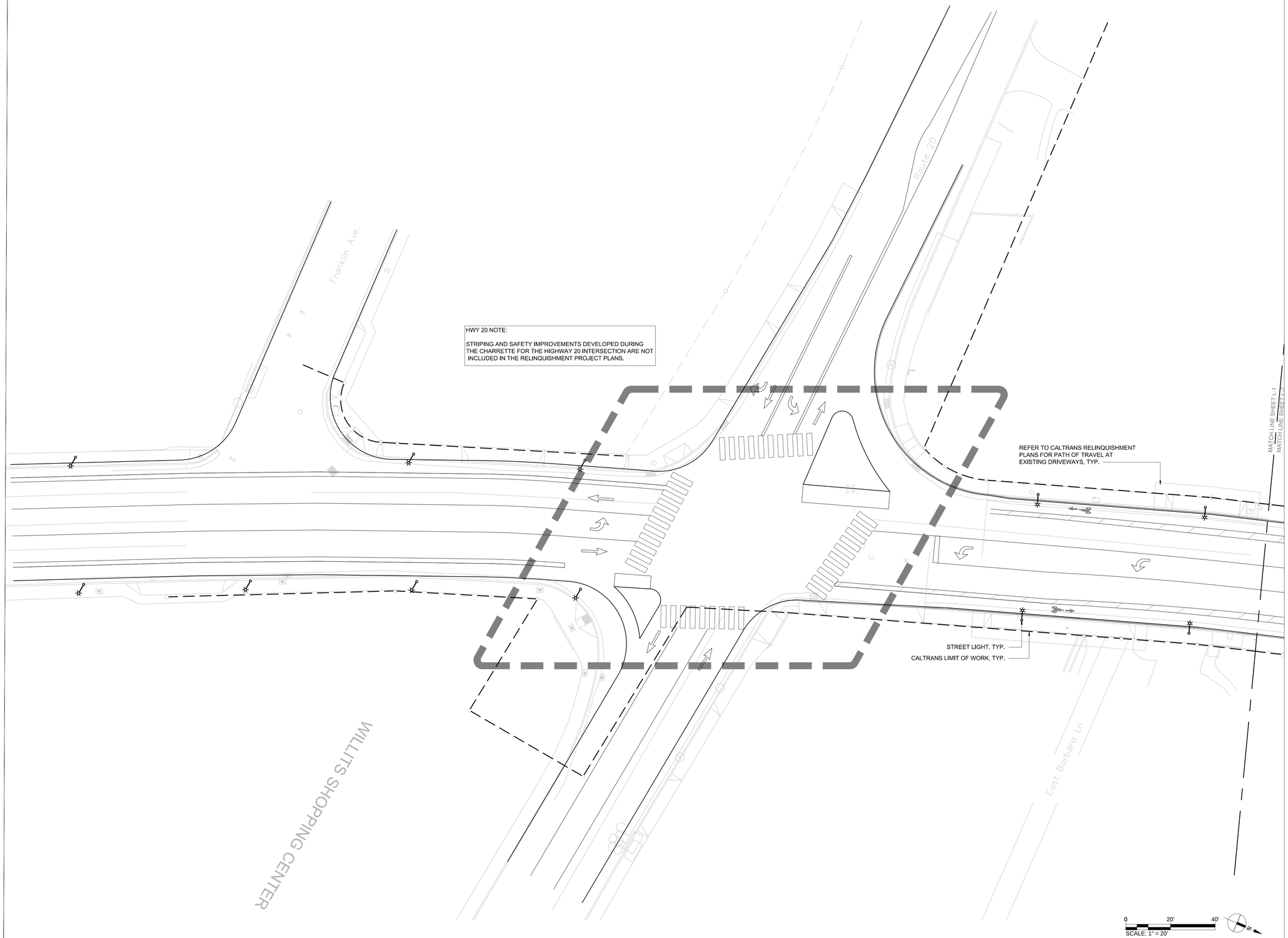
Date: 11/28/2016 Checked By: JG
Scale: SEE PLAN

Drawing Title:
COVER, NOTES AND LEGEND

Drawing No:
L-0



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Key Plan

Rev	Date	Description

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Date: 11/28/2016 Checked By: JG
Scale: SEE PLAN

Drawing Title:

LAYOUT PLAN

Drawing No:

L-1

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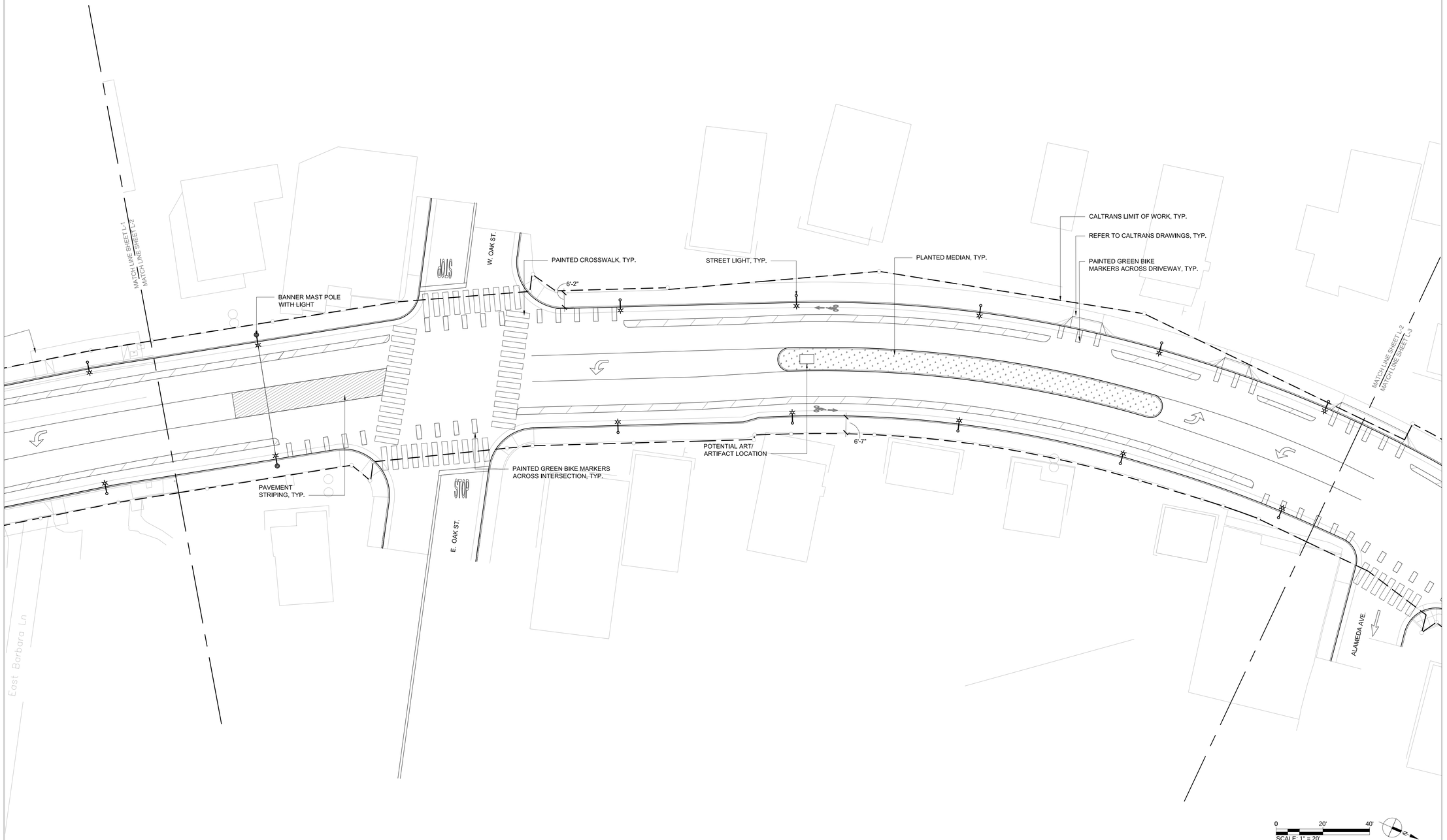
MAIN STREET CONCEPTUAL DESIGN



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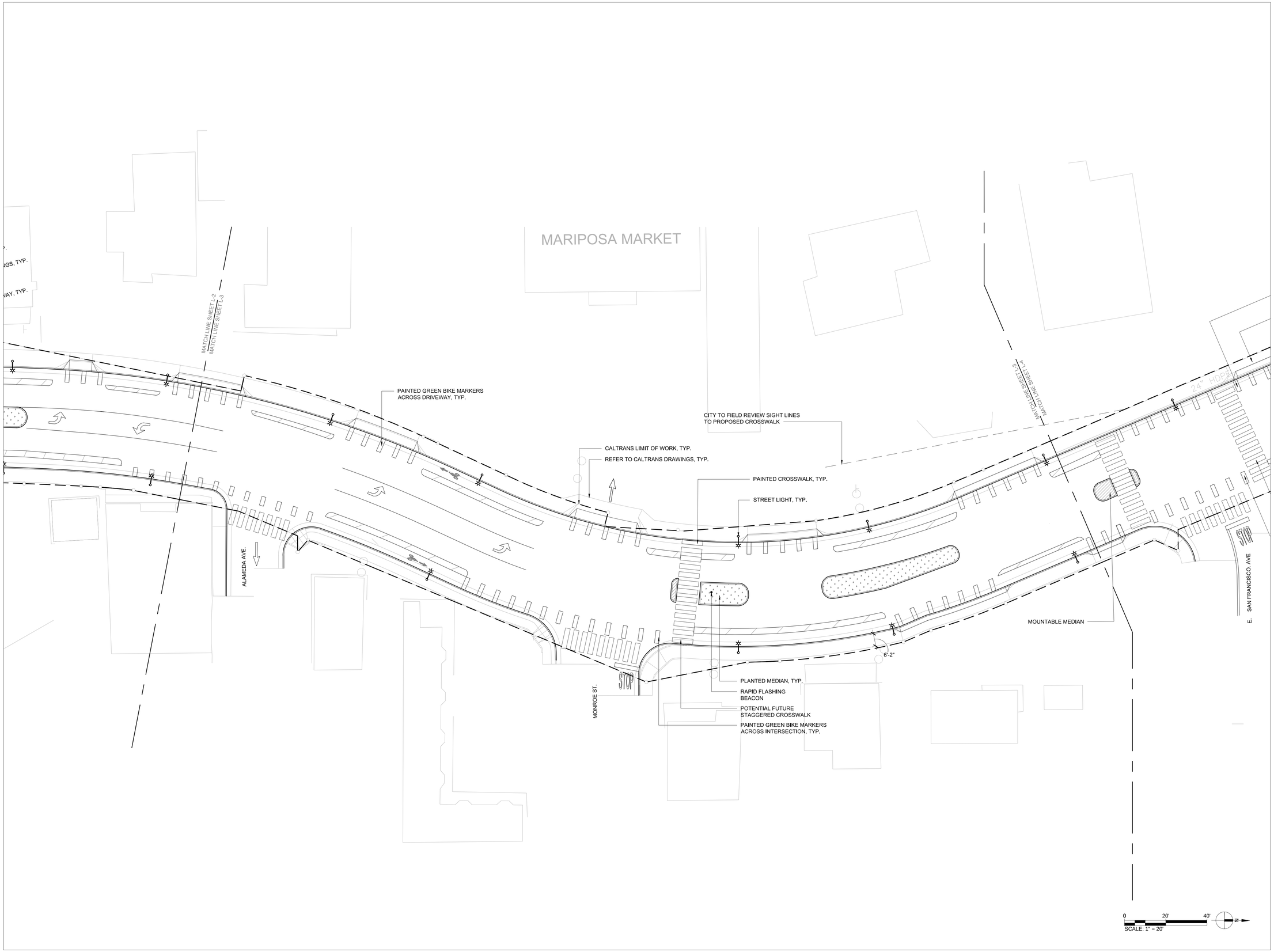
L-2



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Key Plan

Rev	Date	Description

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Drawing Title:

LAYOUT PLAN

Drawing No:

L-3

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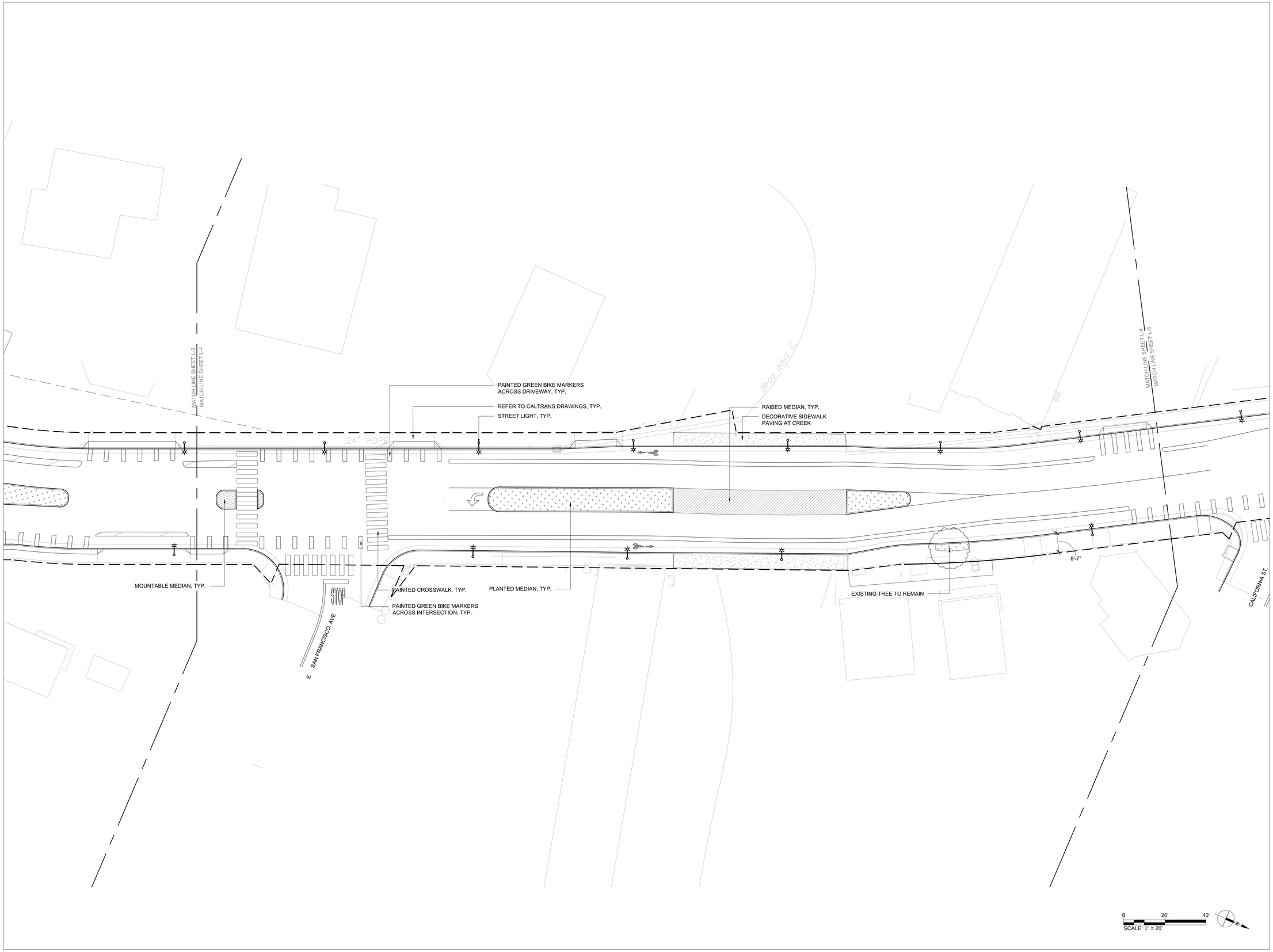
MAIN STREET CONCEPTUAL DESIGN



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Date: 11/28/2016 Checked By: JG
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Drawing Title:
LAYOUT PLAN

Drawing No:
L-4

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MAIN STREET CONCEPTUAL DESIGN

VALLEY INTERSECTION NOTE:

REALIGN INTERSECTION TO IMPROVE SIGHTLINES AND PEDESTRIAN SAFETY. RESTRICT LEFT TURNS OUT OF VALLEY ST. TO EAST BOUND MAIN.

MATCH LINE SHEET L-4
MATCH LINE SHEET L-5

MATCH LINE SHEET L-5
MATCH LINE SHEET L-6

REALIGN DRIVEWAY TO IMPROVE SIGHTLINES

ADD PLANTING AREAS TO IMPROVE VISIBILITY OF PEDESTRIANS

6'-2"

WIDENED SIDEWALK

W. VALLEY ST.

CURB EXTENSION, TYP.

10'-5"

8'-7"

CALIFORNIA ST.

STOP

PAINTED CROSSWALK, TYP.

US POST OFFICE

6'-0"

MOUNTABLE MEDIAN

STREET LIGHT, TYP.

WIDENED SIDEWALK

PAINTED GREEN BIKE MARKERS ACROSS INTERSECTION, TYP.

STOP

E. VALLEY ST.

0 20' 40'
SCALE: 1" = 20'

Key Plan

Rev	Date	Description

SEAL

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Date: 11/29/2016 Checked By: JG
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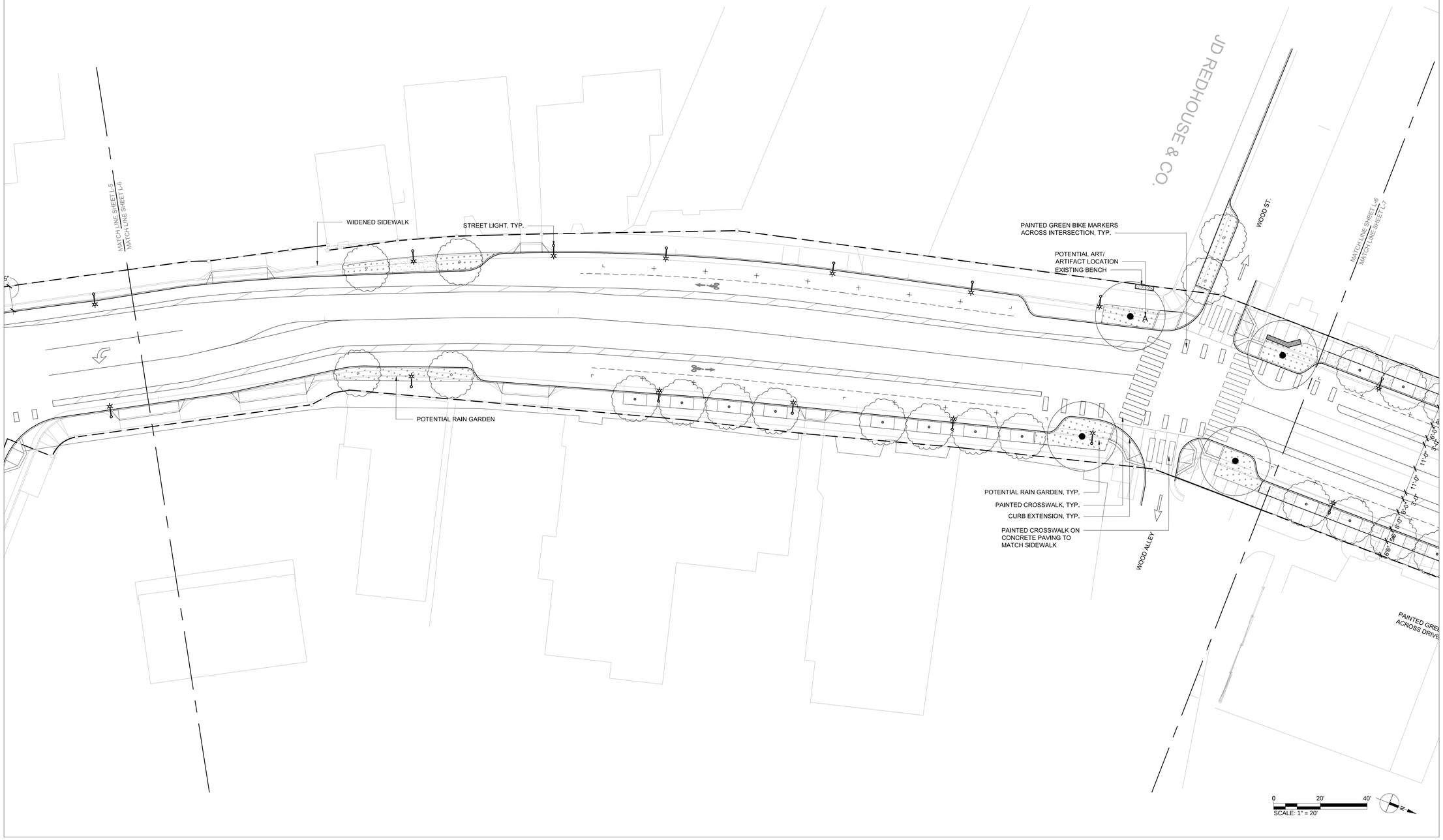
Drawing Title:

LAYOUT PLAN

Drawing No:

L-5



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LAYOUT PLAN

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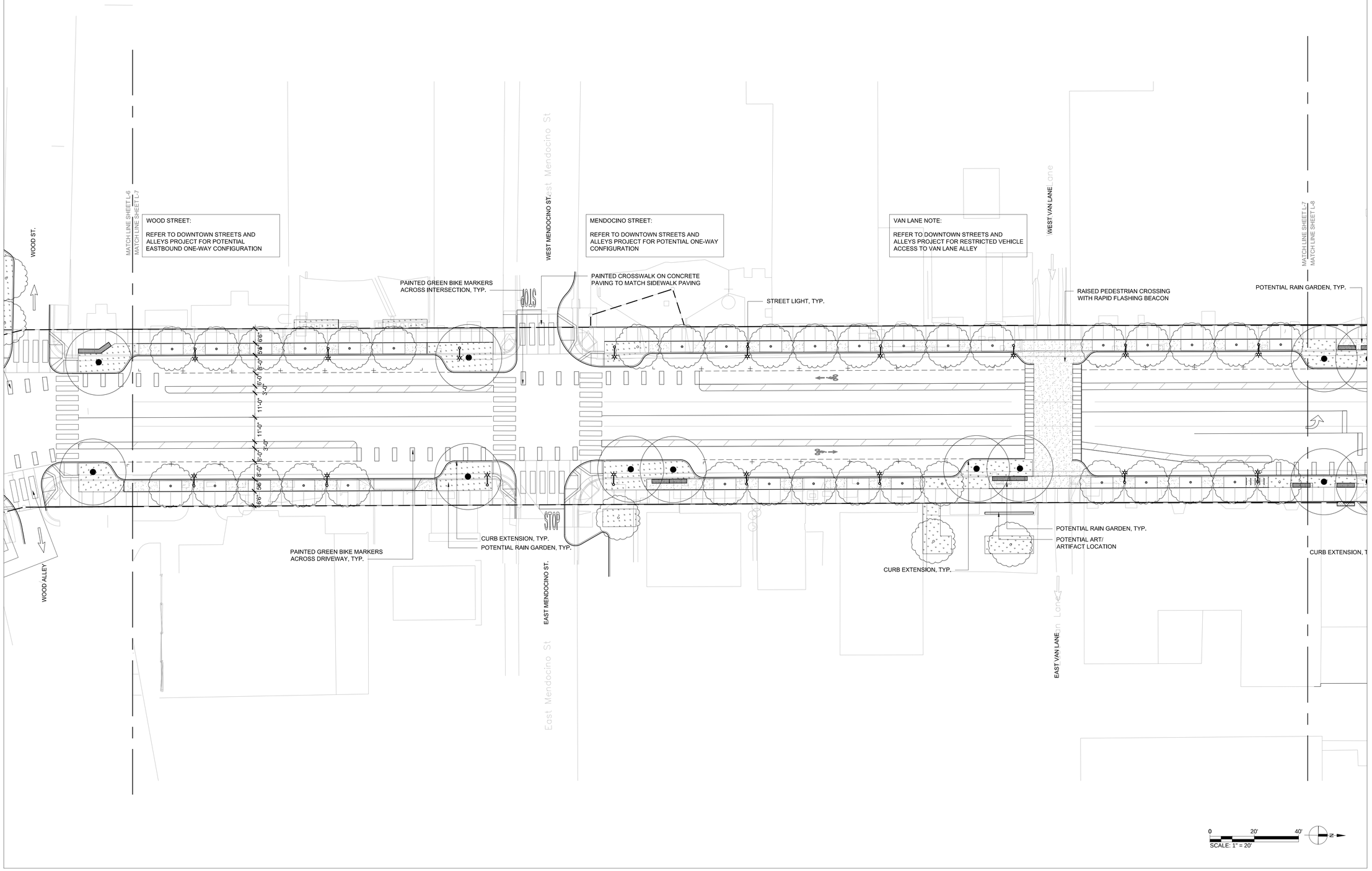
L-6



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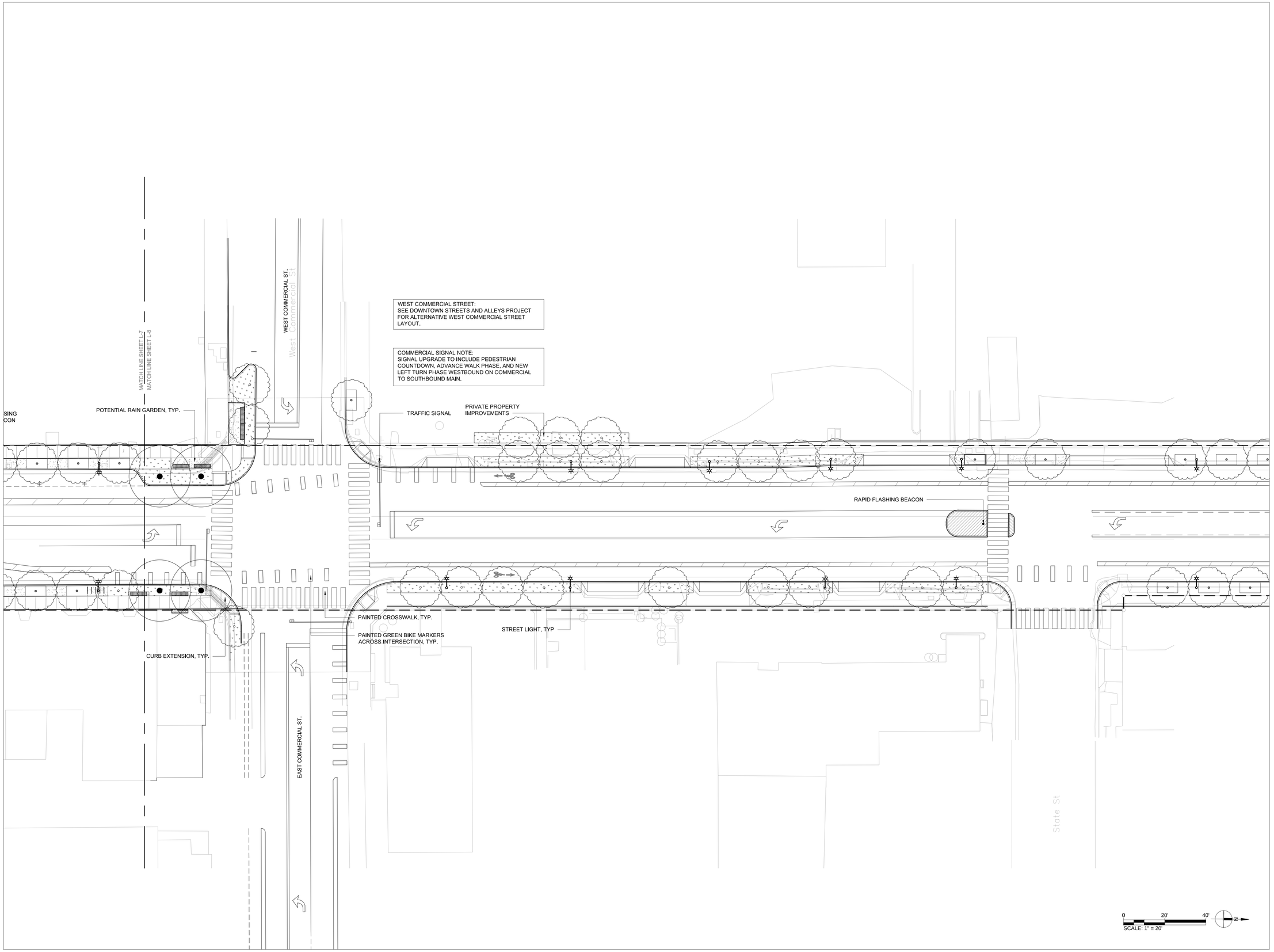
LAYOUT PLAN

Drawing No:

L-7



WRT Planning & Design

Wallace Roberts & Todd, LLC
478 Tehama Street, Suite 2B 415.575.4722
San Francisco, CA 94103 fax 215.732.2551

CONSULTANTS

MAIN STREET CONCEPTUAL DESIGN

Key Plan

Rev	Date	Description

SEAL

Job No: 7850 Drawn By: JNZ

Date: 11/28/2016 Checked By: JG

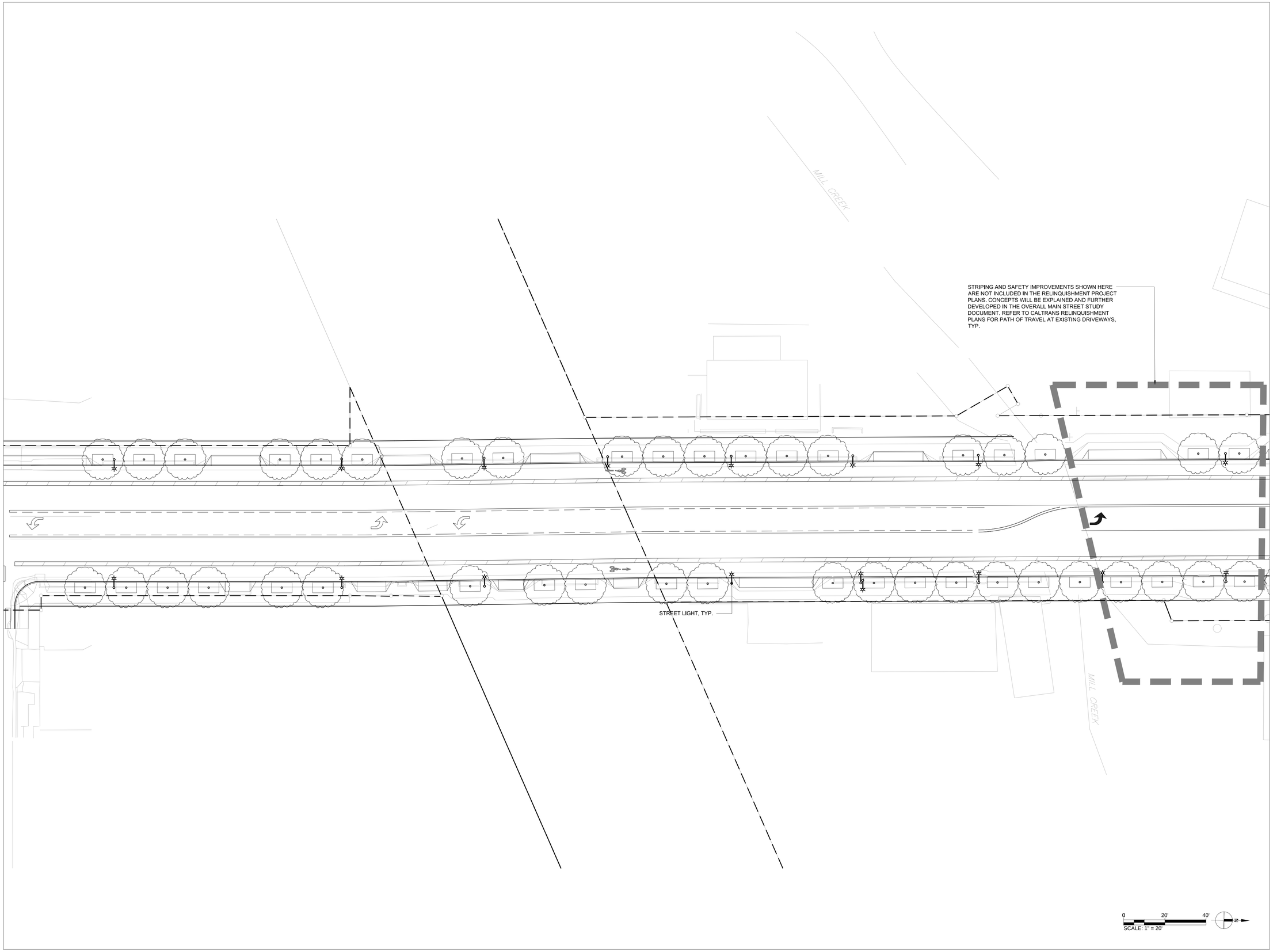
Scale: SEE PLAN

Drawing Title:

LAYOUT PLAN

Drawing No:

L-8



WRT Planning & Design

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478 Tehama Street, Suite 2B
San Francisco, CA 94103
415.575.4722
fax 215.732.2551

CONSULTANTS

MAIN STREET CONCEPTUAL DESIGN

Key Plan

Rev	Date	Description

SEAL

Job No: 7850 | Drawn By: JNZ
Date: 11/29/2016 | Checked By: JG
Scale: SEE PLAN

Drawing Title:

LAYOUT PLAN

Drawing No:

L-9

WRT Planning & Design

Wallace Roberts & Todd, LLC
478 Tehama Street, Suite 2B 415.575.4722
San Francisco, CA 94103 fax 215.732.2551

CONSULTANTS

STRIPING AND SAFETY IMPROVEMENTS SHOWN HERE ARE NOT INCLUDED IN THE RELINQUISHMENT PROJECT PLANS. CONCEPTS WILL BE EXPLAINED AND FURTHER DEVELOPED IN THE OVERALL MAIN STREET STUDY DOCUMENT. REFER TO CALTRANS RELINQUISHMENT PLANS FOR PATH OF TRAVEL AT EXISTING DRIVEWAYS, TYP.

STREET LIGHT, TYP.

MILL CREEK

MILL CREEK

R/W

R/W

N

Key Plan

Rev	Date	Description

SEAL

Job No: Drawn By:

Date: 10/03/2016 Checked By:

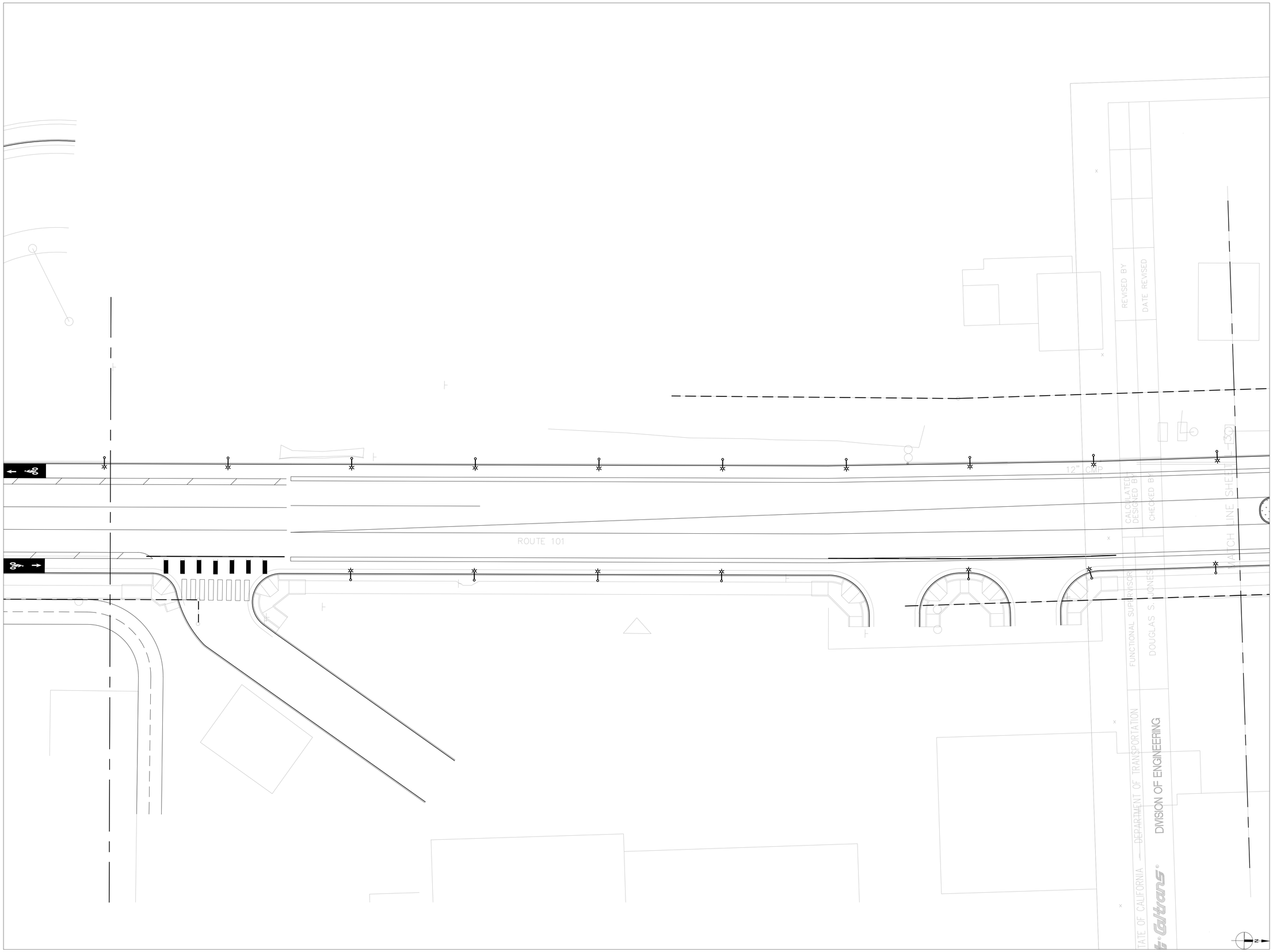
Scale:

Drawing Title:

SHERWOOD_L-2

Drawing No:

SL-2



WRT Planning & Design

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415.575.4722
fax 215.732.2551

CONSULTANTS

Key Plan

Rev	Date	Description

SEAL

Job No:
Drawn By:
Date: 10/03/2016
Checked By:
Scale:

Drawing Title:
SHERWOOD_L-3

Drawing No:
SL-3

WRT Planning & Design

Wallace Roberts & Todd, LLC
478 Tehama Street, Suite 2B
San Francisco, CA 94103
415.575.4722
fax 215.732.2551

CONSULTANTS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT
01	Men	101	47.1–47.6

1. FOR COMPLETE
SEE R/W REQ
2. EXACT LOCATI
DETERMINED

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, OR ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

DATE REVISED
REVISED BY
CHECKED BY
CALCULATED/DESIGNED BY
DOUGLAS S. JONES
FUNCTIONAL SUPERVISOR
STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING
Caltrans

MATCH LINE SHEET L-3
MATCH LINE SHEET L-4
R/W

WILLITS HIGH SCHOOL

LAYOUT
SCALE: 1"=20'

Key Plan

Rev	Date	Description

SEAL

Job No:
Drawn By:
Date: 10/03/2016
Checked By:
Scale:
Drawing Title:
SHERWOOD_L-4
Drawing No:
SL-4

USERNAME =>$USER
RELATIVE BORDER SCALE 0 1 2 3
UNIT 0307
PROJECT NUMBER & PHASE
BORDER LAST REVISED 7/1/2020
ER LAST REVISED 7/1/2010

ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
101	47.1–47.6		

1. FOR COMPLETE PROPERTY BOUNDARY DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.
2. EXACT LOCATION OF ITEMS SHOWN TO BE DETERMINED BY ENGINEER.

REGISTERED PROFESSIONAL ENGINEER — MICH ANDRUS — No. C48753 — Exp. 09-30-16 — CIVIL — STATE OF CALIFORNIA

VIL ENGINEER DATE

VAL DATE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT
01	Men	101	47.1–47.6

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

WILLITS
T18N R13W MDB&M
SEC 19

DATE REVISED

CHECKED BY

DOUGLAS S. JONES

DIVISION OF ENGINEERING

Caltrans

MATCH LINE SHEET L-4

MATCH LINE SHEET L-5

R/W

"DW5" 10+50.00 PI

"A1" 158+60.63 POT=
"DW5" 10+00.00 PI

"A1" LINE

N 2°38'23" W

1287.806'

50.00'

S87°21'37"W

12" RCP

12" RCP

12" RCP

12" RCP

12" RCP

12" GMP

ROUTE 101

160

1

2

3

4

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

LAST REVISION 11-25-15

LAYOUT
SCALE: 1"=20'

L-4

LAYOUT
SCALE: 1"=20'

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING

BORDER LAST REVISED 7/1/2010

R LAST REVISED 7/1/2000 | USERNAME =>$USER | RELATIVE BORDER SCALE 0 1 2 3 | UNIT 0307 | PROJECT NUMBER & PHASE 0311200020 | 0311200020

WRT Planning & Design

Wallace Roberts & Todd, LLC
478 Tehama Street, Suite 2B 415.575.4722
San Francisco, CA 94103 fax 215.732.2551

CONSULTANTS

Key Plan

Rev	Date	Description

SEAL

Job No: Drawn By:

Date: 10/03/2016 Checked By:

Scale:

Drawing Title:

SHERWOOD_L-5

Drawing No:

SL-5

WRT Planning & Design

Wallace Roberts & Todd, LLC
478 Tehama Street, Suite 2B 415.575.4722
San Francisco, CA 94103 fax 215.732.2551

CONSULTANTS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT
01	Men	101	47.1–47.6

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

ST MILES L PROJECT	SHEET No.	TOTAL SHEETS
7.1–47.6		

DATE

REGISTERED PROFESSIONAL ENGINEER
MITCH ANDRUS
No. C48753
Exp. 09-30-16
CIVIL
STATE OF CALIFORNIA

FICERS BLE FOR F SCANNED

R/W

MATCH LINE STA 4+

STA 4+

8

12" CMP

24" RCP

36" RCP

LAYOUT
SCALE: 1"=20'

L-5

LAST REVISION $DATE
DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
12-02-15

0000203

LAYOUT
SCALE: 1"=20'

Key Plan

Rev	Date	Description

SEAL

Job No: Drawn By:

Date: 10/03/2016 Checked By:

Scale:

Drawing Title:

SHERWOOD L6

Drawing No:

SL-6

Opinion of Probable Construction Costs

City of Willits Main Street

PRELIMINARY COMPARISON CONSTRUCTION COSTS
DATE PREPARED: 5/16/2016
ENR Cost Index March 2016 (San Francisco, CA): 11,557.90

				BASE PROJECT			MAIN STREET ADD			OPTIONS		
BID ITEM	ITEM CODE		UNIT PRICE	QUANTITY		TOTAL	QUANTITY		TOTAL	QUANTITY		TOTAL
A. NORTH: COMMERCIAL TO NORTHERN PROJECT LIMITS NEAR STATE												
1	70030	LEAD COMPLIANCE PLAN (PER ZONE)	$ 1,500.00	1	LS	$ 1,500	0	LS	$ -	0	LS	$ -
2	120090	CONSTRUCTION AREA SIGNS	$ 20,000.00	1	LS	$ 20,000	0	LS	$ -	0	LS	$ -
3	120100	TRAFFIC CONTROL SYSTEM	$ 39,000.00	1	LS	$ 39,000	0	LS	$ -	0	LS	$ -
4	120159	TEMPORARY TRAFFIC STRIPE (PAINT)	$ 1.00	3,500	LF	$ 3,500	0	LF	$ -	0	LF	$ -
5	128652	PORTABLE CHANGEABLE MESSAGE SIGN	$ 8,000.00	1	LS	$ 8,000	0	LS	$ -	0	LS	$ -
6	130100	JOB SITE MANAGEMENT	$ 20,000.00	1	LS	$ 20,000	0	LS	$ -	0	LS	$ -
7	130300-130900	STORM WATER POLLUTION PREVENTION CONTROL	$ 15,000.00	1	LS	$ 15,000	0	LS	$ -	0	LS	$ -
8	1507XX	REMOVE THERMO/PAINTED TRAFFIC STRIPE/MARKERS	$ 10,000.00	1	LS	$ 10,000	0	LS	$ -	0	LS	$ -
9	150742/152320	REMOVE AND RESET ROADSIDE SIGN	$ 550.00	7	EA	$ 3,850	0	EA	$ -	0	EA	$ -
10	152469	ADJUST UTILITY COVER TO GRADE	$ 700.00	15	EA	$ 10,500	0	LS	$ -	0	LS	$ -
11	152438	ADJUST FRAME AND COVER TO GRADE	$ 675.00	5	EA	$ 3,375	0	EA	$ -	0	EA	$ -
12	152440	ADJUST MANHOLE TO GRADE	$ 875.00	6	EA	$ 5,250	0	EA	$ -	0	EA	$ -
13	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	$ 5.50	2,926	SY	$ 16,093	0	SY	$ -	0	SY	$ -
14	153103	REMOVE ASPHALT CONCRETE PAVEMENT	$ 2.50	0	SF	$ -	247	SF	$ 618	0	SF	$ -
15		ASPHALT DIGOUT AND REPAIR	$ 5.50	2,673	SF	$ 14,704	0	SF	$ -	0	SF	$ -
16	153215	REMOVE CONCRETE	$ 4.00	11,065	SF	$ 44,260	0	SF	$ -	0	SF	$ -
17	190101	ROADWAY EXCAVATION	$ 100.00	9	CY	$ 900	0	CY	$ -	0	CY	$ -
18	198250	ROADSIDE CLEARING - REMOVE TREE	$ 2,500.00	0	EA	$ -	8	EA	$ 20,000	0	EA	$ -
		REMOVE EXISTING LIGHT STANDARDS	$ 3,500.00	0	EA	$ -	2	EA	$ 7,000	0	EA	$ -
19	204003	PLANTING	$ 30.00	0	SF	$ -	1,866	SF	$ 55,980	0	SF	$ -
20	204035	PLANT TREE WITH TREE WELL	$ 2,500.00	0	EA	$ -	19	EA	$ 47,500	0	EA	$ -
21	204099	PLANT ESTABLISHMENT WORK	$ 5,000.00	0	LS	$ -	1	LS	$ 5,000	0	LS	$ -
22	206XXX	IRRIGATION	$ 20,000.00	0	LS	$ -	1	LS	$ 20,000	0	LS	$ -
23	XXXXXX	SITE FURNISHINGS (BENCH PUBLIC ROW)	$ 3,200.00	0	EA	$ -	0	EA	$ -	0	EA	$ -
24	390132	HOT MIX ASPHALT (TYPE A)	$ 115.00	414	TON	$ 47,653	0	TON	$ -	0	TON	$ -
25	397005	TACK COAT	$ 2,500.00	2	TON	$ 5,000	0	TON	$ -	0	TON	$ -
26	566011	ROADSIDE SIGN - ONE POST	$ 500.00	6	EA	$ 3,000	0	EA	$ -	0	EA	$ -
27	6XXXXX	STORM DRAIN MODIFICATIONS	$ 15,000.00	2	EA	$ 30,000	0	EA	$ -	0	EA	$ -
28	730010	MINOR CONCRETE (CURB)	$ 32.00	0	LF	$ -	61	LF	$ 1,952	0	LF	$ -
29	730070	DETECTABLE WARNING SURFACE	$ 70.00	0	SF	$ -	0	SF	$ -	0	SF	$ -
30	731504	MINOR CONCRETE (CURB AND GUTTER)	$ 40.00	933	LF	$ 37,320	0	LF	$ -	0	LF	$ -
31	731511	MINOR CONCRETE (ISLAND PAVING)	$ 14.00	0	SF	$ -	247	SF	$ 3,458	0	SF	$ -
32	731516	MINOR CONCRETE (DRIVEWAY)	$ 14.00	3,330	SF	$ 46,620	0	SF	$ -	0	SF	$ -
33	731521	MINOR CONCRETE (SIDEWALK)	$ 12.00	5,899	SF	$ 70,788	0	SF	$ -	-1,539	SF	$ (18,468)
		OPTION: CONCRETE UNIT PAVER (CURBSIDE STRIP)	*$ 27.00*	*0*	*SF*	$ -	*0*	*SF*	$ -	*1,539*	*SF*	*$ 41,553*
	731519	*OPTION: MINOR CONCRETE (ENHANCED CONCRETE)*	*$ 20.00*	*0*	*SF*	$ -	*0*	*SF*	$ -	*0*	*SF*	$ -
34	731623	MINOR CONCRETE (CURB RAMP)	$ 5,500.00	2	EA	$ 11,000	0	EA	$ -		EA	$ -
35	750030	INLET FRAME AND GRATE	$ 1,000.00	3	EA	$ 3,000	0	EA	$ -		EA	$ -
36	760090	MOBILIZATION, DEMOBILIZATION AND FINAL CLEANUP	$ 35,000.00	1	LS	$ 35,000	0	LS	$ -		LS	$ -
37	840515	THERMOPLASTIC PAVEMENT MARKING	$ 5.50	300	SF	$ 1,650	0	SF	$ -		SF	$ -
38	840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.50	3,500	LF	$ 5,250	0	LF	$ -		LF	$ -
39	860806	INDUCTIVE LOOP DETECTOR (REPLACE)	$ 750.00	0	EA	$ -	0	EA	$ -		EA	$ -
40	860401	LIGHT STANDARDS (TRENCHING, CONDUIT, CONTROLS)	$ 10,000.00	0	EA	$ -	10	EA	$ 100,000		EA	$ -
41	870400	SIGNAL AND LIGHTING SYSTEM (TRAFFIC SIGNAL MOD)	$ 150,000.00	0	LS	$ -	0	LS	$ -		LS	$ -
	870400	*OPTION: ENHANCED PEDESTRIAN CROSSING AT STATE*	*$ 28,000.00*	*0*	*LS*	$ -	*0*	*LS*	$ -	*1*	*LS*	*$ 28,000*
			A. NORTH SUBTOTAL (ROUNDED)			$ 513,000			$ 262,000			$ 52,000
			35% CONTINGENCY			$ 179,550			$ 91,700			$ 18,200
		A. NORTH SUBTOTAL WITH CONTINGENCY (ROUNDED)				**$ 692,550**			**$ 353,700**			**$ 70,200**
		A. NORTH (BASE + MAIN STREET ADD) (ROUNDED)										
		A. NORTH (BASE + MAIN STREET ADD + OPTIONS) (ROUNDED)										

Opinion of Probable Construction Costs

City of Willits Main Street

PRELIMINARY COMPARISON CONSTRUCTION COSTS
DATE PREPARED: 5/16/2016
ENR Cost Index March 2016 (San Francisco, CA): 11,557.90

				BASE PROJECT			MAIN STREET ADD			OPTIONS		
BID ITEM	ITEM CODE		UNIT PRICE	QUANTITY		TOTAL	QUANTITY		TOTAL	QUANTITY		TOTAL
B. DOWNTOWN CORE: COMMERCIAL TO WOOD												
1	70030	LEAD COMPLIANCE PLAN (PER ZONE)	$ 1,500.00	1	LS	$ 1,500	0	LS	$ -	0	LS	$ -
2	120090	CONSTRUCTION AREA SIGNS	$ 44,000.00	1	LS	$ 44,000	0	LS	$ -	0	LS	$ -
3	120100	TRAFFIC CONTROL SYSTEM	$ 88,000.00	1	LS	$ 88,000	0	LS	$ -	0	LS	$ -
4	120159	TEMPORARY TRAFFIC STRIPE (PAINT)	$ 1.00	6,000	LF	$ 6,000	0	LF	$ -	0	LF	$ -
5	128652	PORTABLE CHANGEABLE MESSAGE SIGN	$ 18,000.00	1	LS	$ 18,000	0	LS	$ -	0	LS	$ -
6	130100	JOB SITE MANAGEMENT	$ 44,000.00	1	LS	$ 44,000	0	LS	$ -	0	LS	$ -
7	130300-130900	STORM WATER POLLUTION PREVENTION CONTROL	$ 15,000.00	1	LS	$ 15,000	0	LS	$ -	0	LS	$ -
8	1507XX	REMOVE THERMO/PAINTED TRAFFIC STRIPE/MARKERS	$ 10,000.00	1	LS	$ 10,000	0	LS	$ -	0	LS	$ -
9	150742/152320	REMOVE AND RESET ROADSIDE SIGN	$ 550.00	18	EA	$ 9,900	0	EA	$ -	0	EA	$ -
10	152469	ADJUST UTILITY COVER TO GRADE	$ 700.00	44	EA	$ 30,800	0	LS	$ -	0	LS	$ -
11	152438	ADJUST FRAME AND COVER TO GRADE	$ 675.00	16	EA	$ 10,800	0	EA	$ -	0	EA	$ -
12	152440	ADJUST MANHOLE TO GRADE	$ 875.00	7	EA	$ 6,125	0	EA	$ -	0	EA	$ -
13	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	$ 5.50	5,600	SY	$ 30,800	0	SY	$ -	0	SY	$ -
14	153103	REMOVE ASPHALT CONCRETE PAVEMENT	$ 2.50	0	SF	$ -	5,403	SF	$ 13,508	0	SF	$ -
15		ASPHALT DIGOUT AND REPAIR	$ 5.50	5,161	SF	$ 28,387	0	SF	$ -	0	SF	$ -
16	153215	REMOVE CONCRETE	$ 4.00	21,300	SF	$ 85,200	0	SF	$ -	0	SF	$ -
17	190101	ROADWAY EXCAVATION	$ 100.00	15	CY	$ 1,500	0	CY	$ -	0	CY	$ -
18	198250	ROADSIDE CLEARING - REMOVE TREE	$ 2,500.00	0	EA	$ -	11	EA	$ 27,500	0	EA	$ -
		REMOVE EXISTING LIGHT STANDARDS	$ 3,500.00	0	EA	$ -	5	EA	$ 17,500	0	EA	$ -
19	204003	PLANTING	$ 30.00	0	SF	$ -	4,101	SF	$ 123,030	0	SF	$ -
20	204035	PLANT TREE WITH TREE WELL	$ 2,500.00	0	EA	$ -	64	EA	$ 160,000	0	EA	$ -
21	204099	PLANT ESTABLISHMENT WORK	$ 15,000.00	0	LS	$ -	1	LS	$ 15,000	0	LS	$ -
22	206XXX	IRRIGATION	$ 32,000.00	0	LS	$ -	1	LS	$ 32,000	0	LS	$ -
23	XXXXXX	SITE FURNISHINGS (BENCH PUBLIC ROW)	$ 3,200.00	0	EA	$ -	12	EA	$ 38,400	0	EA	$ -
24	390132	HOT MIX ASPHALT (TYPE A)	$ 115.00	800	TON	$ 92,000	0	TON	$ -	0	TON	$ -
25	397005	TACK COAT	$ 2,500.00	3	TON	$ 7,500	0	TON	$ -	0	TON	$ -
26	566011	ROADSIDE SIGN - ONE POST	$ 500.00	6	EA	$ 3,000	0	EA	$ -	0	EA	$ -
27	6XXXXX	STORM DRAIN MODIFICATIONS	$ 15,000.00	4	EA	$ 60,000	6	EA	$ 90,000	0	EA	$ -
28	730010	MINOR CONCRETE (CURB)	$ 32.00	0	LF	$ -	10	LF	$ 320	0	LF	$ -
29	730070	DETECTABLE WARNING SURFACE	$ 70.00	0	SF	$ -	128	SF	$ 8,960	0	SF	$ -
30	731504	MINOR CONCRETE (CURB AND GUTTER)	$ 40.00	1,600	LF	$ 64,000	175	LF	$ 7,000	0	LF	$ -
31	731511	MINOR CONCRETE (ISLAND PAVING)	$ 14.00	0	SF	$ -	128	SF	$ 1,792	0	SF	$ -
32	731516	MINOR CONCRETE (DRIVEWAY)	$ 14.00	500	SF	$ 7,000	0	SF	$ -	0	SF	$ -
33	731521	MINOR CONCRETE (SIDEWALK)	$ 12.00	15,700	SF	$ 188,400	1,285	SF	$ 15,420	-5,855	SF	$ (70,260)
		OPTION: CONCRETE UNIT PAVER (CURBSIDE STRIP)	*$ 27.00*	*0*	*SF*	*$ -*	*0*	*SF*	*$ -*	*4,425*	*SF*	*$ 119,475*
	731519	*OPTION: MINOR CONCRETE (ENHANCED CONCRETE)*	*$ 20.00*	*0*	*SF*	*$ -*	*0*	*SF*	*$ -*	*1,430*	*SF*	*$ 28,600*
34	731623	MINOR CONCRETE (CURB RAMP)	$ 5,500.00	12	EA	$ 66,000	0	EA	$ -		EA	$ -
35	750030	INLET FRAME AND GRATE	$ 1,000.00	8	EA	$ 8,000	0	EA	$ -		EA	$ -
36	760090	MOBILIZATION, DEMOBILIZATION AND FINAL CLEANUP	$ 88,000.00	1	LS	$ 88,000	0	LS	$ -		LS	$ -
37	840515	THERMOPLASTIC PAVEMENT MARKING	$ 5.50	3,000	SF	$ 16,500	0	SF	$ -		SF	$ -
38	840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.50	6,000	LF	$ 9,000	0	LF	$ -		LF	$ -
39	860806	INDUCTIVE LOOP DETECTOR (REPLACE)	$ 750.00	28	EA	$ 21,000	0	EA	$ -		EA	$ -
40	860401	LIGHT STANDARDS (TRENCHING, CONDUIT, CONTROLS)	$ 10,000.00	0	EA	$ -	20	EA	$ 200,000		EA	$ -
41	870400	SIGNAL AND LIGHTING SYSTEM (TRAFFIC SIGNAL MOD)	$ 200,000.00	0.50	LS	$ 100,000	1	LS	$ 200,000		LS	$ -
	870400	*OPTION: ENHANCED PEDESTRIAN CROSSING AT VAN LANE*	*$ 28,000.00*	*0*	*LS*	*$ -*	*0*	*LS*	*$ -*	*1*	*LS*	*$ 28,000*
				B. DOWNTOWN CORE SUBTOTAL (ROUNDED)		$ 1,161,000			$ 951,000			$ 106,000
				35% CONTINGENCY		$ 406,350			$ 332,850			$ 37,100
				B. DOWNTOWN CORE SUBTOTAL WITH CONTINGENCY (ROUNDED)		**$ 1,567,350**			**$ 1,283,850**			**$ 143,100**
				B. DOWNTOWN CORE (BASE + MAIN STREET ADD) (ROUNDED)								
				B. DOWNTOWN CORE (BASE + MAIN STREET ADD + OPTIONS) (ROUNDED)								

Opinion of Probable Construction Costs

City of Willits Main Street

PRELIMINARY COMPARISON CONSTRUCTION COSTS
DATE PREPARED: 5/16/2016
ENR Cost Index March 2016 (San Francisco, CA): 11,557.90

				BASE PROJECT			MAIN STREET ADD			OPTIONS		
BID ITEM	ITEM CODE		UNIT PRICE	QUANTITY		TOTAL	QUANTITY		TOTAL	QUANTITY		TOTAL
C. DOWNTOWN CORE - SOUTH: WOOD TO VALLEY												
1	70030	LEAD COMPLIANCE PLAN (PER ZONE)	$ 1,500.00	1	LS	$ 1,500	0	LS	$ -	0	LS	$ -
2	120090	CONSTRUCTION AREA SIGNS	$ 27,000.00	1	LS	$ 27,000	0	LS	$ -	0	LS	$ -
3	120100	TRAFFIC CONTROL SYSTEM	$ 53,000.00	1	LS	$ 53,000	0	LS	$ -	0	LS	$ -
4	120159	TEMPORARY TRAFFIC STRIPE (PAINT)	$ 1.00	3,000	LF	$ 3,000	0	LF	$ -	0	LF	$ -
5	128652	PORTABLE CHANGEABLE MESSAGE SIGN	$ 11,000.00	1	LS	$ 11,000	0	LS	$ -	0	LS	$ -
6	130100	JOB SITE MANAGEMENT	$ 27,000.00	1	LS	$ 27,000	0	LS	$ -	0	LS	$ -
7	130300-130900	STORM WATER POLLUTION PREVENTION CONTROL	$ 15,000.00	1	LS	$ 15,000	0	LS	$ -	0	LS	$ -
8	1507XX	REMOVE THERMO/PAINTED TRAFFIC STRIPE/MARKERS	$ 10,000.00	1	LS	$ 10,000	0	LS	$ -	0	LS	$ -
9	150742/152320	REMOVE AND RESET ROADSIDE SIGN	$ 550.00	7	EA	$ 3,850	0	EA	$ -	0	EA	$ -
10	152469	ADJUST UTILITY COVER TO GRADE	$ 700.00	38	EA	$ 26,600	0	LS	$ -	0	LS	$ -
11	152438	ADJUST FRAME AND COVER TO GRADE	$ 675.00	14	EA	$ 9,450	0	EA	$ -	0	EA	$ -
12	152440	ADJUST MANHOLE TO GRADE	$ 875.00	2	EA	$ 1,750	0	EA	$ -	0	EA	$ -
13	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	$ 5.50	4,300	SY	$ 23,650	0	SY	$ -	0	SY	$ -
14	153103	REMOVE ASPHALT CONCRETE PAVEMENT	$ 2.50	0	SF	$ -	4,063	SF	$ 10,158	0	SF	$ -
15		ASPHALT DIGOUT AND REPAIR	$ 5.50	3,871	SF	$ 21,291	0	SF	$ -	0	SF	$ -
16	153215	REMOVE CONCRETE	$ 4.00	14,800	SF	$ 59,200	0	SF	$ -	0	SF	$ -
17	190101	ROADWAY EXCAVATION	$ 100.00	13	CY	$ 1,300	0	CY	$ -	0	CY	$ -
18	198250	ROADSIDE CLEARING - REMOVE TREE	$ 2,500.00	0	EA	$ -	7	EA	$ 17,500	0	EA	$ -
		REMOVE EXISTING LIGHT STANDARDS	$ 3,500.00	0	EA	$ -	5	EA	$ 17,500	0	EA	$ -
19	204003	PLANTING	$ 30.00	0	SF	$ -	2,869	SF	$ 86,070	0	SF	$ -
20	204035	PLANT TREE WITH TREE WELL	$ 2,500.00	0	EA	$ -	22	EA	$ 55,000	0	EA	$ -
21	204099	PLANT ESTABLISHMENT WORK	$ 15,000.00	0	LS	$ -	1	LS	$ 15,000	0	LS	$ -
22	206XXX	IRRIGATION	$ 26,700.00	0	LS	$ -	1	LS	$ 26,700	0	LS	$ -
23	XXXXXX	SITE FURNISHINGS (BENCH PUBLIC ROW)	$ 3,200.00	0	EA	$ -	2	EA	$ 6,400	0	EA	$ -
24	390132	HOT MIX ASPHALT (TYPE A)	$ 115.00	600	TON	$ 69,000	0	TON	$ -	0	TON	$ -
25	397005	TACK COAT	$ 2,500.00	2	TON	$ 5,000	0	TON	$ -	0	TON	$ -
26	566011	ROADSIDE SIGN - ONE POST	$ 500.00	6	EA	$ 3,000	0	EA	$ -	0	EA	$ -
27	6XXXXX	STORM DRAIN MODIFICATIONS	$ 15,000.00	3	EA	$ 45,000	3	EA	$ 45,000	0	EA	$ -
28	730010	MINOR CONCRETE (CURB)	$ 32.00	0	LF	$ -	182	LF	$ 5,824	0	LF	$ -
29	730070	DETECTABLE WARNING SURFACE	$ 70.00	0	SF	$ -	0	SF	$ -	0	SF	$ -
30	731504	MINOR CONCRETE (CURB AND GUTTER)	$ 40.00	1,500	LF	$ 60,000	78	LF	$ 3,120	0	LF	$ -
31	731511	MINOR CONCRETE (ISLAND PAVING)	$ 14.00	0	SF	$ -	805	SF	$ 11,270	0	SF	$ -
32	731516	MINOR CONCRETE (DRIVEWAY)	$ 14.00	1,900	SF	$ 26,600	81	SF	$ 1,134	0	SF	$ -
33	731521	MINOR CONCRETE (SIDEWALK)	$ 12.00	9,100	SF	$ 109,200	2,244	SF	$ 26,928	-1,173	SF	$ (14,076)
		OPTION: CONCRETE UNIT PAVER (CURBSIDE STRIP)	*$ 27.00*	*0*	*SF*	*$ -*	*0*	*SF*	*$ -*	*353*	*SF*	*$ 9,531*
	731519	*OPTION: MINOR CONCRETE (ENHANCED CONCRETE)*	*$ 20.00*	*0*	*SF*	*$ -*	*0*	*SF*	*$ -*	*820*	*SF*	*$ 16,400*
34	731623	MINOR CONCRETE (CURB RAMP)	$ 5,500.00	4	EA	$ 22,000	0	EA	$ -	0	EA	$ -
35	750030	INLET FRAME AND GRATE	$ 1,000.00	3	EA	$ 3,000	0	EA	$ -	0	EA	$ -
36	760090	MOBILIZATION, DEMOBILIZATION AND FINAL CLEANUP	$ 53,000.00	1	LS	$ 53,000	0	LS	$ -	0	LS	$ -
37	840515	THERMOPLASTIC PAVEMENT MARKING	$ 5.50	1,000	SF	$ 5,500	0	SF	$ -	0	SF	$ -
38	840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.50	3,000	LF	$ 4,500	0	LF	$ -	0	LF	$ -
39	860806	INDUCTIVE LOOP DETECTOR (REPLACE)	$ 750.00	0	EA	$ -	0	EA	$ -	0	EA	$ -
40	860401	LIGHT STANDARDS (TRENCHING, CONDUIT, CONTROLS)	$ 10,000.00	0	EA	$ -	15	EA	$ 150,000	0	EA	$ -
41	870400	SIGNAL AND LIGHTING SYSTEM (TRAFFIC SIGNAL MOD)	$ 150,000.00	0	LS	$ -	0	LS	$ -	0	LS	$ -
	870400	*OPTION: ENHANCED PEDESTRIAN CROSSING*	*$ 28,000.00*	*0*	*LS*	*$ -*	*0*	*LS*	*$ -*	*0*	*LS*	*$ -*
						C. DOWNTOWN CORE - SOUTH SUBTOTAL (ROUNDED)			$ 478,000			$ 12,000
						35% CONTINGENCY			$ 167,300			$ 4,200
						C. DOWNTOWN CORE - SOUTH SUBTOTAL WITH CONTINGENCY (ROUNDED)			**$ 646,000**			**$ 17,000**
						C. DOWNTOWN CORE - SOUTH (BASE + MAIN STREET ADD) (ROUNDED)						
						C. DOWNTOWN CORE - SOUTH (BASE + MAIN STREET ADD + OPTIONS) (ROUNDED)						

FEHR PEERS

MEMORANDUM

Date: October 3rd, 2016

To: Dusty Duley, City of Willits, Alison Pernell, LGC, John Gibbs, WRT, and John Hykes, Placeworks

From: Daniel Jacobson and Kendra Rowley, Fehr & Peers

Subject: Existing Circulation Assessment and Improvement Evaluation for Main Street & Downtown Willits

SF16-0866

OVERVIEW

This memorandum serves as a technical reference for the City of Willits Main Street Corridor Enhancement Plan and the Traffic Circulation & Connectivity Study for Downtown Willits Streets and Alleys. It evaluates existing conditions and opportunities and constraints within pre-Bypass and post-Bypass conditions of Main Street and the Downtown streets network. The study area includes Main Street between the northern and southern city limits, as well as the Downtown streets network between Valley Street, Commercial Street, the Northwest Pacific Railroad, and School Street.

The study area is divided into three sub-areas:

- Main Street (Relinquishment), spanning both the Sherwood Road/High School project from the northern City limits to Bittenbender Lane and the Main Street project from Bittenbender Lane to Fort Bragg Road (State Route 20).
- Downtown Streets and Alleys, including Downtown streets between Valley Street, Commercial Street, the Northwest Pacific Railroad, and School Street, dnot including Main Street.
- Main Street (Caltrans), spanning the non-relinquishment segment of Main Street from the State Route 20 intersection to the southern city limits.

For each sub-area, this memorandum summarizes existing conditions, including current circulation, street design, and collision trends, and well as opportunities and constraints.

EXISTING CONDITIONS

PRE- AND POST-BYPASS CONDITIONS

Main Street (US-101) presently serves as a key route for both local and intercity travel as a part of the California State Highway system. On a typical weekday, Main Street carries about 15,000 vehicles through Downtown Willits and about 23,500 vehicles through southern Willits. Main Street serves a variety of transportation purposes, including:

- Access to local businesses, residences, schools and destinations
- Crosstown bicycle and pedestrian circulation
- Local and intercity bus services
- Intercity automobile and freight travel

Inset 1: Main Street at Van Lane, facing north

The Willits Bypass project (scheduled to open Fall 2016) will significantly change traffic conditions within the City of Willits. The Bypass is expected to reroute most north-south intercity automobile and freight travel around Willits, decreasing traffic volumes along Main Street. There is some uncertainty in the magnitude of the total decrease under post-Bypass conditions: the Mendocino County Travel Demand Model estimates a 20-25 percent decrease through Willits, while the Willits Bypass EIR estimates a 25-35 percent decrease. **Table 1** shows traffic volumes on Main Street under existing (pre-Bypass) and near-term (post-Bypass) conditions.

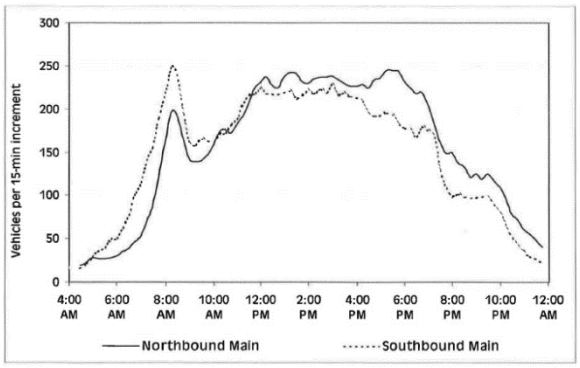
TABLE 1: EXISTING TRAFFIC VOLUMES (PRE- AND POST-BYPASS)					
Segment	**Pre-Bypass ADT**	**Post-Bypass ADT**			
	Existing, 2014	**Post-Bypass (MCOG Model)**	**% Change (MCOG Model)**	**Post-Bypass (Bypass EIR)**	**% Change (Bypass EIR)**
Main Street, Northern City Limits	7,100	3,300	-57%	12,300	+74%
Main Street, North of SR-20 Intersection	15,000[2]	11,900	-21%	11,300	-25%
Main Street, South of SR 20	23,500	18,300	-22%	15,300	-35%
Main Street, Southern City Limits	18,300	11,600	-37%	N/A	N/A

Notes:

1. Calculations based on Mendocino County Travel Demand Model (MCOG Model) comparison of 2009 pre-Bypass condition with 2020 post-Bypass condition and Willits Bypass EIR comparison of 2002 pre-Bypass condition and 2015 post-Bypass condition. Volumes adjusted for 2014 base year using Caltrans traffic counts.

2. 2009 counts presented; 2014 counts unavailable. Traffic volumes within Willits have remained relatively constant between these time periods.

In order to evaluate existing (pre-Bypass) intersection operations, PM peak period intersection volumes were counted at ten intersections during March 2015 and 2016 (Appendix C). The City of Willits Circulation and Parking Improvement Study previously observed that the PM peak period experiences the highest traffic volumes during a typical weekday, and is generally representative of typical vehicle conditions between 12:00 PM and 6:00 PM – though pedestrian, bicycle and turn volumes may vary by time of day (**Inset 2**). Existing traffic volumes were shown to be higher in the southbound direction during the AM peak and higher in the northbound direction during the PM peak, but volumes remain relatively balanced in both directions.



Inset 2: Traffic volumes on Main Street by time of day. Source: Willits Circulation & Parking Improvement Study, 2003

MULTIMODAL SAFETY

Multimodal safety represents a key challenge for Main Street. Main Street serves numerous schools and destinations, yet it is presently characterized by heavy traffic volumes, high vehicle speeds, and challenging conditions for people walking and biking. Between 2005 and 2014, 77 of the 82 reported collisions within the City of Willits that resulted in an injury occurred along Main Street. Of these 77 collisions, 55 involved only vehicles, 14 involved vehicles and pedestrians, and six involved vehicles and bicyclists. Three fatalities occurred during this period, including two pedestrians and one bicyclist. Youth under age 18 were disproportionately represented among bicycle and pedestrian collisions, comprising seven of 19 collisions and two of three fatalities.

The most common cause of collisions on Main Street is unsafe speed (28 percent of all collisions). Willits experiences a high number of collisions associated with violations of pedestrian right-of-way (57 percent of all pedestrian collisions) and bicyclists riding on the wrong side of the road (67 percent of all bicycle collisions) as well.

Collisions are evenly distributed between Main Street north and south of the State Route 20 junction. While collisions periodically occur within the Downtown streets and alleys network, no collisions resulted in injuries during the study period along streets outside of Main Street. It is worth noting that several improvements have been implemented over the past five years, including the signalization of the Main Street/Holly Street intersection and a rapid-rectangular flashing beacon at Gregory Lane. **Table 2** and **Figure 1** provide a summary of collisions by segment.

TABLE 2: TOTAL INJURY COLLISIONS, 2005-2014

Study Sub-Area	Total Injury Collisions	Automobile Collisions	Pedestrian Collisions	Bicycle Collisions
Main Street (Relinqushment)	40	31	5	4
Downtown Streets	0	0	0	0
Main Street (Caltrans)	37	24	9	2
Total	77	55	14	6

1. Source: SWITRS, via TIMS

Main Street (Relinquishment)

Thirty-six collisions occurred along Main Street between 2005 and 2014. **Table 3** shows locations along Main Street which experienced more than two injury collisions during this time period. The Main Street/Valley Street intersection experienced the highest volume of collisions, including four automobile collisions, two pedestrian collisions, and two bicycle collisions. The Main Street/Mendocino Street, Main Street/Sherwood Road, and Main Street/State Street intersections each experienced five injury collisions.

Inset 3: Main Street at Wood Street facing north

TABLE 3: MAIN STREET (RELINQUISHMENT) LOCATIONS WITH >2 TOTAL INJURY COLLISIONS, 2005-2014

Main Street Intersection	Total Injury Collisions	Automobile Collisions	Pedestrian Collisions	Bicycle Collisions
Valley Street	8	4	2	2
Mendocino Avenue	5	4	0	1
Sherwood Road[2]	5	5	0	0
State Street	5	3	2	0
Other Intersections	*17*	*15*	*1*	*1*
Total (All Intersections)	***40***	***31***	***5***	***4***

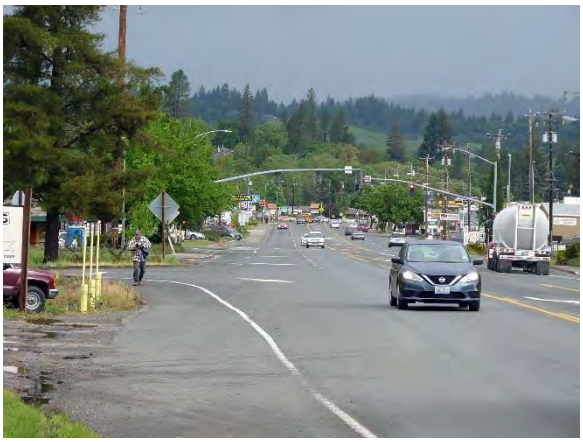
1. Source: SWITRS, via TIMS. Includes reported injury collisions referenced to nearest intersection.

2. The City plans to install safety improvements at the Main Street/Sherwood Road intersection described in the previous subsection.

In addition to the locations noted above, the Main Street/Commercial Street collisions represents another location of concern for collisions. Two injury collisions and several non-injury collisions and near misses have occurred at this location, primarily associated with conflicts between left turning vehicles and through vehicles and pedestrians along Commercial Street.

Main Street (Caltrans)

Thirty-five collisions occurred along Main Street (Caltrans) between 2005 and 2014. **Table 4** shows locations along Main Street which experienced more than two injury collisions during this time period. Recent improvements have occurred at the two highest volume collision locations, including signalization of the Main Street/Holly Street intersection and installation of a Rapid Rectangular Flashing Beacon and median refuge at Main Street/Gregory Lane. Six intersections each experienced three injury collisions. In particular, the Main Street/South Baechtel Road/Muir Mill Road poses challenges due to limited sight lines and high volumes.

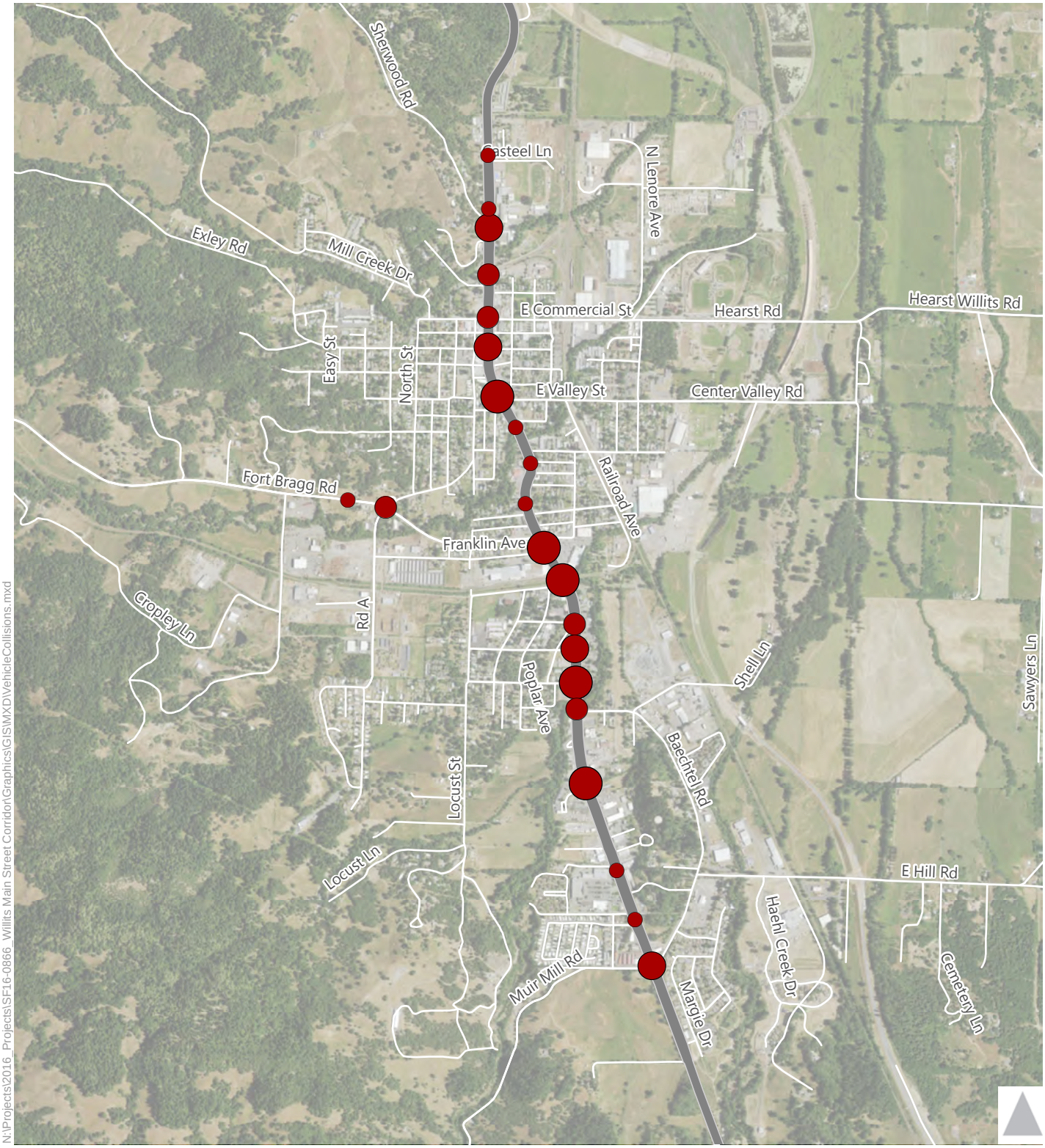


Inset 4: Main Street near Manor Way facing north

TABLE 4: MAIN STREET (CALTRANS) LOCATIONS WITH >2 INJURY COLLISIONS, 2005-2014

Main Street Intersection	Total Injury Collisions	Automobile Collisions	Pedestrian Collisions	Bicycle Collisions
Holly Street[2]	10	4	5	1
Gregory Lane[3]	6	4	2	0
State Route 20	3	3	0	0
South Baechtel Road/ Muir Mill Road	3	2	1	0
North Baechtel Road	3	2	1	1
Walnut Street	3	3	0	0
Hazel Street	3	3	0	0
Other Intersections	*6*	*3*	*0*	*0*
Total (All Intersections)	**37**	**24**	**9**	**2**

1. Source: SWITRS, via TIMS. Includes reported injury collisions referenced to nearest intersection.
2. Data precedes installation of traffic signal at Holly Street
3. Data precedes installation of crosswalk enhancements, including Rapid Rectangular Flashing Beacon and median refuge



Vehicle Collisions

10
5
1

Figure 1

Vehicle Collisions

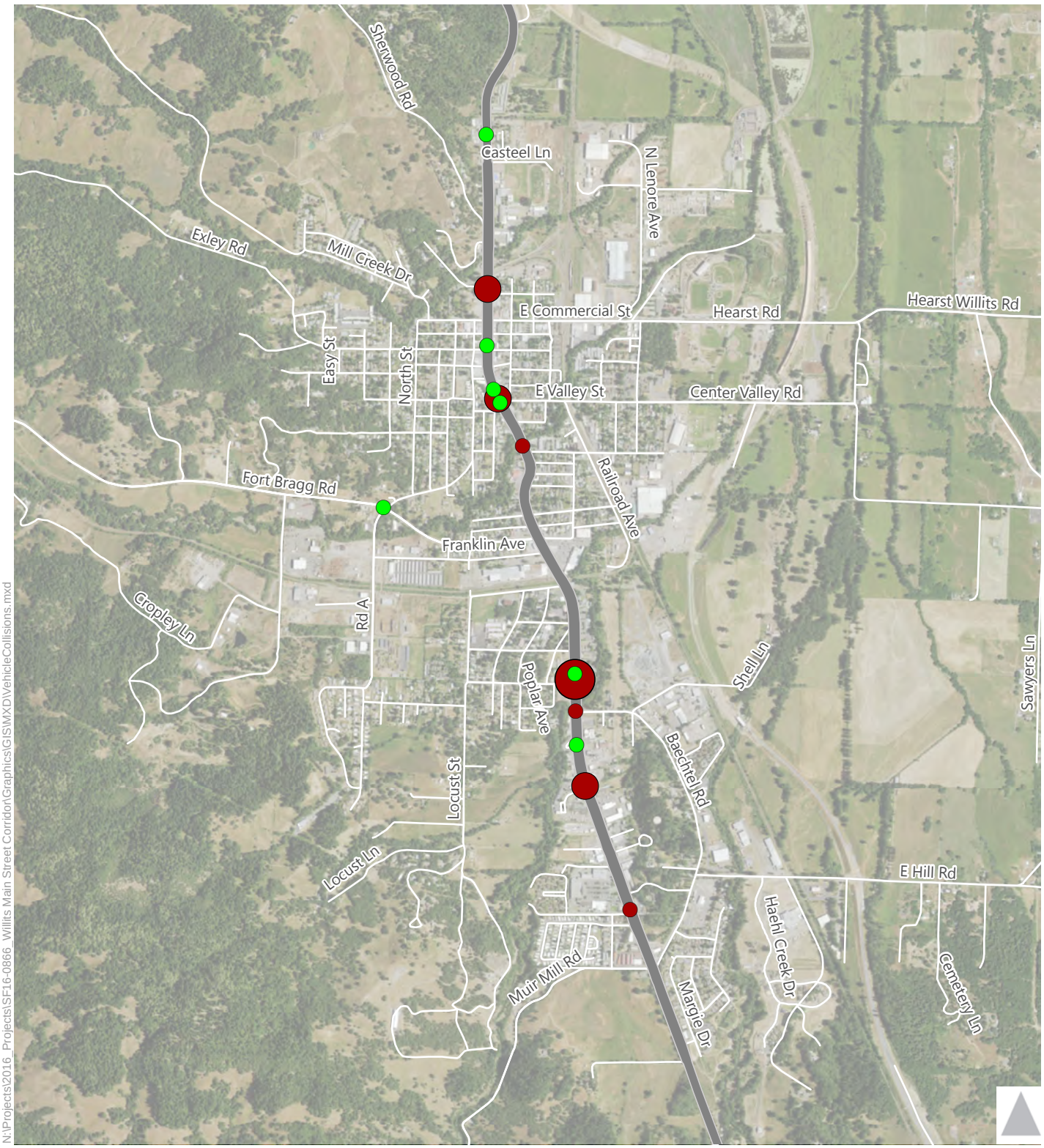


Figure 2

Bicycle and Pedestrian Collisions

OPPORTUNITIES AND CONSTRAINTS

MAIN STREET (RELINQUISHMENT SEGMENT)

Summary – Main Street's center left turn lane serves low volumes in the Downtown area and is optional under post-Bypass conditions. While on-street parking occupancy along Main Street is high in Downtown, occupancy is low to the north and south of Downtown. Unsignalized crosswalks, high vehicle speeds, narrow sidewalks, and ADA-inaccessible facilities pose barriers to pedestrian circulation. All marked crosswalks present opportunities for enhancement. Lack of bicycle facilities and high traffic volumes/speeds serve as barriers to bicycling.

Vehicle Circulation & Parking

- Main Street presently carries about 15,000 vehicles per day through Downtown Willits, averaging about 1,300-1,500 vehicles per hour during the PM peak hour and about 750-800 vehicles in the peak direction. Main Street includes one through lane in each direction and a center left turn lane. Upon completion of the Willits Bypass project, traffic volumes are expected to decrease by about 20-25 percent.
- Main Street experiences frequent traffic congestion, particularly around the Sherwood Road and Commercial Street intersections where traffic signals are present. Vehicles making left turns from Main Street or approaching on side streets at unsignalized intersections are subject to frequent delays due to infrequent gaps in traffic flow.
- Free on-street parking is provided along most of the corridor; parking occupancy is highest between Commercial Street and Valley Street (about 56 spaces total). Low on-street parking utilization south of Valley Street encourages higher vehicle speeds.
- Commercial loading occurs both on and off of Main Street. Some larger trucks park in the center left turn lane, which can sometimes pose challenges for emergency vehicle access.
- The center left turn lane in Downtown Willits between the Commercial Street and Valley Street intersections serves low traffic volumes (generally ≤30 turns per hour). While left turn queues frequently occur, queueing is expected to decrease post-Bypass. Outside of Downtown, the center turn lane serves very low traffic volumes in locations with low-volume (mostly residential) driveways.
- Existing right turn volumes are low throughout the corridor (generally <60 turns per hour) and do not require right turn pockets.

- The Valley Street intersection presents challenges for vehicle circulation due to its offset configuration, limited sight lines, and close proximity to the post office driveway.
- The S-curve between Oak Street and San Francisco Avenue includes limited sight lines due to higher speeds, roadway geometry, and limited setbacks of buildings/signage.

Transit Circulation

- Mendocino County Transit Routes 1 (Willits Local) and 20 (Willits-Ukiah) serve Main Street. Bus stops are provided at the intersections of Main Street and Wood Street (Route 1 only), Valley Street, and San Francisco Avenue. Route 1 provides hourly service approximately between the hours of 7:00 AM and 6:00 PM. Route 20 provides six round-trips to Ukiah between the hours of 7:00 AM and 5:00 PM. Both bus routes terminate at the Integrated Service Center on Lenore Avenue between Creekside Street and Valley Street, accessed via Commercial Street.
- Existing transit stops include limited amenities – signage, benches, and shelters are generally not provided

Pedestrian Circulation

- Sidewalks along Main Street in Downtown Willits are generally 10-12 feet wide. Several sidewalk gaps are present between State Street and Willits High School. South of Wood Street, sidewalks narrow to less than ten feet, as narrow as 3-5 feet in some locations.
- Marked "ladder" crosswalks are included at nine intersections, including all intersections between Sherwood Road and Valley Street. All crosswalk locations are unsignalized with the exception of Sherwood Road and Commercial Street, and no locations include enhancements such as signage and median refuges. Most crosswalks do not include ADA-accessible features such as detectable warnings. While crosswalks are frequently spaced in Downtown Willits (approximately every 200 feet), distances between crosswalks increase substantially south of Wood Street to 500-900 feet.
- PM peak hour pedestrian crossing volumes are highest at the Wood Street, Valley Street, and Mendocino Avenue intersections (>80 pedestrians during the PM peak hour). The crossing of East Valley Street adjacent to the post office experienced the highest individual crosswalk volumes (60 pedestrians during the PM peak hour). Some mid-block pedestrian crossings occur between Wood Street and Valley Street.

- High pedestrian volumes associated with Willits High School were also observed in the morning, lunch, and afternoon periods, especially at the Sherwood Road, State Street, and Commercial Street intersections.

TABLE 5: OBSERVED PM PEAK HOUR PEDESTRIAN VOLUMES

Street	Pedestrians Crossing Main Street	Pedestrians Crossing Side Streets
Commercial Street	24	18
Mendocino Avenue	16	47
Van Lane	3	44
Wood Street/Wood Alley	42	65
Valley Street	23	67
Monroe Street	8	28

Notes:
1. Counts conducted on Wednesday, March 30th, 2016

Bicycle Circulation

- No bicycle lanes are present along Main Street. Observed bicycle volumes were very low (<10 during the PM peak hour at most study intersections). Most bicycle traffic along Main Street is associated with Willits High School students. Existing vehicle speeds and volumes provide a high-stress environment for bicycling in mixed traffic flow.

Inset 5: Students riding southbound along the Main Street sidewalk near California Street

- Bicycle racks are present at a few locations in the Downtown area, but are generally not located in high visibility areas.
- The Willits Bicycle and Pedestrian Specific Plan calls for Class II bicycle lanes along Main Street as it provides direct access to schools, businesses, and destinations.

DOWNTOWN STREETS AND ALLEYS

Summary – The Main Street/Commercial Street intersection presents and provides opportunities for enhancement through protected left turns and signal timing improvements. East Commercial Street serves as a key multimodal street for vehicles, pedestrians, bicyclists, and buses; however, its present design provides limited accomodations for people walking and bicycling. The narrow width of some Downtown streets limits sight lines and circulation, particularly along Van Lane and Wood Street.

Inset 6: Commercial Street at Muir Lane facing east

Vehicle Circulation & Parking

- The Downtown circulation network includes five east-west streets and alleys (Commercial Street, Van Lane, Mendocino Avenue, Wood Street/Wood Alley, Valley Street) and four north-south streets and alleys (School Street, Muir Lane, Main Street, and Humboldt Street). With the exception of Commercial Street, most streets in Downtown Willits are very narrow: streets are about 28 feet wide (curb-to-curb), while alleys are about 15 feet wide.
- Commercial Street, Valley Street, and Mendocino Avenue (west of Main Street) were observed to carry the highest traffic volumes (**Table 6)**. Van Lane experiences very little traffic; no vehicles were observed traveling west of Main Street during the PM peak hour, and two vehicles were observed traveling east of Main Street.

TABLE 6: OBSERVED PM PEAK HOUR SEGMENT VOLUMES IN DOWNTOWN WILLITS

Street	Segment Volume (West of Main Street)	Segment Volume (East of Main Street)
Commercial Street	275	427
Mendocino Avenue	95	30
Van Lane	0	2
Wood Street/Wood Alley	51	39
Valley Street	152	166

Notes:
1. Counts conducted on Wednesday, March 30th, 2016

- The Commercial Street intersection experiences frequent conflicts associated with vehicles turning left from Commercial onto Main Street without signal protection. The existing signal timing prioritizes Main Street and results in queues on Commercial Street that sometimes extend to Humboldt Street and Muir Lane.

Inset 7: Van Lane at Main Street facing west

- About 160 on-street and off-street spaces are provided within one block of Main Street between Commercial Street and Wood Street, excluding School Street and Humboldt Street. Commercial Street includes parallel parking on both sides of the street; between School Street and Main Street, it includes angled parking on the southern side of the street. Other streets typically include parallel parking on only one side of the street. Few on-street parking spaces are provided along alleyways. Off street parking is provided at five public lots as well as a number of dedicated lots for businesses. No wayfinding signage is provided from Main Street to access off-street public parking lots.
- Wood Street has limited sight lines at Main Street due to its narrowness and limited adjacent building setbacks.
- The Willits Fire Department is located on the north side of Commercial Street between Main Street and Humboldt Street. Most trips occur via Commercial, Main, and Humboldt Streets.

Transit Circulation

- Mendocino County Transit Routes 1 (Willits Local) and 20 (Willits-Ukiah) serve stops on Commercial Street at Humboldt Street. Route 1 provides hourly service approximately between the hours of 7:00 AM and 6:00 PM. Route 20 provides six round-trips to Ukiah between the hours of 7:00 AM and 5:00 PM. Both bus routes terminate at the Integrated Service Center on Lenore Avenue between Creekside Street and Valley Street.
- Amtrak Thruway Bus 6318 (Arcata-Martinez) stops adjacent to the Skunk Train terminal on Commercial Street. Amtrak provides one daily roundtrip.
- Existing transit stops include limited amenities – signage, benches, and shelters are generally not provided

Pedestrian Circulation

- Sidewalks are included along all streets in Downtown Willits, but are not included along alleys. With the exception of Commercial Street, which has 8-12 foot sidewalks, most sidewalks are narrow (about six feet wide). Commercial Street also includes planters and picnic benches.

Inset 8: Commercial Street at Schmidbauer Lane, facing east

- Pedestrian traffic outside of Main Street was primarily observed along Commercial Street and Valley Street. City Park, City Hall, and the Skunk Train represent major Downtown-area pedestrian activity hubs along Commercial Street.
- Unimproved alleyways and ADA-inaccessible facilities may pose barriers to pedestrian circulation around Downtown

Bicycle Circulation

- Commercial Street includes Class II bicycle lanes and serves as the primary east-west bicycle route across Downtown Willits. However, in some locations, bicycle lane markings have faded and are no longer visible. Near the Humboldt Street intersection, bicycle lanes share space with angled parking for the fire station. Sufficient space generally exists to provide buffered bike lanes.
- Observed bicycle volumes were very low (<5 during the PM peak hour at most study intersections).
- Bicycle parking is provided at some locations around Downtown Willits, but parking is generally not provided on-street or in visible locations.
- Valley Street is designated as a Class III bicycle route; however, no signage or other bicycle improvements are provided.

Inset 9: Bicyclists crossing Main Street at Mendocino Avenue

MAIN STREET (CALTRANS SEGMENT)

Summary – Under post-Bypass conditions, Main Street will include excess vehicle capacity that may present an opportuntiy for a road diet to provide traffic calming. Infrequent crosswalks, high vehicle speeds, narrow sidewalks, and ADA-inaccessible facilities pose barriers to pedestrian circulation. Lack of bicycle facilities and high traffic volumes/speeds serve as a barrier to bicycling.

Vehicle Circulation & Parking

- Main Street includes two through lanes in each direction and a center left turn lane, serving about 23,500 vehicles daily south of the State Route 20 intersection. Main Street serves approximately 1,400 vehicles during the PM peak hour, including about 800-850 in the peak direction. At the southern city limits, Main Street has one through lane in each direction and a center left turn lane.

Inset 10: Main Street at Baechtel Road South (Brown's Corner), facing north

- Upon completion of the Willits Bypass project, traffic volumes are expected to decrease by 20-25 percent to about 18,300 vehicles. At these lower volumes, a road diet is typically feasible pending additional study.
- Traffic signals are present at the intersections of State Route 20, Holly Street, and Evergreen Village. Infrequent traffic controls, lane widths, and lack of traffic calming features support high vehicle speeds.
- On-street parking is not provided as off-street parking is included at most locations along the corridor.
- The Main Street/Fort Bragg Road (State Route 20) intersection experiences high vehicle and pedestrian volumes and frequent traffic congestion. Several adjacent driveways exacerbate vehicle conflicts. The northbound left turn lane along Main Street was recently extended to alleviate northbound queues; however, this change has resulted in challenges for access/egress to the Safeway complex.
- The Baectel Road/Muir Mill Lane (Brown's Corner) intersection experiences frequent conflicts due to limited sight lines and high vehicle speeds along Main Street. The intersection serves as a key route for emergency vehicle access to the Frank R. Howard Memorial Hospital.

Transit Circulation

- Mendocino County Transit Routes 1 (Willits Local), 20 (Willits-Ukiah), and 65 (Fort Bragg-Santa Rosa) serve Main Street. Bus stops are provided at the intersections of Walnut Street (Route 65 only), Hazel Street, and South Baechtel Road/Muir Mill Road. Route 1 provides hourly service approximately between the hours of 7:00 AM and 6:00 PM. Route 20 provides six round-trips to Ukiah between the hours of 7:00 AM and 5:00 PM. Route 65 provides one daily trip in either direction, departing southbound toward Santa Rosa around 7:00 AM and northbound toward Fort Bragg around 5:00 PM.
- Greyhound Route 607 (Arcata-San Francisco) stops at the McDonalds at the intersection of Gregory Lane. Greyhound provides one daily roundtrip.
- Existing bus stops include limited amenities – signage, benches, and shelters are not provided. Bus stops are not always accompanied by a crosswalk across Main Street.

Pedestrian Circulation

- Main Street includes sidewalks approximately 6-10 feet in width between State Route 20 and Evergreen Village. Sidewalks are frequently interrupted by driveways serving local businesses. No sidewalks are present south of Evergreen Village.
- Three crosswalks are present south of State Route 20, located at Holly Street (signal-protected), Gregory Lane (Rapid Rectangular Flashing Beacon), and Evergreen Village (signal protected). Crosswalks are separated by distances of 1,400-2,000 feet; consequently, some pedestrians were observed crossing midblock or at unmarked crosswalks due to these relatively long distances.
- Baechtel Grove Middle School represents a major pedestrian generator. Students frequently cross Main Street midblock near the southern Safeway driveway.
- Most crosswalks do not include ADA-accessible features such as detectable warnings.

Bicycle Circulation

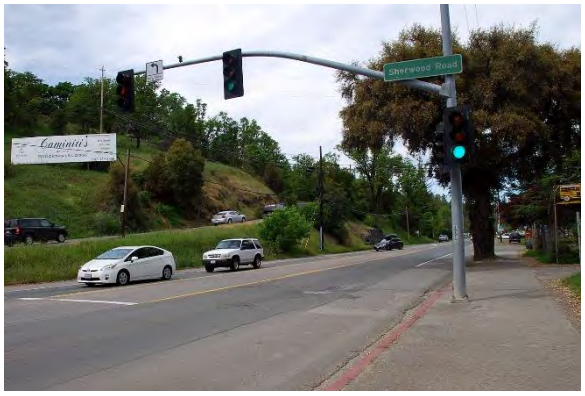
- No bicycle lanes are present along Main Street. Observed bicycle volumes were very low (<10 during the PM peak hour at most study intersections). Existing vehicle speeds and volumes provide a high-stress environment for bicycling in mixed traffic flow.
- Bicycle racks are present at few locations, and are generally not located in high visibility areas.
- The Willits Bicycle and Pedestrian Specific Plan calls for Class II bicycle lanes along Main Street as it provides direct access to schools, businesses, and destinations.

IMPROVEMENT EVALUATION

This section provides a high-level evaluation of key improvements identified in the Main Street Corridor Enhancement Plan and the Traffic Circulation & Connectivity Study for Downtown Willits Streets and Alleys.

Sherwood Road Intersection & Willits High School

The reconfiguration of the Main Street/Sherwood Road intersection by Caltrans presents an opportunity to resolve challenging roadway geometry and sight line constraints while enhancing bicycle and pedestrian conditions. Preliminary Caltrans designs include a reconstructed Sherwood Road approach and ADA-accessible sidewalks and curb ramps around Willits High School.



Inset 11: Main Street at Sherwood Road, facing north

These designs were reviewed for consistency with the Main Street Corridor Enhancement Plan and previous plans including the City of Willits Bicycle and Pedestrian Specific Plan and City of Willits Safe Routes to Schools Plan. In reviewing these designs, key challenges include facilitating bicycle access/egress from Willits High School to the Sherwood Road intersection and Downtown Willits, and providing pedestrian access to the shoulder on the north side of Sherwood Road. In order to achieve consistency with these plans and resolve these challenges, additional project elements may include:

- Buffered bicycle lanes using the existing paved shoulder on Main Street, north and south of Sherwood Road, connecting to proposed bike lanes south of Bittenbender Lane
- An off-street bicycle path about 200 feet long along Willits Unified School District property to connect the Sherwood Road intersection to on-campus bicycle parking
- A high-visibility trail crossing treatment across the southern crossing of Main Street at Sherwood Road to facilitate bicycle and pedestrian crossings of Main Street
- A crosswalk across Sherwood Road on the west leg of the intersection to facilitate access to the northside shoulder
- Directional ADA ramps on the southwest corner of the intersection

- A signal head and signal phase for the existing Willits High School driveway to accommodate signal-protected egress from the vehicle and school bus parking lot

Downtown Willits

The Main Street Corridor Enhancement Plan and Traffic Circulation & Connectivity Study for Downtown Willits Streets and Alleys include four key circulation changes in Downtown Willits:

1. The addition of bike lanes along Main Street and the removal of the center left turn lane.
2. The addition of protected left turn phasing and dedicated left turn lanes on Commercial Street
3. The conversion of Mendocino Avenue and Wood Street to a one-way couplet.
4. Changes to vehicle access along Van Lane and SchmidBauer Lane

Bicycle Lanes and Center Left Turn Lane

Inset 12: Main Street north of Valley Street, facing north

The Willits Bicycle and Pedestrian Specific Plan calls for Class II bicycle lanes along Main Street. Bicycle lanes can be provided through a combination of reallocating space from the center left turn lane or parking. The primary need of the center left turn lane under existing conditions is for left turn vehicle queueing at intersections due to limited gaps in vehicle streams. The center left turn lane serves low left turn volumes (about 30 vehicles or less during the PM peak hour at the Commercial Street, Mendocino Street, and Wood Street intersections). Under post-Bypass conditions, queueing will decrease as the forecast reduction in traffic volumes and planned retiming of the Main Street/Commercial Street signal will result in more gaps in vehicle traffic along Main Street. Since left turn lanes are typically needed in locations where left turn volumes exceed 150-200 vehicles during the peak hour, left turns should be adequately accommodated without a center left turn lane on Main Street.

To the north and south of Downtown Willits, the center left turn lane facilitates access to local businesses, which include more frequent driveways than Downtown. In these segments, on-street parking occupancy levels are lower than in the Downtown section, due to ample off-street parking

supply and frequent driveways. Bicycle lanes can be provided in these segments through the removal of on-street parking.

Main Street/Commercial Street Intersection

The lack of protected left turn phasing and dedicated left turn lanes along Commercial Street at Main Street results in conflicts between left turning vehicles and other modes crossing Main Street, especially pedestrians. Queues generated by left turning vehicles also can impede the flow of through and right-turning vehicles, resulting in delays for both eastbound and westbound traffic flow. While space allows for right turning vehicles to merge into existing bike lanes during their turn, pavement markings could be clearer to highlight this conflict zone for both bikes and vehicles. Several intersection improvements would help address these conflicts and delays:

- Provide protected left turn phasing and dedicated left turn lanes on Commercial Street through the removal of on-street parking adjacent to the intersection
- Pedestrian bulbouts to shorten crosswalk distances
- Accomodate eastbound right turns on Commercial Street via a right turn pocket shared with the bike lane
- Bicycle conflict zone markings along both Main Street and Commercial Street
- Retiming of the signal to serve post-Bypass volumes, including inclusion of pedestrian recall

These changes are expected to reduce delays along Commercial Street, but may increase delays along Main Street. However, given the expected decrease in traffic volumes along Main Street, these tradeoffs are expected to produce optimal intersection operations as a whole.

Mendocino Avenue and Wood Street One-Way Couplet

The existing two-way configuration of Mendocino Avenue and Wood Street poses challenges for vehicle circulation due to the narrow widths and limited sight distances. Existing curb-to-curb widths are 24 to 28 feet with sidewalks about five feet wide, typically without building setbacks. Vehicles traveling eastbound on Mendocino Street have limited sight distance looking south on Main Street due to limited building setbacks, creating the potential for conflicts with other vehicles as well as pedestrians and bicyclists. Westbound Mendocino Avenue also presents a key route for emergency vehicle access, and is sometimes subject to obstructions associated with parking,

loading, and narrow vehicle lanes. On-street parking is not provided in some locations along Mendocino Avenue due to narrow width.

The conversion of Mendocino Avenue and Wood Street into a one-way couplet presents an opportunity to resolve sight distance constraints, reduce conflicts for turns onto and off of Main Street, and clarify on-street parking. Between Humboldt Street and School Street, Mendocino Avenue would be converted to a one-way street with parallel or angled parking in the westbound direction, while Wood Street/Wood Alley would be converted to a one-way street with parallel parking in the eastbound direction. Given that these streets experience moderate combined volumes of about 150 vehicles during the PM peak hour west of Main Street and 70 vehicles east of Main Street, this conversion would be accommodated within the existing street capacity. Coupled with improvements at the Main Street/Commercial Street intersection and the introduction of wayfinding signage to access off-street parking lots, a one-way couplet is expected to be feasible without adversely affecting Downtown circulation.

Changes to Vehicle Access along Van Lane and SchmidBauer Lane

The intersection of Main Street and Van Lane represents the one of the primary sources of pedestrian and vehicle conflicts in the Downtown alley network due to the narrow width of Van Lane (about 15 feet), the volume of vehicle and pedestrian traffic along and crossing Main Street, and the limited distance between the intersection and the Main Street/Commercial Street intersection. Van Lane experiences very low volumes (less than five vehicles during the PM peak hour). In order to reduce these conflicts and enhance walkability, limiting passenger vehicle access along Van Lane via movable bollards is recommended. The one-way conversion of SchmidBauer Lane in the southbound direction would maintain access to the parking lot adjacent to the Main Street Music & Video parking lot, such that vehicles would enter via SchmidBauer Lane from Commercial Street, and exit via Van Lane to Humboldt Street. Wayfinding signage and a high-friction pavement surface could also help facilitate this change and provide traffic calming.

Change in Parking Supply

In total, the changes described above are expected to decrease public parking supply from about 160 spaces to about 140 spaces within the Downtown core (bounded by Commercial Street, Wood Street, Humboldt Street, and School Street, excluding on-street supply on Humboldt Street and School Street). This corresponds about a 13 percent reduction in public parking supply. Of these, approximately five spaces will be removed along Main Street, and approximately 15 spaces within

the Downtown network (primarily concentrated around Commercial Street and Van Lane. This reduction in parking may be mitigated through enhanced wayfinding signage to off-street lots and enforcement of existing two hour parking limits along Main Street and Commercial Street.

Valley Street Intersection & Post Office

The intersection of Main Street and Valley Street experienced the highest number of injury collisions (eight) between 2005 and 2014, including four vehicle collisions, two vehicle-pedestrian collisions, and two vehicle-bicycle collisions. Key observations at the intersection include:

Inset 13: Pedestrian crossing Main Street at Valley Street

- The limited size of the Post Office parking lot and the short distance between its driveway and the Main Street/East Valley Street intersection result in conflicts, queueing, and blockages of East Valley Street.
- A portion of vehicle, pedestrian, and bicycle activity along East Valley Street is associated with the post office; however, East Valley Street also provides one of three continuous east-west connections between Main Street and eastern Willits and is designated as a Class III bicycle route.
- During peak traffic periods, about 80 vehicles were observed traveling westbound on East Valley Street approaching Main Street, which carries about 1,500 vehicles per hour under Pre-Bypass conditions. Infrequent gaps along Main Street presently result in vehicle queueing along East Valley Street.
- Sight distance is limited on East Valley Street for vehicles and bicyclists approaching the intersection .
- A single marked uncontrolled crosswalk is provided between the two approaches of Valley Street, where pedestrians are exposed to numerous conflicts without a median refuge, signage, or signal protection.
- Midblock pedestrian crossings were observed north of the intersection, expected to be due to the relatively long distances between crosswalks and challenging conditions at the Valley Street crosswalk.

Previous studies, such as the Downtown Specific Plan, recommended prohibiting left turns from West Valley Street onto Main Street and constructing a raised median with provisions for northbound left turns onto West Valley Street. Given the low peak-hour eastbound through and left turn volumes along West Valley Street (16 vehicles), the proposed intersection design changes remain reasonable. Additionally, by providing an enhanced crosswalk with a median refuge island for pedestrians and bicyclists and traffic calming along Main Street, these improvements will facilitate a more walkable and bikeable intersection.

Should conflicts persist after changes to the intersection's geometry, the introduction of traffic controls may be evaluated. In order to test the possible need for a signal, peak hour warrants were assessed per CA-MUTCD Section 4C.04, Warrant 3B (Signal Warrants are provided in **Appendix D**). Under pre-Bypass conditions, existing westbound approach volumes on East Valley Street (81 vehicles during the peak hour) exceed the minimum threshold for a traffic signal (75 vehicles during the peak hour). Under post-Bypass conditions, the intersection may still warrant a signal provided that Main Street volumes decrease by 20-25 percent and East Valley Street volumes remain constant; if Main Street volumes decrease by greater than 30 percent, or if East Valley Street volumes decrease by seven percent, the intersection would no longer meet the signal warrant. While a peak hour signal warrant is intended for use under unusual land use cases generating large volumes of peak hour trips, the Eight-Hour and Four-Hour Volume warrants (Warrants 1 and 2 in the 2014 MUTCD) can also be used for conditions where the volume of the intersecting traffic is the primary reason for considering a traffic signal, and an engineering study is required for all warrants. If a traffic signal is pursued, further monitoring and engineering study of the post-Bypass intersection conditions is recommended to confirm its need.

All-way stop control presents another potential solution for traffic control at the intersection. The existing intersection conditions do not meet the thresholds defined by CA-MUTCD Section 2B.07 (an average of 200 vehicles, pedestrians, and bicyclists entering the intersection per hour over an eight hour period for Valley Street), but all-way stop control may be pursued based on an engineering study during post-bypass conditions.

Changes to the intersection geometry and traffic control will not address underlying issues associated with the constrained capacity of the Post Office parking lot. Use of existing on-street parking may present the best alternative as limited options exist to modify the design of the parking lot. Access restrictions along East Valley Street could be used as a way to develop an expanded parking lot on City right-of-way, however this would pose challenges as relatively high traffic

volumes (about 170 vehicles entering and exiting the intersection during the PM peak hour in addition to those throughout the day) would be rerouted to the California Street intersection (which has limited sight lines) and nearby Downtown intersections.

Changes to the geometry of Main Street along this segment will result in a reduction of eight on-street parking spaces (from 24 to 16) between Wood Street and Valley Street. This reduction in parking may be mitigated through enhanced wayfinding signage to off-street public lots and higher utilization of the approximately 80 off-street spaces accessible from Main Street for customers of local businesses along this segment.

California Street to Oak Street

Between California Street and Oak Street, on-street parking occupancy along Main Street is low due to ample off-street and side street parking; consequently, the perception of wider lanes encourages vehicle speeds in excess of the posted speed limit of 25 MPH. Along this segment, Main Street narrows and follows an "S" curve, resulting in limited sight lines of the Monroe Street intersection/Mariposa Market driveway and unmarked crosswalks. For northbound traffic, the existing condition would meet AASHTO required stopping sight distances for the posted 25 MPH speed limit with the relocation of on-street parking; however, for travel speeds of 30 MPH obserfved by some vehicles, the curvature in the road limits adequate sight distances either for vehicles making a right turn at Monroe St or of pedestrians at the unmarked crosswalk. For southbound traffic, adequate visibility of the unmarked crosswalk is limited due to the location and size of the Pepperwood Motel sign. This condition also limits the sight distance looking north for vehicles making right turns out of the Mariposa parking lot.

Traffic calming measures would help improve adequate sight lines associated with vehicles turning from side streets and driveways and pedestrians crossing at unmarked crosswalks. The continuation of buffered bike lanes and installation of medians in select locations would support traffic calming along this segment in order to maintain travel speeds consistent with the posted speed limit of 25 MPH. Medians may also serve as refuges for pedestrians crossing in unmarked crosswalks. The relocation of the Pepperwood Motel sign would enhance sight lines and reduce potential for conflicts at the Mariposa Market driveway.

These changes would result in the elimination of about 28 parking spaces along Main Street between California Street and Oak Street. However, of these 28 spaces, only three to four spaces were observed to be occupied during several site visits between 8:00 AM and 6:00 PM between

April 18th and 22nd, 2016. Many of these spaces are narrow and present potential sight distance concerns given the roadway geometry. Existing off-street and side-street parking supply in this area would accommodate the loss of on-street capacity.

Fort Bragg Road (State Route 20) Intersection

The Main Street/Fort Bragg Road (State Route 20) intersection and adjacent area serves as the most congested and constrained location in Willits. The intersection presently experiences long northbound vehicle queues extending to the Northwest Pacific Railway Crossing, and serves as a barrier to pedestrians and bicyclists due to long crossing distances and lack of bicycle facilities. The density of driveways associated with adjacent streets and land uses exacerbate these conflicts.

South of the Main Street/Fort Bragg Road intersection, conflicts frequently occur in the Northwest Pacific Railway Crossing area between the Willits Arch and the Walnut Street intersection, including the area around the southern Safeway driveway. Main Street includes four lanes of traffic and no center left turn lane or marked crosswalks in this area. Three primary sources of conflicts occur:

- Conflicts between vehicles occur entering the Safway lot via southbound Main Street and exiting the Safeway lot onto southbound Main Street as no left turn pockets or traffic controls are present and infrequent gaps in traffic flow occur along Main Street.
- Conflicts between vehicles and pedestrians (mostly students from Baechtel Grove Middle School) occur as pedestrians cross diagonally midblock into the Safeway parking lot and are exposed to multiple-threat conflicts (i.e., when pedestrians cross the two southbound lanes) and turning conflicts.
- Conflicts between vehicles and pedestrians occur as pedestrians cross Main Street at the Walnut Street intersection for access to and egress from the northbound Mendocino Transit stop.

The City of Willits Safe Routes to Schools Plan calls for a midblock crosswalk near the Willits Arch to accommodate pedestrian travel through the desire line. However, crosswalk placement is complicated by the close proximity of the Northwest Pacific Railway Crossing and the Safeway driveway. In particular, northbound queueing represents a key challenge as it may interfere with the at-grade railway crossing and would necessitate coordination with the California Public Utilities Commission (CPUC).

Further study of improvements is needed for this area under post-Bypass conditions and with consideration of future land use changes in the area. A preliminary assessment of existing and

future conditions suggests the following improvements merit consideration based on a future evaluation of post-Bypass traffic volumes:

- Continuation of a road diet along Main Street providing one northbound lane, one southbound lane, a center left turn lane (including a 400 foot northbound left turn lane from Main Street onto Fort Bragg Road, and a southbound left turn pocket into the southern Safeway Driveway), and bike lanes
- A reduction of pedestrian crossing distances at the Main Street/Fort Bragg Road intersection via a reduction in curb radii and/or the introduction of slow-speed channelized right turn islands
- A mid-block crosswalk at the southern Safeway Driveway, including a median refuge and RRFB or Pedestrian Hybrid Beacon (PHB), or a traffic signal to facilitate access to both the Safeway complex and the Remco site, and/or a crossing along the southern leg of Walnut Street to provide access to the Mendocino Transit bus stop
- A median refuge and channelized right turn for eastbound traffic on Walnut Street, or a median prohibiting left turns in and out of Walnut Street
- Consolidation of driveway access and restrictions of left turns

Main Street Road Diet (Caltrans Segment)

Main Street south of Fort Bragg Road may present an opportunity for a road diet to provide traffic calming and reduce conflicts for all modes. Under post-Bypass conditions, it is anticipated that traffic volumes on Main Street could be accomodated within three lanes without substantially degrading traffic operations, which provides an opportunity to add protected or buffered bike lanes, and possibly on-street parking in some locations.

Road diets are typically most successful on streets that carry up to 18,000 to 22,000 vehicles per day. While the existing pre-Bypass volumes on Main Street (23,500 vehicles per day) exceeds this typical threshold, anticipated post-Bypass volumes (15,300-18,300 vehicles per day) are below this threshold. The projected peak directional volumes (about 700 vehicles per hour) would not exceed the typical directional capacity of a single through lane (about 900 vehicles per hour.

Road diets can offer benefits to all roadway users. With a center left turn lane, drivers benefit as left-turning vehicles pull out of the through-travel lane to make turns, which reduces the need to either wait behind a turning vehicle or make a lane change. Pedestrians benefit as it reduces the number of travel lanes that must be crossed and the risk of multiple-threat crashes, and bicyclists

benefit as dedicated roadway space is provided for them. Road diets also moderate travel speeds through a corridor, as speeds are governed by the lead vehicle, which not only improves the bicycle and pedestrian experience, but in combination with the reduction in vehicle interactions reduces crash frequency and severity. A road diet would accommodate improvements to bicycle and pedestrian circulation as identified in the City of Willits Bicycle and Pedestrian Specific Plan (2009), which calls for Class II bicycle lanes along Main Street, and the City of Willits Safe Routes to Schools Plan (2010) which identifies several traffic calming improvements along Main Street.

Varying sources of data show a wide range of potential accident rate reductions as a result of road diets; a study undertaken by the Federal Highway Administration (Publication number FHWA-HRT-10-053, June 2010)[1] documents a 19 percent crash reduction factor for a suburban corridor, and up to a 47 percent reduction for road diets in a rural setting.

Further monitoring and evaluation under post-Bypass conditions is necessary to determine if a road diet is feasible and any special design considerations to limit intersection delays and vehicle queues. A road diet and associated improvements may be implemented in coordination with street repaving, sidewalk widening, landscaping, and/or the installation of medians.

Baechtel Road (North) Intersection

Improvements at the Main Street/Baechtel Road (North) intersection are closely tied to the Brown's Corner Roundabout, which may influence volumes and approach speeds at this location. Under existing conditions, left turns are challenging as westbound traffic along Baechtel Road experiences limited sight distance facing north with infrequent gaps in northbound traffic to cross Main Street. The nearest crosswalk across Main Street is located 600 feet from the intersection in either direction, which poses challenges for students at Willits Charter School, as noted by the City of Willits Safe Routes to Schools Plan (2009). The City of Willits Circulation and Parking Improvement Plan (2003) recommends consideration of a traffic signal at the Main Street/Baechtel Road (North) intersection; however, should a roundabout be installed at Brown's Corner and resulting speeds be reduced, changes to the intersection geometry may suffice to manage intersection operations.

In order to test the possible need for a signal, peak hour warrants were conducted per CA-MUTCD Section 4C.04 Warrant 3B (Signal Warrants are provided in **Appendix D**). Under pre-Bypass conditions, existing westbound approach volumes on Baechtel Road (140 vehicles during the AM

[1] Document can be accessed here: http://www.fhwa.dot.gov/publications/research/safety/10053/index.cfm

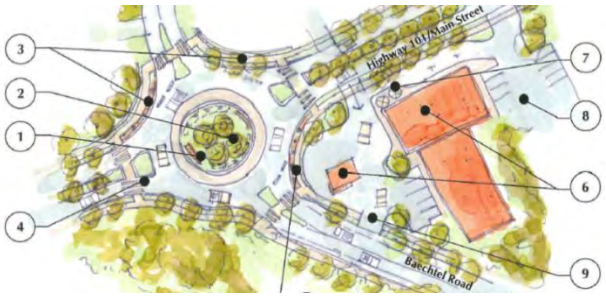
peak hour) exceed the minimum threshold for a traffic signal (75 vehicles during the peak hour). Under post-Bypass conditions, the intersection may still warrant a signal. While a peak hour signal warrant is intended for use under unusual land use cases generating large volumes of peak hour trips, the Eight-Hour and Four-Hour Volume warrants (Warrants 1 and 3 in the 2014 MUTCD) can also be used for conditions where the volume of the intersecting traffic is the primary reason for considering a traffic signal, and an engineering study is required for all warrants.

Alternatively, conflicts at the intersection may be resolved through the implementation of a road diet and installation of a median to prohibit westbound left turns if a roundabout at Brown's Corner is implemented and resulting speeds are reduced through this area. This configuration would reroute left turning traffic to the Brown's Corner roundabout, while maintaining southbound left turns from Main Street onto Baechtel Road. A crosswalk including an RRFB and median refuge may be provided at the southern leg of the intersection to facilitate pedestrian crossings.

Brown's Corner Roundabout

The intersection of Main Street and Baechtel Road (South) at Brown's Corner presents an opportunity to install a roundabout in order to resolve existing challenges associated with sight distance, queueing, side street stop delay, and vehicle speeds. The Baechtel Road-Railroad Avenue Corridor Community Design Study (2003, **Inset 14**) proposed a roundabout at Brown's Corner to provide traffic calming and a gateway into Willits while supporting improved circulation to southeast Willits, which has experienced recent growth, including the Frank R. Howard Memorial Hospital. Additional growth in southeast Willits will further the need for a roundabout as increased traffic volumes will exacerbate existing queueing and delay while increasing volumes at turning movements with constrained sight distances (southbound left turns and westbound right and left turns).

A roundabout is generally feasible at Brown's Corner; however, further engineering study is needed to clarify additional right-of-way needs, if any. A roundabout should be pursued in tandem with extensions of sidewalks and bike lanes along Main Street and Baechtel Road to facilitate walking and biking in addition to vehicle circulation.



Inset 14: Rendering of Roundabout at Brown's Corner. Source: Baechtel Road-Railroad Avenue Corridor Community Design Study (2003)

APPENDIX A: REVIEW OF PREVIOUS STUDIES

OVERVIEW

This study reviewed the following previous studies:

- City of Willits Downtown Specific Plan Ciruclation Study, 2000 (DSPCS)
- City of Willits Circulation and Parking Improvement Study, 2003 (CPIS)
- Baechtel Road-Railroad Avenue Corridor Community Design Study, 2004 (BRCCDS)
- City of Willits Bicycle and Pedestrian Specific Plan, 2009 (BPSP)
- City of Willits Safe Routes to Schools Plan, 2010 (SRTSP)
- City of Willits Traffic Safety Evaluation, 2010 (TSE)

A summary of key issues is provided below.

SUMMARY OF PREVIOUS PLANS – CORRIDOR-WIDE	
Topic	**Notes from Previous Plans**
Fragmented Street Network	The SRTSP, CPIS, and DSPCS illustrate how the City of Willits' fragmented street network funnels vehicle, bicycle, and pedestrian circulation along Main Street, both for north-south and east-west travel. The geometry of the City's street grid reinforces Main Street's importance for all modes and amplifies challenges posed by high vehicle speeds and uncontrolled crossings.
Bicycle Circulation	The BPSP, SRTSP, and CPIS note that Main Street serves as the only continuous north-south bicycle route connecting northern and southern Willits and presents an opportunity for enhancing access to schools and Downtown. The BSP recommends Class II bike lanes along the entirety of Main Street, Class II bike lanes along Commercial Street, and a Class III bicycle route along Valley Street.
ADA Accessibility	The BPSP notes that ADA-accessiblility is challenging along Main Street and within Downtown Willits due to the presence of sidewalk gaps, a lack of accessible curb cuts, frequent unprotected crossings, and numerous driveways.

SUMMARY OF PREVIOUS PLANS – CORRIDOR-WIDE	
Bicycle Tourism	The BPSP notes that bicycling may serve as an attraction for tourism.

MAIN STREET (RELINQUISHMENT)

SUMMARY OF PREVIOUS PLANS – RELINQUISHMENT SEGMENT	
Topic	**Notes from Previous Plans**
Main Street/Commercial Street Intersection	The TSE notes frequent conflicts between vehicles and pedestrians at the Main Street/Commercial Street. It recommends consideration of a leading pedestrian interval to reduce conflicts.
Main Street/Valley Street Intersection	The DSPCS notes frequent conflicts occur at the Main Street/Valley Street Intersection. Frequent vehicle, bicycle, and pedestrian activity occurs at the intersection associated with the post office. Key issues include sight lines, turning conflicts, and crosswalk placement. Frequent midblock crossings occur between Wood Street and Valley Street as well, where crosswalks are not present. Recommendations include signalization of the Main Street/East Valley Street intersection, prohibition of left turns from West Valley Street onto Main Street and construction of a raised median on main Street between East Valley Street and West Valley Street with provisions for left turns onto West Valley Street.

SUMMARY OF PREVIOUS PLANS – RELINQUISHMENT SEGMENT	
School Access	The BPSP and SRTSP highlight the importance of Main Street for access to Willits High School and Sanhedrin High School. These plans note that Main Street lacks continuous sidewalks and youth-accessible bicycle accommodations. Students frequently bike along Main Street facing oncoming traffic to avoid traffic approaching from behind them and the need to cross the street. Additionally, school zone signs for Willits High School do not extend to Sanhedrin High School. Main Street also poses challenges for students traveling east-west to Brookside Elementary and Community Day School. Recommendations include closing gaps in missing sidewalks (including between Bittenbender Lane and State Street), relocating school zone signs to serve both Willits High School and Sanhedrin High School, restriping the crosswalk at State Street with yellow paint, and retiming the Main Street/Sherwood Road traffic signal to accommodate a longer pedestrian phase and possibly a leading pedestrian interval.

DOWNTOWN STREETS AND ALLEYS

SUMMARY OF PREVIOUS PLANS – DOWNTOWN STREETS AND ALLEYS	
Topic	**Notes from Previous Plans**
Alley Circulation	The DSPCS notes that Van Lane and Muir Lane have high potential for pedestrian improvements. These alleys primarily serve deliveries. It recommends pedestrian improvements including a high-friction textured pavement, access restrictions for local traffic only, and bollards along Main Street. It also recommends an extension of Van Lane to create a continuous alleyway to the Skunk Train Depot. However, the Main Street Music & Video parking lot is noted as a challenge for local business access.

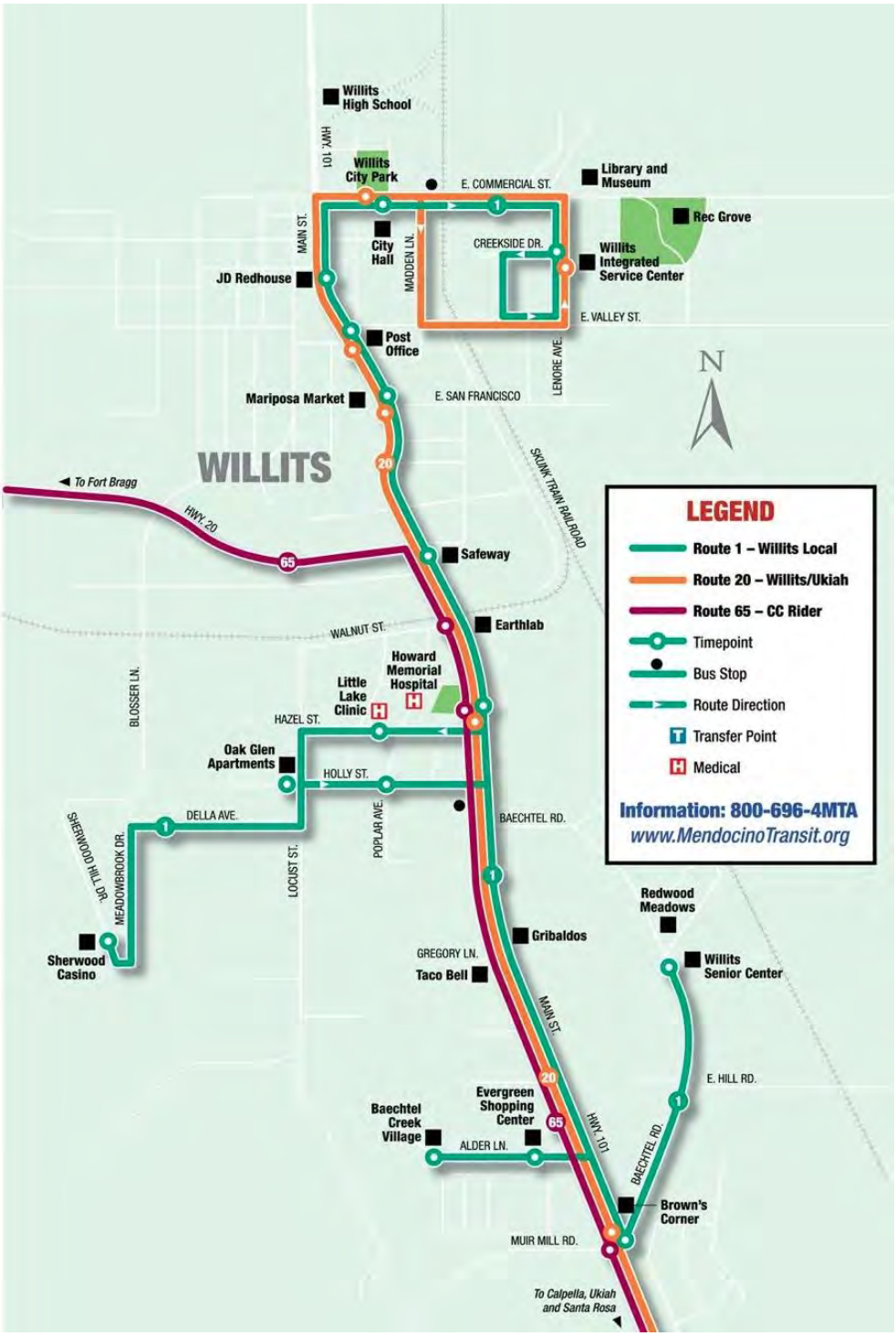
SUMMARY OF PREVIOUS PLANS – DOWNTOWN STREETS AND ALLEYS	
Post Office Circulation	The DSPCS notes that limited parking supply and constrained parking lot design at the Willits Post Office causes parking and circulation challenges along East Valley Street. Queueing on East Valley Street and spillover parking at neighboring lots frequently occurs.
School Access	The SRTSP notes that Commercial Street serves as a key corridor for bicycle and pedestrian access to schools including Willits High School, Sanhedrin High School, Brookside Elementary School, and Community Day School.

MAIN STREET (CALTRANS)

SUMMARY OF PREVIOUS PLANS – CALTRANS SEGMENT	
Topic	**Notes from Previous Plans**
Bicycle/Pedestrian Circulation and School Access	The BPSP and SRTSP note that Main Street provides challenges for people walking and bicycling due to high vehicle speeds, few pedestrian crossings, and lack of bicycle facilities. Baechtel Grove Middle School and Willits Charter School provide high volumes of students walking along Main Street, particularly at the Holly Street and Baechtel Road (North) intersections. Recommendations include Class II bicycle lanes, new crosswalks at Baechtel Road (North), Manor Way, and Walnut Street, and closure of sidewalk gaps on main Street near Manor Way.
Northwest Pacific Railroad Crossing	The SRTSP notes that middle school students frequently cross around the Northwest Pacific Railroad Crossing, southern Safeway Driveway, and Main Street/Walnut Street intersection in order to travel to Safeway and northern Willits. Sight distances are constrained at this location.
Main Street/Baechtel Road (North) Intersection	The TSE notes that sight distances are constrained for the Baechtel Road approach. Vehicles often creep forward into the crosswalk as a result. It recommends monitoring the intersection operations to consider a raised median or signalization.

SUMMARY OF PREVIOUS PLANS – CALTRANS SEGMENT	
Main Street/Baechtel Road (South) Intersection	The BRCCDS recommends a gateway roundabout at Brown's Corner to provide traffic calming and improve pedestrian crossings. As an interim measure, the study recommends crosswalks with median refuge islands at the Manor Way, Baechtel Road (North), and Baechtel Road (South) intersections.

APPENDIX B: EXISTING TRANSIT SERVICE



APPENDIX C: TRAFFIC COUNTS

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: Sherwood AM
Site Code:
Start Date: 03/05/2015

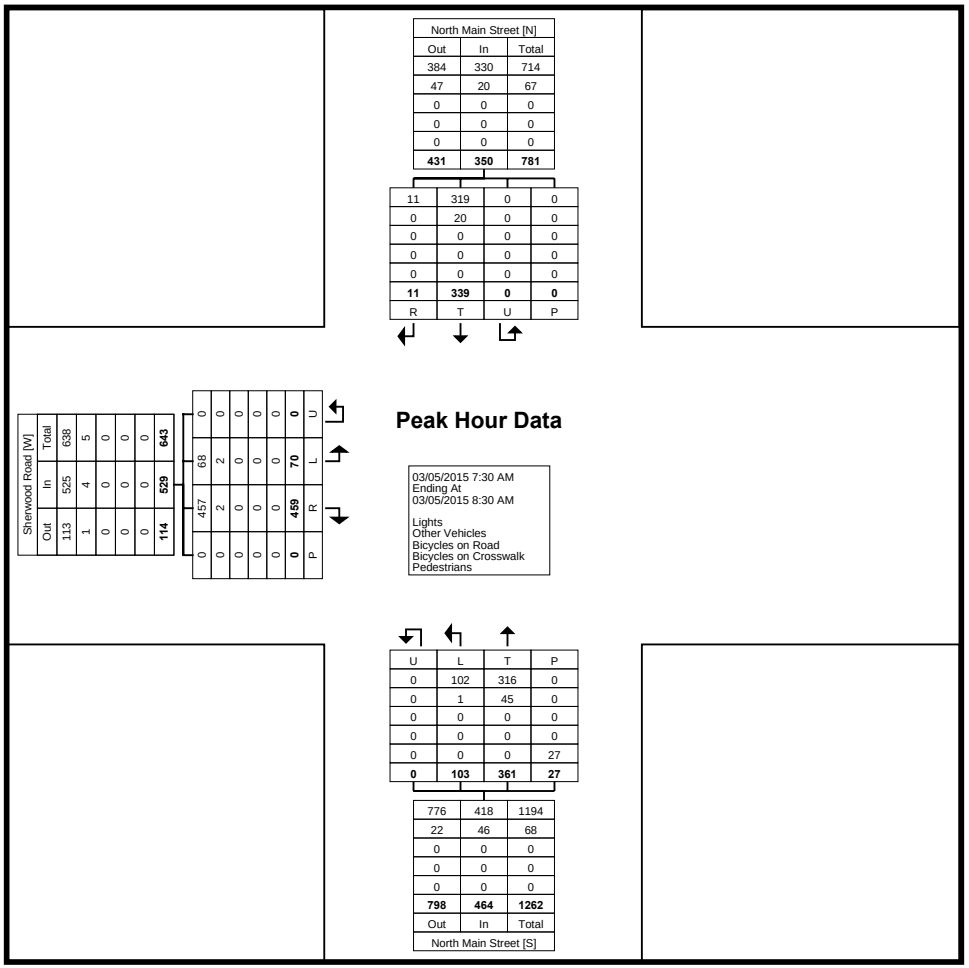
Turning Movement Peak Hour Data (7:30 AM)

Start Time	North Main Street Southbound					North Main Street Northbound					Sherwood Road Eastbound						
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	1	68	0	0	69	69	10	0	11	79	124	16	16	0	0	156	304
7:45 AM	4	127	0	0	131	146	17	0	10	163	109	2	40	0	0	151	445
8:00 AM	5	88	0	0	93	78	30	0	5	108	86	30	8	0	0	124	325
8:15 AM	1	56	0	0	57	68	46	0	1	114	72	20	6	0	0	98	269
Total	11	339	0	0	350	361	103	0	27	464	391	68	70	0	0	529	1343
Approach %	3.1	96.9	0.0	-	-	77.8	22.2	0.0	-	-	73.9	12.9	13.2	0.0	-	-	-
Total %	0.8	25.2	0.0	-	26.1	26.9	7.7	0.0	-	34.5	29.1	5.1	5.2	0.0	-	39.4	-
PHF	0.550	0.667	0.000	-	0.668	0.618	0.560	0.000	-	0.712	0.788	0.567	0.438	0.000	-	0.848	0.754
Lights	11	319	0	-	330	316	102	0	-	418	389	68	68	0	-	525	1273
% Lights	100.0	94.1	-	-	94.3	87.5	99.0	-	-	90.1	99.5	100.0	97.1	-	-	99.2	94.8
Other Vehicles	0	20	0	-	20	45	1	0	-	46	2	0	2	0	-	4	70
% Other Vehicles	0.0	5.9	-	-	5.7	12.5	1.0	-	-	9.9	0.5	0.0	2.9	-	-	0.8	5.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	27	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: Sherwood AM
Site Code:
Start Date: 03/05/2015



Turning Movement Peak Hour Data Plot (7:30 AM)

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: Sherwood PM
Site Code:
Start Date: 03/05/2015

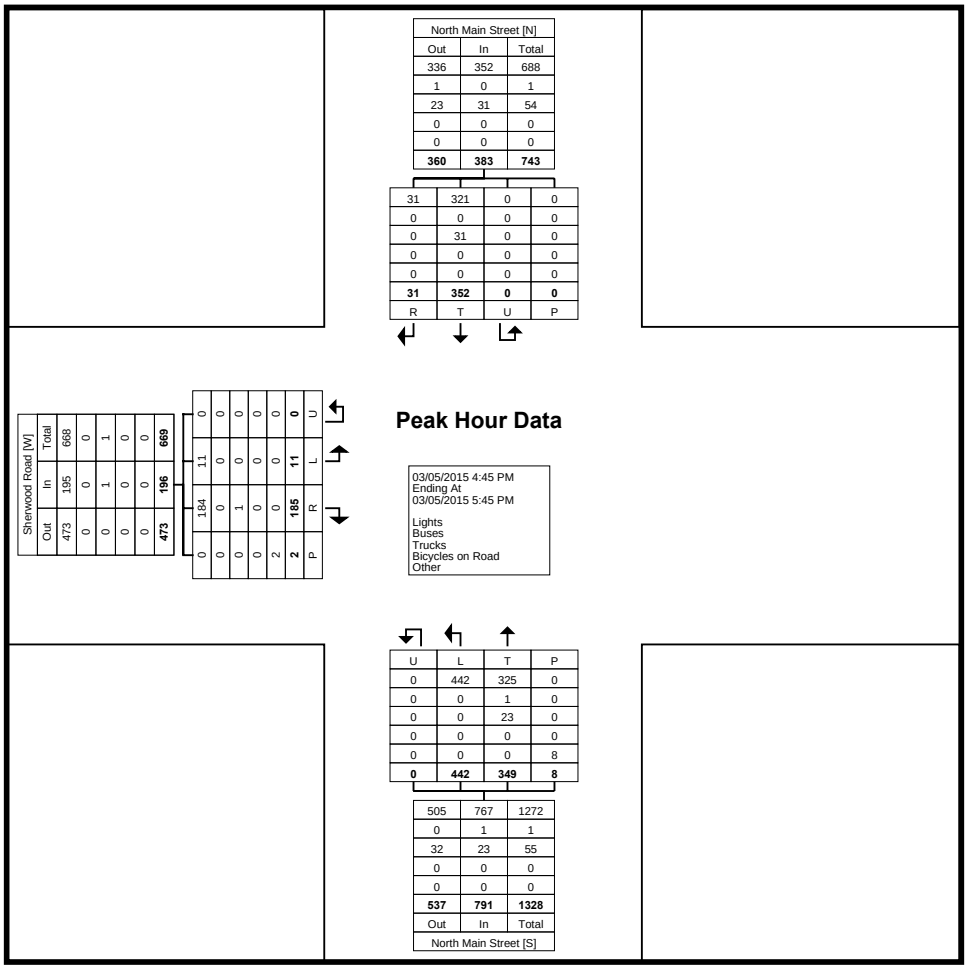
Turning Movement Peak Hour Data (4:45 PM)

Start Time	North Main Street Southbound						North Main Street Northbound					Sherwood Road Eastbound						
	Right	Right on Red	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Left	U-Turn	Peds	App. Total	Int. Total
4:45 PM	4	1	79	0	0	84	97	112	0	2	209	33	12	0	0	2	45	338
5:00 PM	9	0	108	0	0	117	78	106	0	4	184	7	39	4	0	0	50	351
5:15 PM	8	1	80	0	0	89	81	112	0	0	193	1	55	2	0	0	58	340
5:30 PM	7	1	85	0	0	93	93	112	0	2	205	4	34	5	0	0	43	341
Total	28	3	352	0	0	383	349	442	0	8	791	45	140	11	0	2	196	1370
Approach %	7.3	0.8	91.9	0.0	-	-	44.1	55.9	0.0	-	-	23.0	71.4	5.6	0.0	-	-	-
Total %	2.0	0.2	25.7	0.0	-	28.0	25.5	32.3	0.0	-	57.7	3.3	10.2	0.8	0.0	-	14.3	-
PHF	0.778	0.750	0.815	0.000	-	0.818	0.899	0.987	0.000	-	0.946	0.341	0.636	0.550	0.000	-	0.845	0.976
Lights	28	3	321	0	-	352	325	442	0	-	767	45	139	11	0	-	195	1314
% Lights	100.0	100.0	91.2	-	-	91.9	93.1	100.0	-	-	97.0	100.0	99.3	100.0	-	-	99.5	95.9
Buses	0	0	0	0	-	0	1	0	0	-	1	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	-	0.0	0.3	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.1
Trucks	0	0	31	0	-	31	23	0	0	-	23	0	1	0	0	-	1	55
% Trucks	0.0	0.0	8.8	-	-	8.1	6.6	0.0	-	-	2.9	0.0	0.7	0.0	-	-	0.5	4.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	8	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: Sherwood PM
Site Code:
Start Date: 03/05/2015



Turning Movement Peak Hour Data Plot (4:45 PM)

TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

CITY OF WILLITS

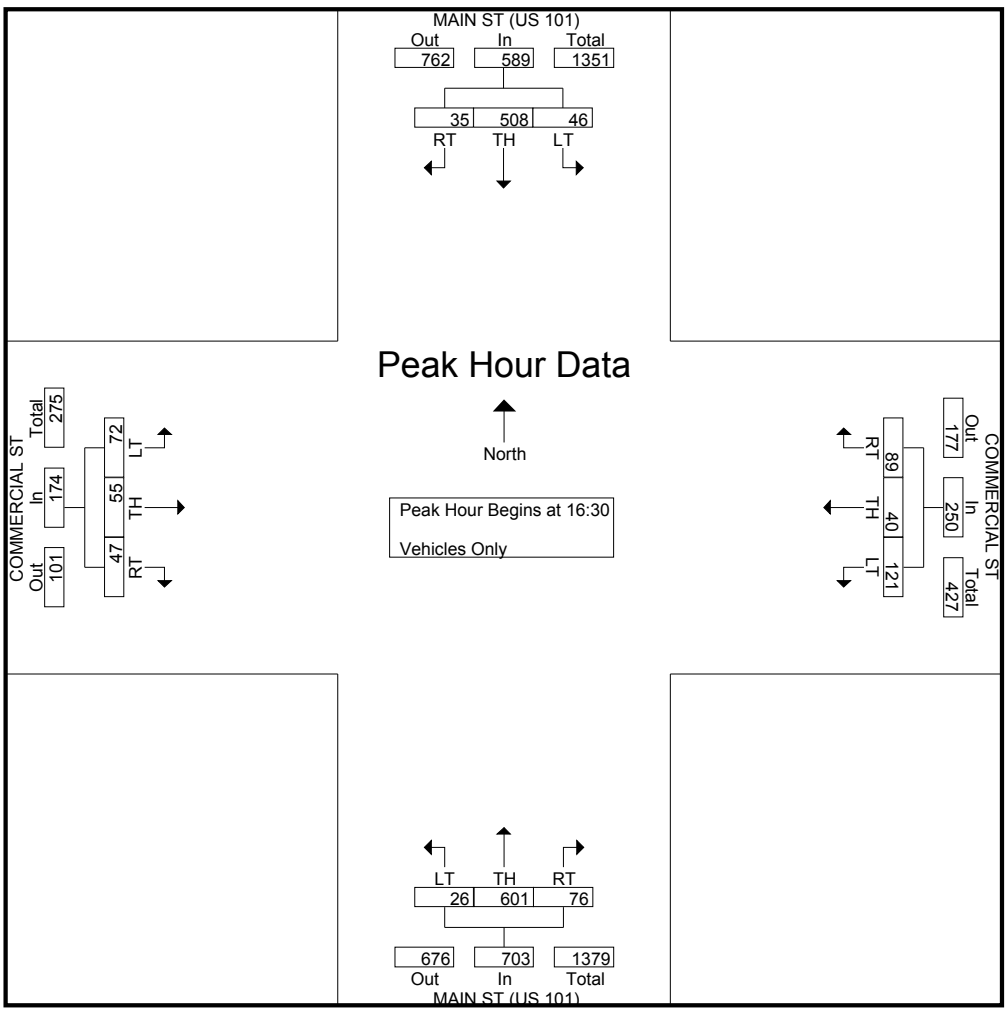
Latitude: 39.412419
Longitude: -123.354500

File Name : 101-commercial-p
Site Code : 1
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				COMMERCIAL ST Westbound				MAIN ST (US 101) Northbound				COMMERCIAL ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	5	136	7	148	12	14	34	60	19	128	4	151	3	13	25	41	400
16:15	5	107	10	122	20	9	31	60	15	144	9	168	7	9	27	43	393
16:30	6	129	8	143	26	11	35	72	9	154	4	167	9	15	15	39	421
16:45	6	138	14	158	18	9	27	54	23	138	8	169	8	14	19	41	422
Total	22	510	39	571	76	43	127	246	66	564	25	655	27	51	86	164	1636
17:00	11	118	14	143	32	9	28	69	21	158	3	182	18	9	17	44	438
17:15	12	123	10	145	13	11	31	55	23	151	11	185	12	17	21	50	435
17:30	7	118	13	138	22	9	29	60	16	164	8	188	5	6	16	27	413
17:45	8	88	11	107	24	10	37	71	11	153	9	173	12	13	16	41	392
Total	38	447	48	533	91	39	125	255	71	626	31	728	47	45	70	162	1678
Grand Total	60	957	87	1104	167	82	252	501	137	1190	56	1383	74	96	156	326	3314
Apprch %	5.4	86.7	7.9		33.3	16.4	50.3		9.9	86	4		22.7	29.4	47.9		
Total %	1.8	28.9	2.6	33.3	5	2.5	7.6	15.1	4.1	35.9	1.7	41.7	2.2	2.9	4.7	9.8	

	MAIN ST (US 101) Southbound				COMMERCIAL ST Westbound				MAIN ST (US 101) Northbound				COMMERCIAL ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	6	129	8	143	26	**11**	**35**	**72**	9	154	4	167	9	15	15	39	421
16:45	6	**138**	**14**	**158**	18	9	27	54	**23**	138	8	169	8	14	19	41	422
17:00	11	118	14	143	**32**	9	28	69	21	**158**	3	182	**18**	9	17	44	**438**
17:15	**12**	123	10	145	13	11	31	55	23	151	**11**	**185**	12	**17**	**21**	**50**	435
Total Volume	35	508	46	589	89	40	121	250	76	601	26	703	47	55	72	174	1716
% App. Total	5.9	86.2	7.8		35.6	16	48.4		10.8	85.5	3.7		27	31.6	41.4		
PHF	.729	.920	.821	.932	.695	.909	.864	.868	.826	.951	.591	.950	.653	.809	.857	.870	.979



TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF WILLITS

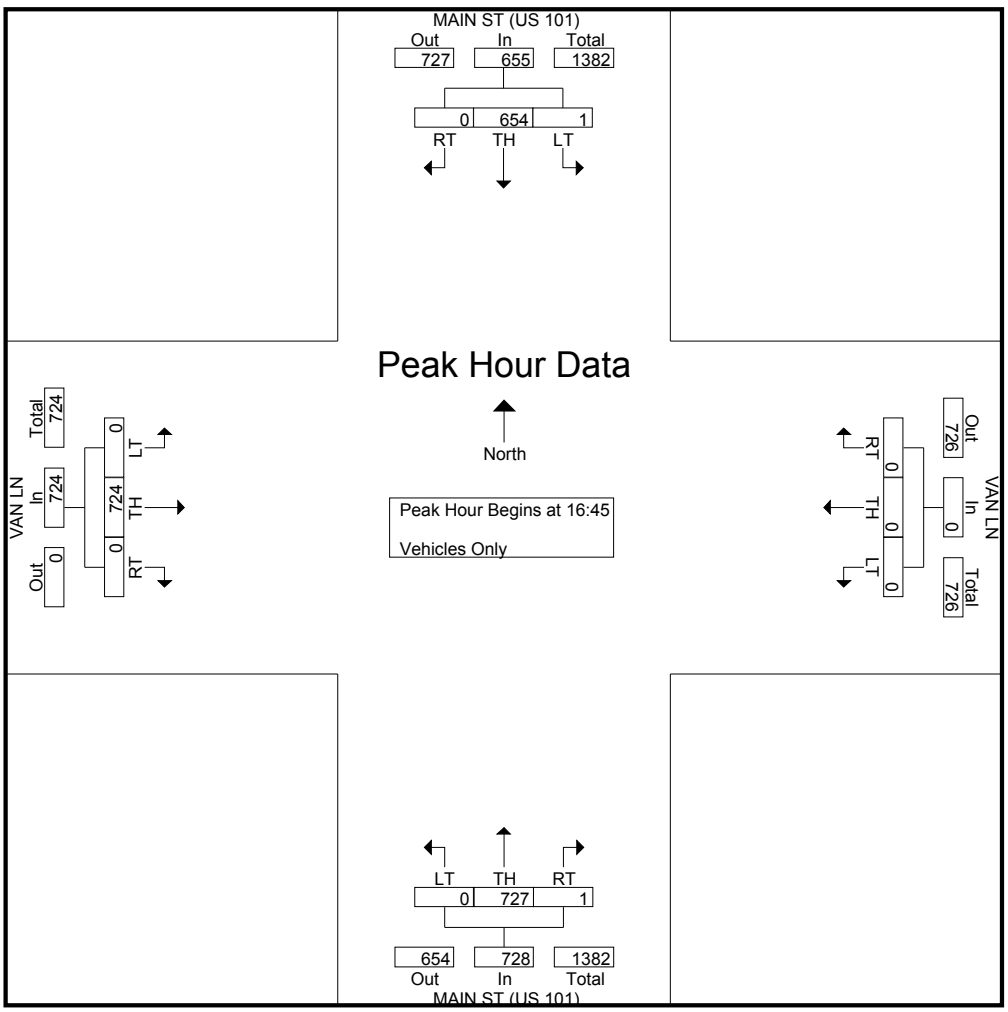
Latitude: 39.411900
Longitude: -123.354478

File Name : 101-van-p
Site Code : 2
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				VAN LN Westbound				MAIN ST (US 101) Northbound				VAN LN Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	1	175	1	177	0	0	0	0	0	153	1	154	0	155	0	155	486
16:15	0	156	1	157	0	0	0	0	0	166	0	166	0	168	0	168	491
16:30	0	161	0	161	0	0	0	0	1	168	0	169	0	167	0	167	497
16:45	0	175	0	175	0	0	0	0	0	169	0	169	0	167	0	167	511
Total	1	667	2	670	0	0	0	0	1	656	1	658	0	657	0	657	1985
17:00	0	169	0	169	0	0	0	0	0	185	0	185	0	187	0	187	541
17:15	0	163	1	164	0	0	0	0	1	182	0	183	0	180	0	180	527
17:30	0	147	0	147	0	0	0	0	0	191	0	191	0	190	0	190	528
17:45	0	139	0	139	0	0	0	0	1	165	0	166	0	167	0	167	472
Total	0	618	1	619	0	0	0	0	2	723	0	725	0	724	0	724	2068
Grand Total	1	1285	3	1289	0	0	0	0	3	1379	1	1383	0	1381	0	1381	4053
Apprch %	0.1	99.7	0.2		0	0	0		0.2	99.7	0.1		0	100	0		
Total %	0	31.7	0.1	31.8	0	0	0	0	0.1	34	0	34.1	0	34.1	0	34.1	

	MAIN ST (US 101) Southbound				VAN LN Westbound				MAIN ST (US 101) Northbound				VAN LN Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	**175**	0	**175**	0	0	0	0	0	169	0	169	0	167	0	167	511
17:00	0	169	0	169	0	0	0	0	0	185	0	185	0	187	0	187	**541**
17:15	0	163	**1**	164	0	0	0	0	**1**	182	0	183	0	180	0	180	527
17:30	0	147	0	147	0	0	0	0	0	**191**	0	**191**	0	**190**	0	**190**	528
Total Volume	0	654	1	655	0	0	0	0	1	727	0	728	0	724	0	724	2107
% App. Total	0	99.8	0.2		0	0	0		0.1	99.9	0		0	100	0		
PHF	.000	.934	.250	.936	.000	.000	.000	.000	.250	.952	.000	.953	.000	.953	.000	.953	.974



TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF WILLITS

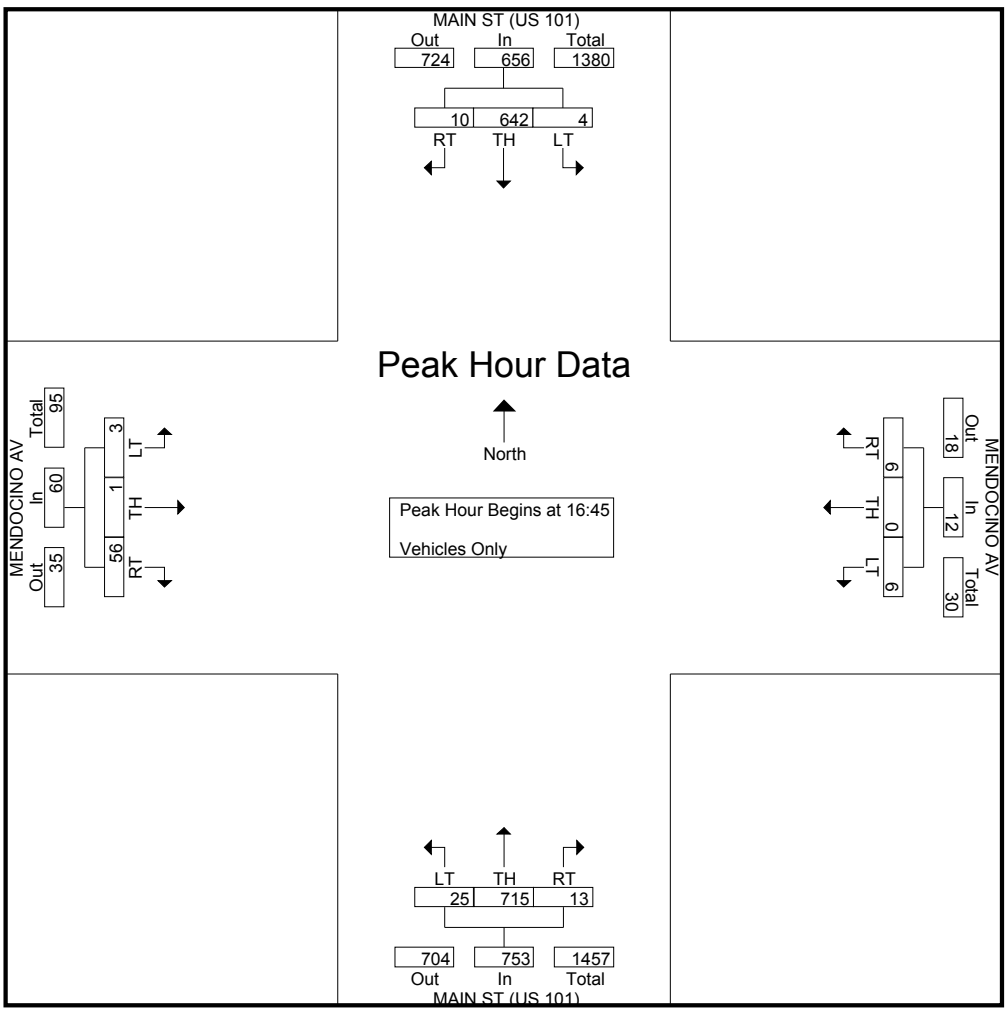
Latitude 39.41128
Longitude -123.35446

File Name : 101-mendocino-p
Site Code : 3
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				MENDOCINO AV Westbound				MAIN ST (US 101) Northbound				MENDOCINO AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	4	167	1	172	3	0	0	3	3	150	4	157	18	0	2	20	352
16:15	2	149	2	153	2	0	4	6	1	166	3	170	11	0	0	11	340
16:30	1	161	0	162	5	1	0	6	5	162	5	172	23	0	0	23	363
16:45	2	177	0	179	1	0	4	5	4	166	7	177	13	0	0	13	374
Total	9	654	3	666	11	1	8	20	13	644	19	676	65	0	2	67	1429
17:00	4	163	1	168	2	0	0	2	2	184	6	192	11	0	1	12	374
17:15	1	158	2	161	1	0	1	2	2	178	4	184	14	0	1	15	362
17:30	3	144	1	148	2	0	1	3	5	187	8	200	18	1	1	20	371
17:45	1	139	0	140	2	0	0	2	3	164	4	171	12	0	1	13	326
Total	9	604	4	617	7	0	2	9	12	713	22	747	55	1	4	60	1433
Grand Total	18	1258	7	1283	18	1	10	29	25	1357	41	1423	120	1	6	127	2862
Apprch %	1.4	98.1	0.5		62.1	3.4	34.5		1.8	95.4	2.9		94.5	0.8	4.7		
Total %	0.6	44	0.2	44.8	0.6	0	0.3	1	0.9	47.4	1.4	49.7	4.2	0	0.2	4.4	

	MAIN ST (US 101) Southbound				MENDOCINO AV Westbound				MAIN ST (US 101) Northbound				MENDOCINO AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	2	**177**	0	**179**	1	0	**4**	**5**	4	166	7	177	13	0	0	13	**374**
17:00	**4**	163	1	168	**2**	0	0	2	2	184	6	192	11	0	**1**	12	374
17:15	1	158	**2**	161	1	0	1	2	2	178	4	184	14	0	1	15	362
17:30	3	144	1	148	2	0	1	3	**5**	**187**	**8**	**200**	**18**	**1**	1	**20**	371
Total Volume	10	642	4	656	6	0	6	12	13	715	25	753	56	1	3	60	1481
% App. Total	1.5	97.9	0.6		50	0	50		1.7	95	3.3		93.3	1.7	5		
PHF	.625	.907	.500	.916	.750	.000	.375	.600	.650	.956	.781	.941	.778	.250	.750	.750	.990



TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF WILLITS

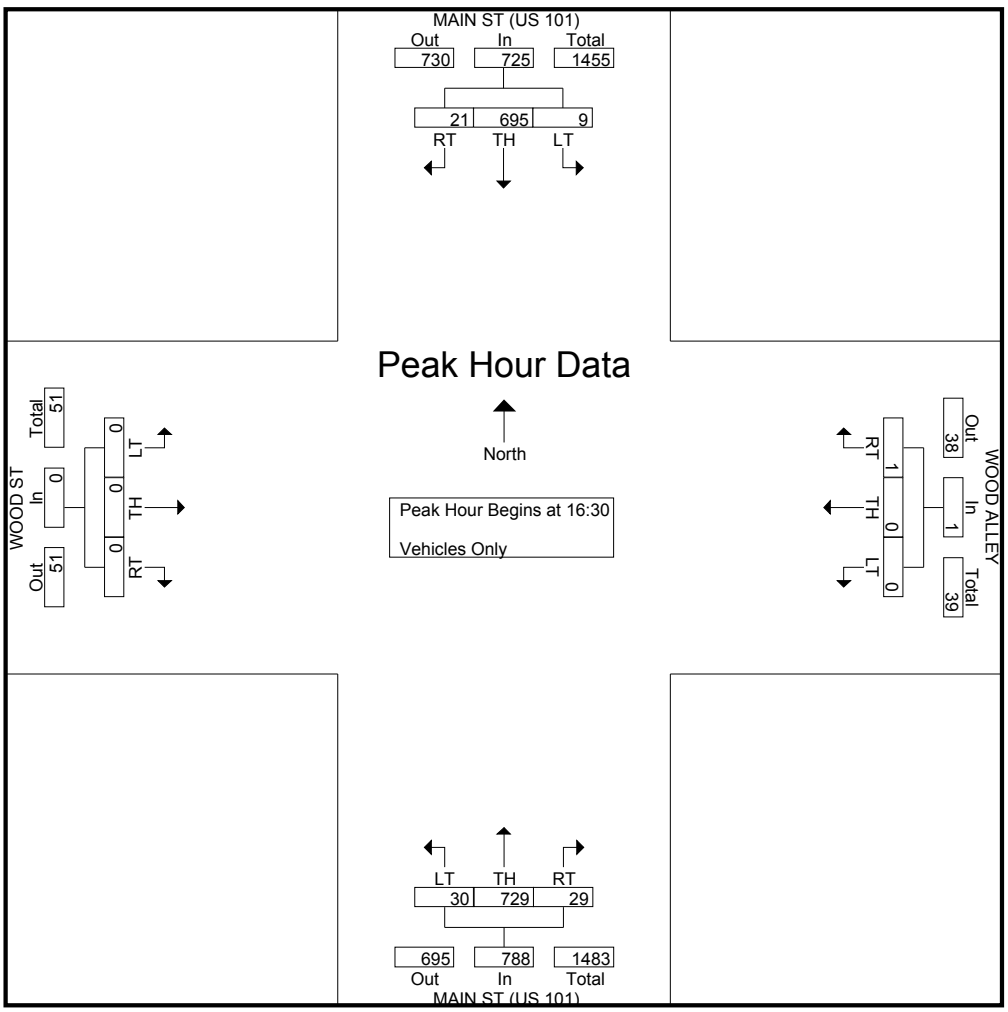
Latitude 39.410645
Longitude -123.354429

File Name : 101-wood-p
Site Code : 4
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				WOOD ALLEY Westbound				MAIN ST (US 101) Northbound				WOOD ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	1	181	3	185	0	0	0	0	6	161	8	175	0	0	0	0	360
16:15	5	155	2	162	0	0	0	0	3	167	7	177	0	0	0	0	339
16:30	4	182	3	189	0	0	0	0	8	177	10	195	0	0	0	0	384
16:45	7	184	3	194	0	0	0	0	8	173	8	189	0	0	0	0	383
Total	17	702	11	730	0	0	0	0	25	678	33	736	0	0	0	0	1466
17:00	6	165	1	172	0	0	0	0	8	195	6	209	0	0	0	0	381
17:15	4	164	2	170	1	0	0	1	5	184	6	195	0	0	0	0	366
17:30	5	166	0	171	1	0	0	1	4	191	7	202	0	0	0	0	374
17:45	2	148	3	153	0	0	0	0	4	168	10	182	0	0	0	0	335
Total	17	643	6	666	2	0	0	2	21	738	29	788	0	0	0	0	1456
Grand Total	34	1345	17	1396	2	0	0	2	46	1416	62	1524	0	0	0	0	2922
Apprch %	2.4	96.3	1.2		100	0	0		3	92.9	4.1		0	0	0		
Total %	1.2	46	0.6	47.8	0.1	0	0	0.1	1.6	48.5	2.1	52.2	0	0	0	0	

	MAIN ST (US 101) Southbound				WOOD ALLEY Westbound				MAIN ST (US 101) Northbound				WOOD ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	4	182	**3**	189	0	0	0	0	**8**	177	**10**	195	0	0	0	0	**384**
16:45	**7**	**184**	3	**194**	0	0	0	0	8	173	8	189	0	0	0	0	383
17:00	6	165	1	172	0	0	0	0	8	**195**	6	**209**	0	0	0	0	381
17:15	4	164	2	170	**1**	0	0	**1**	5	184	6	195	0	0	0	0	366
Total Volume	21	695	9	725	1	0	0	1	29	729	30	788	0	0	0	0	1514
% App. Total	2.9	95.9	1.2		100	0	0		3.7	92.5	3.8		0	0	0		
PHF	.750	.944	.750	.934	.250	.000	.000	.250	.906	.935	.750	.943	.000	.000	.000	.000	.986



TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF WILLITS

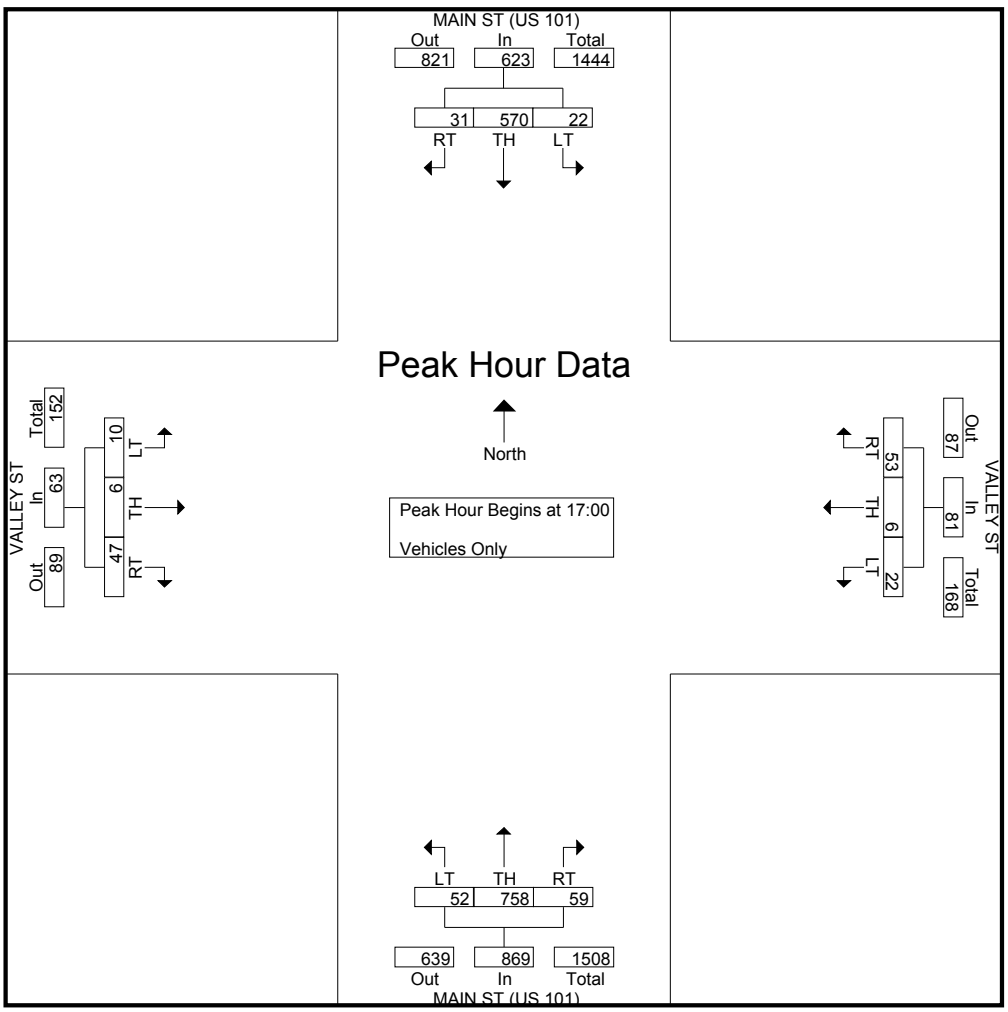
Latitude: 39.409198
Longitude: -123.353669

File Name : 101-valley-p
Site Code : 5
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				VALLEY ST Westbound				MAIN ST (US 101) Northbound				VALLEY ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	5	159	5	169	13	0	3	16	15	187	10	212	9	0	0	9	406
16:15	3	128	6	137	17	1	8	26	17	176	11	204	19	0	2	21	388
16:30	4	139	7	150	10	0	3	13	21	184	7	212	14	0	0	14	389
16:45	3	144	5	152	8	0	1	9	10	171	12	193	11	0	2	13	367
Total	15	570	23	608	48	1	15	64	63	718	40	821	53	0	4	57	1550
17:00	8	147	3	158	17	2	8	27	22	193	9	224	10	4	3	17	426
17:15	4	154	3	161	6	1	3	10	13	207	11	231	14	1	0	15	417
17:30	8	135	7	150	12	1	3	16	13	187	11	211	10	0	5	15	392
17:45	11	134	9	154	18	2	8	28	11	171	21	203	13	1	2	16	401
Total	31	570	22	623	53	6	22	81	59	758	52	869	47	6	10	63	1636
Grand Total	46	1140	45	1231	101	7	37	145	122	1476	92	1690	100	6	14	120	3186
Apprch %	3.7	92.6	3.7		69.7	4.8	25.5		7.2	87.3	5.4		83.3	5	11.7		
Total %	1.4	35.8	1.4	38.6	3.2	0.2	1.2	4.6	3.8	46.3	2.9	53	3.1	0.2	0.4	3.8	

	MAIN ST (US 101) Southbound				VALLEY ST Westbound				MAIN ST (US 101) Northbound				VALLEY ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	8	147	3	158	17	**2**	**8**	27	**22**	193	9	224	10	**4**	3	**17**	**426**
17:15	4	**154**	3	**161**	6	1	3	10	13	**207**	11	**231**	**14**	1	0	15	417
17:30	8	135	7	150	12	1	3	16	13	187	11	211	10	0	**5**	15	392
17:45	**11**	134	**9**	154	**18**	2	8	**28**	11	171	**21**	203	13	1	2	16	401
Total Volume	31	570	22	623	53	6	22	81	59	758	52	869	47	6	10	63	1636
% App. Total	5	91.5	3.5		65.4	7.4	27.2		6.8	87.2	6		74.6	9.5	15.9		
PHF	.705	.925	.611	.967	.736	.750	.688	.723	.670	.915	.619	.940	.839	.375	.500	.926	.960



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

CITY OF WILLITS

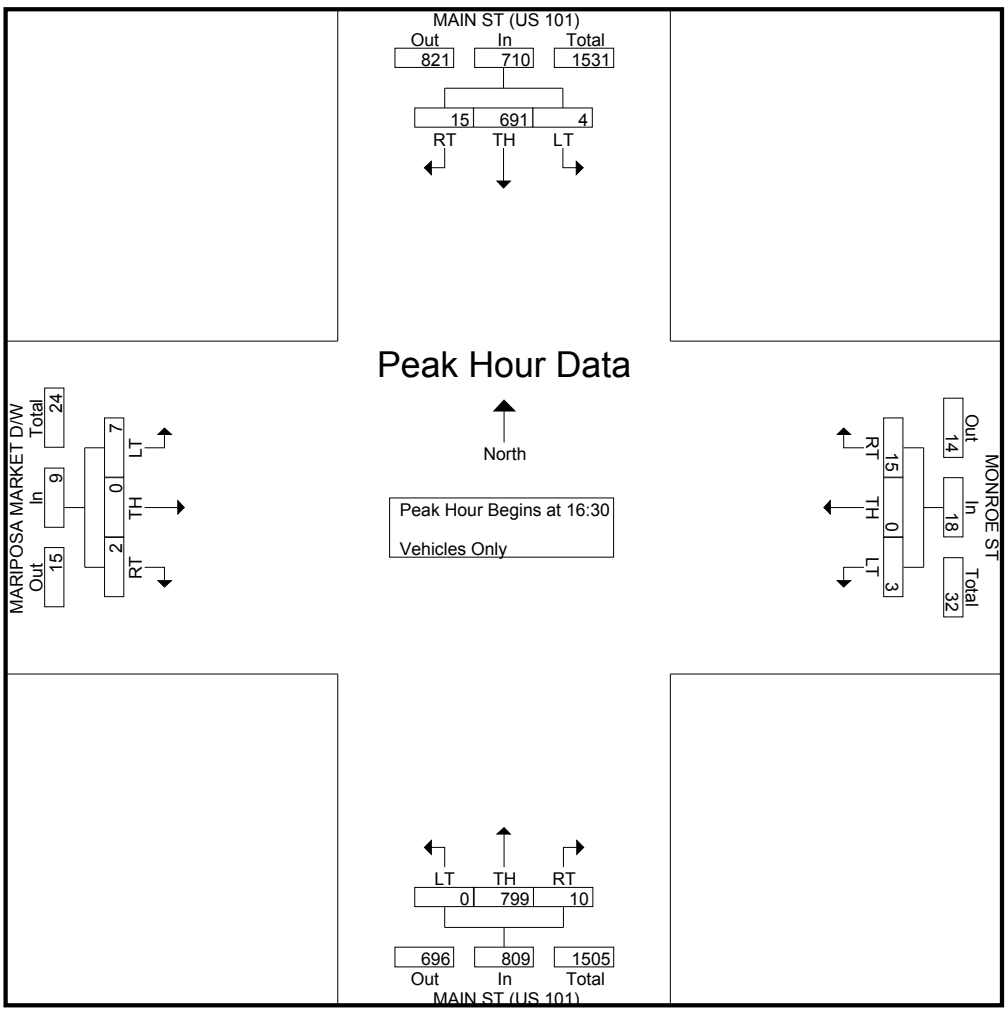
Latitude: 39.406586
Longitude: -123.352159

File Name : 101-monroe-p
Site Code : 6
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				MONROE ST Westbound				MAIN ST (US 101) Northbound				MARIPOSA MARKET D/W Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	4	164	0	168	3	0	0	3	3	199	0	202	1	0	3	4	377
16:15	6	150	0	156	3	0	0	3	5	191	0	196	0	0	1	1	356
16:30	2	195	2	199	2	0	1	3	7	186	0	193	0	0	0	0	395
16:45	9	172	0	181	5	0	0	5	0	195	0	195	1	0	1	2	383
Total	21	681	2	704	13	0	1	14	15	771	0	786	2	0	5	7	1511
17:00	2	170	1	173	5	0	1	6	2	218	0	220	0	0	5	5	404
17:15	2	154	1	157	3	0	1	4	1	200	0	201	1	0	1	2	364
17:30	2	143	0	145	4	0	0	4	2	210	0	212	0	0	0	0	361
17:45	7	140	2	149	2	1	0	3	2	179	1	182	0	0	1	1	335
Total	13	607	4	624	14	1	2	17	7	807	1	815	1	0	7	8	1464
Grand Total	34	1288	6	1328	27	1	3	31	22	1578	1	1601	3	0	12	15	2975
Apprch %	2.6	97	0.5		87.1	3.2	9.7		1.4	98.6	0.1		20	0	80		
Total %	1.1	43.3	0.2	44.6	0.9	0	0.1	1	0.7	53	0	53.8	0.1	0	0.4	0.5	

	MAIN ST (US 101) Southbound				MONROE ST Westbound				MAIN ST (US 101) Northbound				MARIPOSA MARKET D/W Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	2	**195**	**2**	**199**	2	0	**1**	3	**7**	186	0	193	0	0	0	0	395
16:45	**9**	172	0	181	**5**	0	0	5	0	195	0	195	**1**	0	1	2	383
17:00	2	170	1	173	5	0	1	**6**	2	**218**	0	**220**	0	0	**5**	**5**	**404**
17:15	2	154	1	157	3	0	1	4	1	200	0	201	1	0	1	2	364
Total Volume	15	691	4	710	15	0	3	18	10	799	0	809	2	0	7	9	1546
% App. Total	2.1	97.3	0.6		83.3	0	16.7		1.2	98.8	0		22.2	0	77.8		
PHF	.417	.886	.500	.892	.750	.000	.750	.750	.357	.916	.000	.919	.500	.000	.350	.450	.957



Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: SR 20 AM
Site Code:
Start Date: 03/05/2015

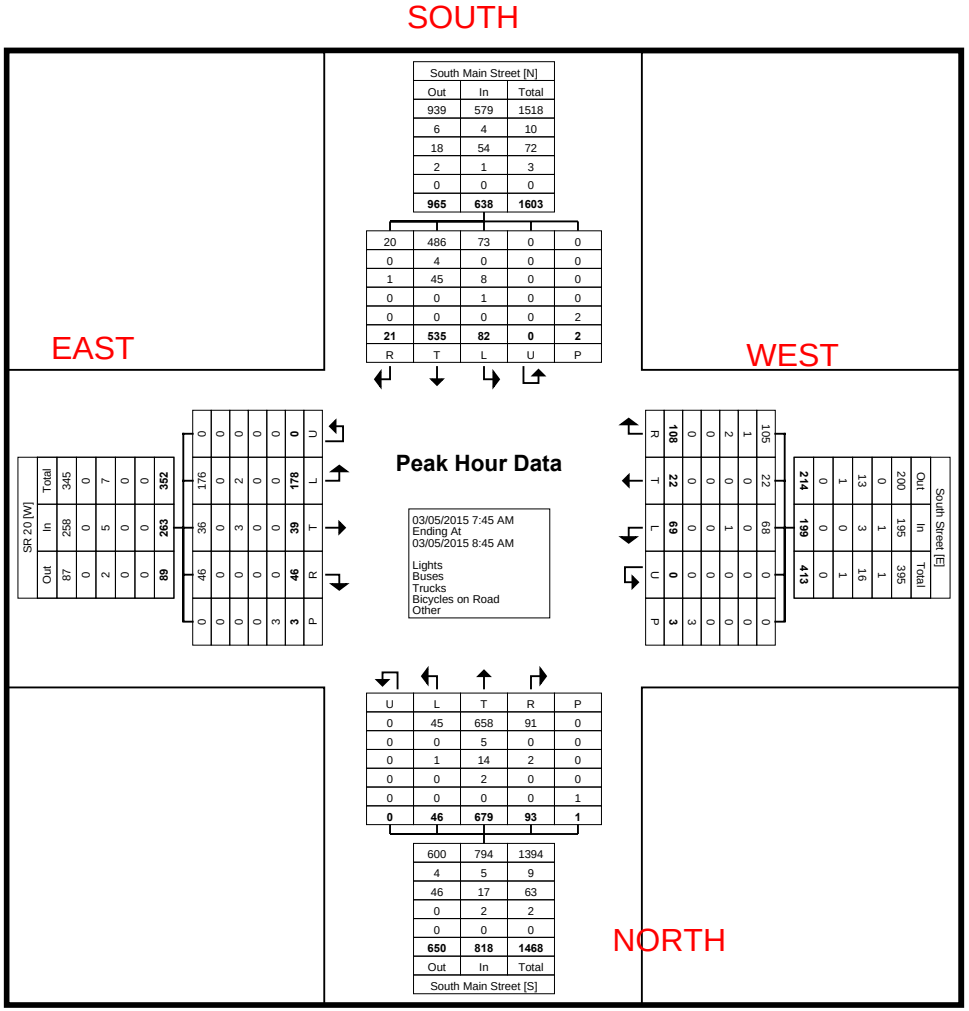
Turning Movement Peak Hour Data (7:45 AM)

Start Time	South Main Street Southbound							South Street Westbound							South Main Street Northbound							SR 20 Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:45 AM	2	1	148	19	0	0	170	16	8	7	22	0	0	53	27	8	146	14	0	0	195	3	2	14	43	0	1	62	480
8:00 AM	4	1	131	24	0	2	160	12	16	8	16	0	0	52	30	1	202	5	0	1	238	9	3	10	42	0	1	64	514
8:15 AM	7	1	150	19	0	0	177	13	13	4	19	0	2	49	18	2	180	11	0	0	211	10	5	9	49	0	0	73	510
8:30 AM	4	1	106	20	0	0	131	15	15	3	12	0	1	45	7	0	151	16	0	0	174	5	9	6	44	0	1	64	414
Total	17	4	535	82	0	2	638	56	52	22	69	0	3	199	82	11	679	46	0	1	818	27	19	39	178	0	3	263	1918
Approach %	2.7	0.6	83.9	12.9	0.0	-	-	28.1	26.1	11.1	34.7	0.0	-	-	10.0	1.3	83.0	5.6	0.0	-	-	10.3	7.2	14.8	67.7	0.0	-	-	-
Total %	0.9	0.2	27.9	4.3	0.0	-	33.3	2.9	2.7	1.1	3.6	0.0	-	10.4	4.3	0.6	35.4	2.4	0.0	-	42.6	1.4	1.0	2.0	9.3	0.0	-	13.7	-
PHF	0.607	1.000	0.892	0.854	0.000	-	0.901	0.875	0.813	0.688	0.784	0.000	-	0.939	0.683	0.344	0.840	0.719	0.000	-	0.859	0.675	0.528	0.696	0.908	0.000	-	0.901	0.933
Lights	16	4	486	73	0	-	579	55	50	22	68	0	-	195	80	11	658	45	0	-	794	27	19	36	176	0	-	258	1826
% Lights	94.1	100.0	90.8	89.0	-	-	90.8	98.2	96.2	100.0	98.6	-	-	98.0	97.6	100.0	96.9	97.8	-	-	97.1	100.0	100.0	92.3	98.9	-	-	98.1	95.2
Buses	0	0	4	0	0	-	4	0	1	0	0	0	-	1	0	0	5	0	0	-	5	0	0	0	0	0	-	0	10
% Buses	0.0	0.0	0.7	0.0	-	-	0.6	0.0	1.9	0.0	0.0	-	-	0.5	0.0	0.0	0.7	0.0	-	-	0.6	0.0	0.0	0.0	0.0	-	-	0.0	0.5
Trucks	1	0	45	8	0	-	54	1	1	0	1	0	-	3	2	0	14	1	0	-	17	0	0	3	2	0	-	5	79
% Trucks	5.9	0.0	8.4	9.8	-	-	8.5	1.8	1.9	0.0	1.4	-	-	1.5	2.4	0.0	2.1	2.2	-	-	2.1	0.0	0.0	7.7	1.1	-	-	1.9	4.1
Bicycles on Road	0	0	0	1	0	-	1	0	0	0	0	0	-	0	0	0	2	0	0	-	2	0	0	0	0	0	-	0	3
% Bicycles on Road	0.0	0.0	0.0	1.2	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.3	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	66.7	-	-

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: SR 20 AM
Site Code:
Start Date: 03/05/2015



South Main Street [N]		
Out	In	Total
939	579	1518
6	4	10
18	54	72
2	1	3
0	0	0
965	**638**	**1603**

20	486	73	0	0
0	4	0	0	0
1	45	8	0	0
0	0	1	0	0
0	0	0	0	2
21	**535**	**82**	**0**	**2**
R	T	L	U	P

SR 20 [W]							
	Total	345	0	7	0	0	**352**
	In	258	0	5	0	0	**263**
	Out	87	0	2	0	0	**89**

0	0	0	0	0	0	**0**	U
176	0	2	0	0	0	**178**	L
36	0	3	0	0	0	**39**	T
46	0	0	0	0	0	**46**	R
0	0	0	0	3	0	**3**	P

R	**108**	0	0	2	1	105	
T	**22**	0	0	0	0	22	
L	**69**	0	0	1	0	68	
U	**0**	0	0	0	0	0	
P	**3**	3	0	0	0	0	

South Street [E]							
Out	200	0	13	1	1	**214**	
In	195	1	3	0	0	**199**	
Total	395	1	16	1	0	**413**	

U	L	T	R	P
0	45	658	91	0
0	0	5	0	0
0	1	14	2	0
0	0	2	0	0
0	0	0	0	1
0	**46**	**679**	**93**	**1**

600	794	1394
4	5	9
46	17	63
0	2	2
0	0	0
650	**818**	**1468**
Out	In	Total
South Main Street [S]		

Turning Movement Peak Hour Data Plot (7:45 AM)

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: SR 20
Site Code:
Start Date: 03/05/2015

Turning Movement Peak Hour Data (4:45 PM)

Start Time	South Main Street Southbound							South Street Westbound							South Main Street Northbound							SR 20 Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:45 PM	4	3	162	29	0	2	198	12	14	2	26	0	2	54	9	3	137	15	0	0	164	22	8	16	50	0	4	96	512
5:00 PM	4	0	150	17	0	2	171	24	6	13	36	0	3	79	12	0	145	18	0	0	175	17	7	16	51	0	0	91	516
5:15 PM	6	1	147	28	0	2	182	20	5	5	18	0	6	48	6	5	126	20	0	0	157	11	8	13	47	0	0	79	466
5:30 PM	4	0	170	35	0	2	209	13	3	15	13	0	5	44	9	1	140	12	0	3	162	12	3	14	47	0	3	76	491
Total	18	4	629	109	0	8	760	69	28	35	93	0	16	225	36	9	548	65	0	3	658	62	26	59	195	0	7	342	1985
Approach %	2.4	0.5	82.8	14.3	0.0	-	-	30.7	12.4	15.6	41.3	0.0	-	-	5.5	1.4	83.3	9.9	0.0	-	-	18.1	7.6	17.3	57.0	0.0	-	-	-
Total %	0.9	0.2	31.7	5.5	0.0	-	38.3	3.5	1.4	1.8	4.7	0.0	-	11.3	1.8	0.5	27.6	3.3	0.0	-	33.1	3.1	1.3	3.0	9.8	0.0	-	17.2	-
PHF	0.750	0.333	0.925	0.779	0.000	-	0.909	0.719	0.500	0.583	0.646	0.000	-	0.712	0.750	0.450	0.945	0.813	0.000	-	0.940	0.705	0.813	0.922	0.956	0.000	-	0.891	0.962
Lights	18	4	611	104	0	-	737	66	27	35	91	0	-	219	35	8	515	64	0	-	622	61	26	58	192	0	-	337	1915
% Lights	100.0	100.0	97.1	95.4	-	-	97.0	95.7	96.4	100.0	97.8	-	-	97.3	97.2	88.9	94.0	98.5	-	-	94.5	98.4	100.0	98.3	98.5	-	-	98.5	96.5
Buses	0	0	2	1	0	-	3	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	1	0	-	1	4
% Buses	0.0	0.0	0.3	0.9	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.5	-	-	0.3	0.2
Trucks	0	0	16	4	0	-	20	3	1	0	2	0	-	6	1	1	33	1	0	-	36	1	0	1	2	0	-	4	66
% Trucks	0.0	0.0	2.5	3.7	-	-	2.6	4.3	3.6	0.0	2.2	-	-	2.7	2.8	11.1	6.0	1.5	-	-	5.5	1.6	0.0	1.7	1.0	-	-	1.2	3.3
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	4	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	37.5	-	-	-	-	-	-	25.0	-	-	-	-	-	-	33.3	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	-	12	-	-	-	-	-	-	2	-	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	62.5	-	-	-	-	-	-	75.0	-	-	-	-	-	-	66.7	-	-	-	-	-	-	100.0	-	-

Fehr & Peers Associates Inc. : Walnut Creek
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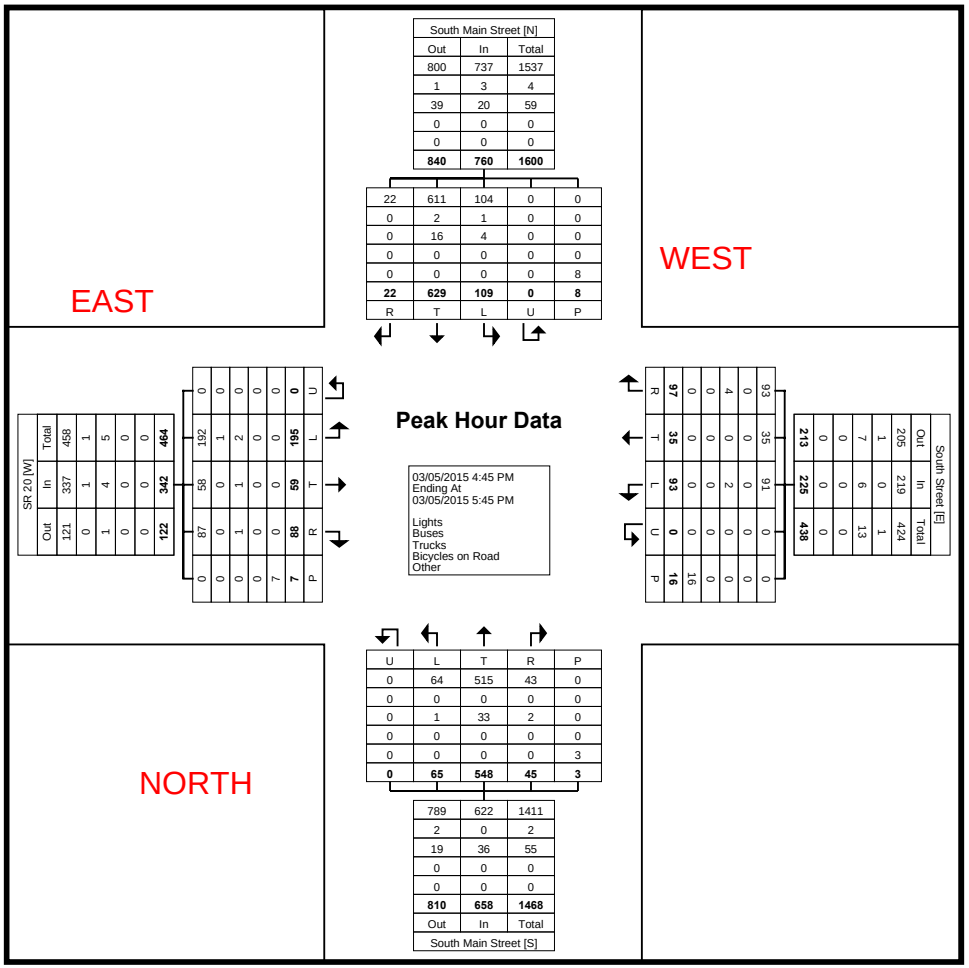
Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: SR 20
Site Code:
Start Date: 03/05/2015



South Main Street [N]		
Out	In	Total
800	737	1537
1	3	4
39	20	59
0	0	0
0	0	0
840	**760**	**1600**

22	611	104	0	0
0	2	1	0	0
0	16	4	0	0
0	0	0	0	0
0	0	0	0	8
22	**629**	**109**	**0**	**8**
R	T	L	U	P

SR 20 [W]							
	Total	458	1	5	0	0	**464**
In	337	1	4	0	0	**342**
Out	121	0	1	0	0	**122**

0	0	0	0	0	**0**	U
192	1	2	0	0	**195**	L
58	0	1	0	0	**59**	T
87	0	1	0	0	**88**	R
0	0	0	7	0	**7**	P

R	**97**	0	0	4	0	93
T	**35**	0	0	0	0	35
L	**93**	0	0	2	0	91
U	**0**	0	0	0	0	0
P	**16**	16	0	0	0	0

South Street [E]						
Out	205	1	7	0	0	**213**
In	219	1	6	0	0	**225**
Total	424	1	13	0	0	**438**

U	L	T	R	P
0	64	515	43	0
0	0	0	0	0
0	1	33	2	0
0	0	0	0	0
0	0	0	0	3
0	**65**	**548**	**45**	**3**

789	622	1411
2	0	2
19	36	55
0	0	0
0	0	0
810	**658**	**1468**
Out	In	Total
South Main Street [S]		

Turning Movement Peak Hour Data Plot (4:45 PM)

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: Baechtel North
Site Code:
Start Date: 03/05/2015

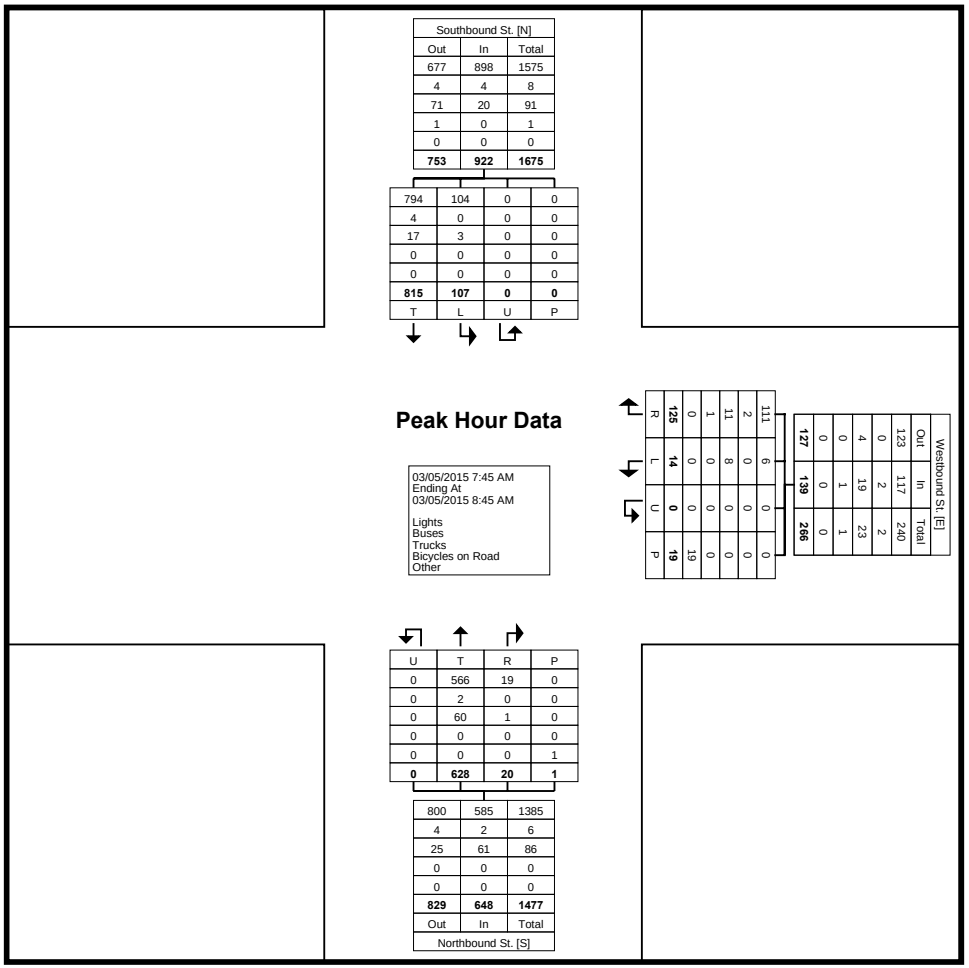
Turning Movement Peak Hour Data (7:45 AM)

Start Time	Southbound St. Southbound					Westbound St. Westbound					Northbound St. Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
7:45 AM	176	33	0	0	209	24	4	0	9	28	6	180	0	0	186	423
8:00 AM	217	23	0	0	240	40	6	0	5	46	5	169	0	0	174	460
8:15 AM	228	28	0	0	256	37	1	0	5	38	6	141	0	1	147	441
8:30 AM	194	23	0	0	217	24	3	0	0	27	3	138	0	0	141	385
Total	815	107	0	0	922	125	14	0	19	139	20	628	0	1	648	1709
Approach %	88.4	11.6	0.0	-	-	89.9	10.1	0.0	-	-	3.1	96.9	0.0	-	-	-
Total %	47.7	6.3	0.0	-	53.9	7.3	0.8	0.0	-	8.1	1.2	36.7	0.0	-	37.9	-
PHF	0.894	0.811	0.000	-	0.900	0.781	0.583	0.000	-	0.755	0.833	0.872	0.000	-	0.871	0.929
Lights	794	104	0	-	898	111	6	0	-	117	19	566	0	-	585	1600
% Lights	97.4	97.2	-	-	97.4	88.8	42.9	-	-	84.2	95.0	90.1	-	-	90.3	93.6
Buses	4	0	0	-	4	2	0	0	-	2	0	2	0	-	2	8
% Buses	0.5	0.0	-	-	0.4	1.6	0.0	-	-	1.4	0.0	0.3	-	-	0.3	0.5
Trucks	17	3	0	-	20	11	8	0	-	19	1	60	0	-	61	100
% Trucks	2.1	2.8	-	-	2.2	8.8	57.1	-	-	13.7	5.0	9.6	-	-	9.4	5.9
Bicycles on Road	0	0	0	-	0	1	0	0	-	1	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	-	-	0.0	0.8	0.0	-	-	0.7	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	10.5	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	17	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	89.5	-	-	-	-	100.0	-	-

Fehr & Peers Associates Inc. : Walnut Creek
One Walnut Creek Center 100 Pringle Ave. Suite 600

Walnut Creek, California, United States 94596
(925) 930-7100 D.Jacobson@fehrandpeers.com

Count Name: Baechtel North
Site Code:
Start Date: 03/05/2015



Turning Movement Peak Hour Data Plot (7:45 AM)

TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF WILLITS

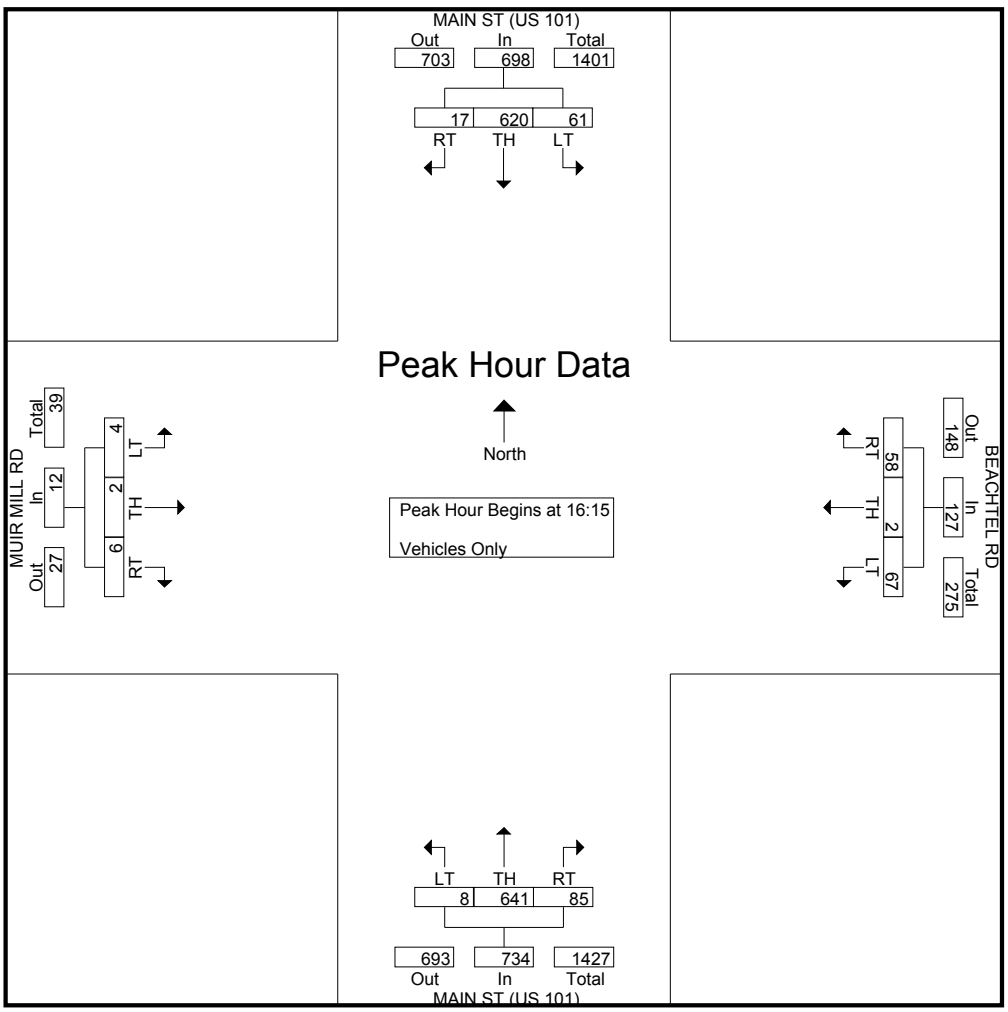
Latitude: 39.387757
Longitude: -123.345285

File Name : 101-beachtel-p
Site Code : 7
Start Date : 3/30/2016
Page No : 1

Groups Printed- Vehicles Only

	MAIN ST (US 101) Southbound				BEACHTEL RD Westbound				MAIN ST (US 101) Northbound				MUIR MILL RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	4	172	19	195	21	0	8	29	23	151	1	175	3	0	1	4	403
16:15	5	165	16	186	13	0	16	29	19	157	2	178	1	0	2	3	396
16:30	3	151	14	168	17	1	20	38	17	152	0	169	0	0	0	0	375
16:45	6	143	16	165	14	1	16	31	26	161	3	190	1	1	2	4	390
Total	18	631	65	714	65	2	60	127	85	621	6	712	5	1	5	11	1564
17:00	3	161	15	179	14	0	15	29	23	171	3	197	4	1	0	5	410
17:15	1	147	16	164	13	0	12	25	16	171	0	187	0	0	1	1	377
17:30	4	139	14	157	12	0	9	21	24	166	1	191	0	1	2	3	372
17:45	2	116	9	127	16	1	15	32	16	141	0	157	1	2	1	4	320
Total	10	563	54	627	55	1	51	107	79	649	4	732	5	4	4	13	1479
Grand Total	28	1194	119	1341	120	3	111	234	164	1270	10	1444	10	5	9	24	3043
Apprch %	2.1	89	8.9		51.3	1.3	47.4		11.4	88	0.7		41.7	20.8	37.5		
Total %	0.9	39.2	3.9	44.1	3.9	0.1	3.6	7.7	5.4	41.7	0.3	47.5	0.3	0.2	0.3	0.8	

	MAIN ST (US 101) Southbound				BEACHTEL RD Westbound				MAIN ST (US 101) Northbound				MUIR MILL RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	5	**165**	**16**	**186**	13	0	16	29	19	157	2	178	1	0	**2**	3	396
16:30	3	151	14	168	**17**	**1**	**20**	**38**	17	152	0	169	0	0	0	0	375
16:45	**6**	143	16	165	14	1	16	31	**26**	161	**3**	190	1	**1**	2	4	390
17:00	3	161	15	179	14	0	15	29	23	**171**	3	**197**	**4**	1	0	**5**	**410**
Total Volume	17	620	61	698	58	2	67	127	85	641	8	734	6	2	4	12	1571
% App. Total	2.4	88.8	8.7		45.7	1.6	52.8		11.6	87.3	1.1		50	16.7	33.3		
PHF	.708	.939	.953	.938	.853	.500	.838	.836	.817	.937	.667	.931	.375	.500	.500	.600	.958



APPENDIX D: SIGNAL WARRANTS

FEHR PEERS

		Project	Circulation Study for Main Street and Downtown Willits
Major Street	Main Street	Scenario	Pre-Bypass (2016)
Minor Street	East Valley Street	Peak Hour	PM

Turn Movement Volumes

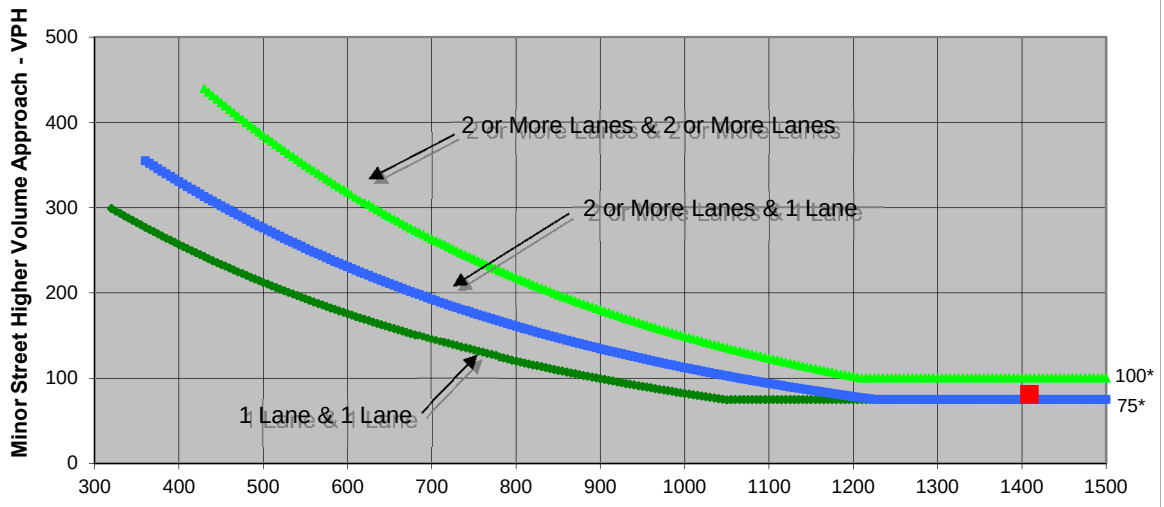
	NB	SB	EB	WB
Left	0	22	0	53
Through	758	570	0	0
Right	59	0	0	28
Total	817	592	0	81

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Main Street	East Valley Street	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,409**	**81**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Circulation Study for Main Street and Downtown Willits
Major Street	Main Street
Minor Street	East Valley Street
Scenario	Post-Bypass (2020)
Peak Hour	PM

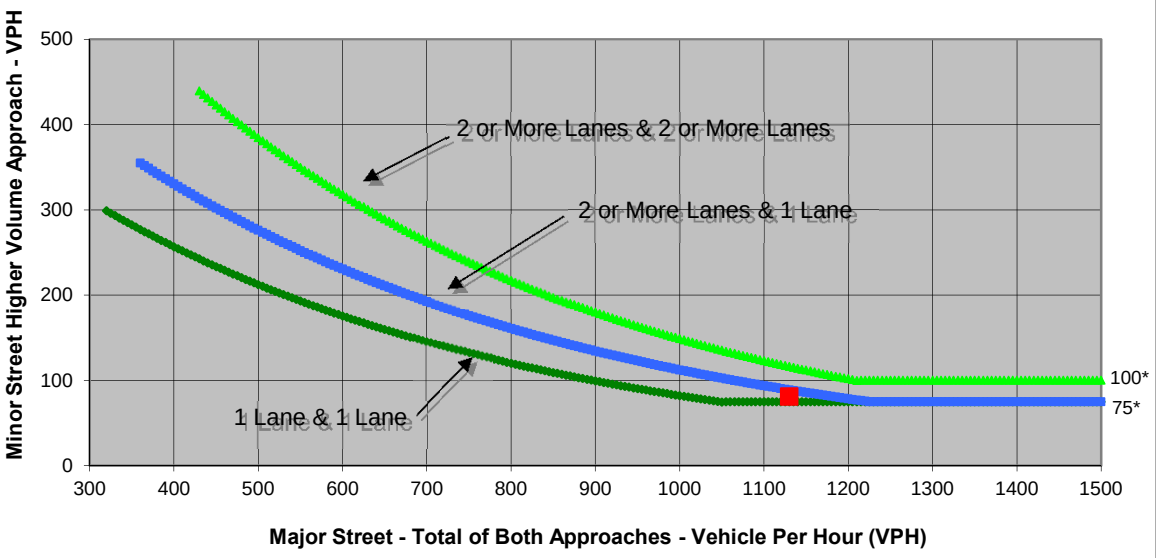
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	22	0	53
Through	599	450	0	0
Right	59	0	0	28
Total	658	472	0	81

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Main Street	East Valley Street	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,130**	**81**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

		Project	Circulation Study for Main Street and Downtown Willits
Major Street	Main Street	Scenario	Pre-Bypass (2016)
Minor Street	North Baechtel Road	Peak Hour	AM

Turn Movement Volumes

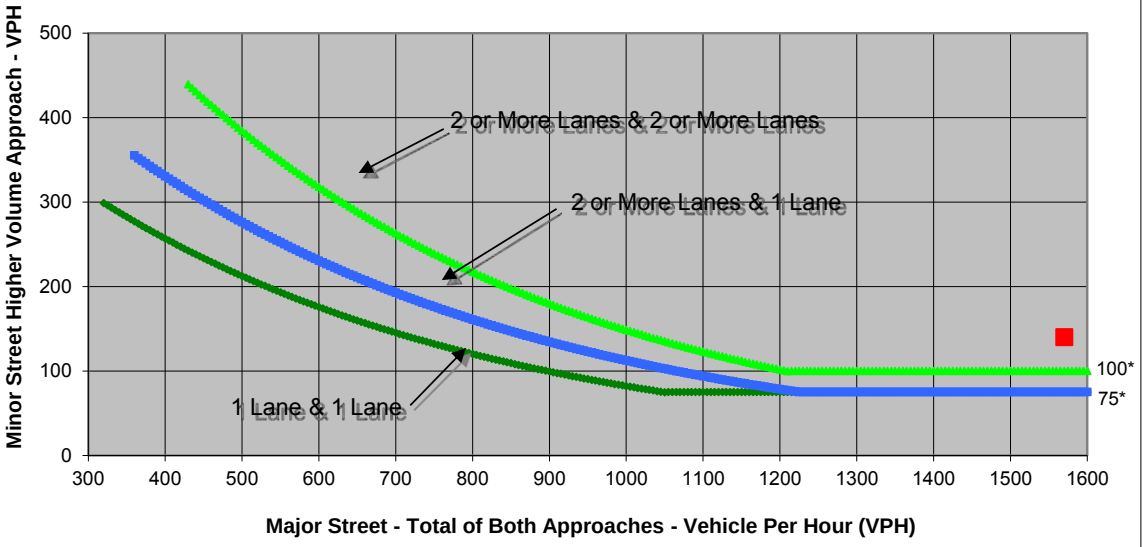
	NB	SB	EB	WB
Left	0	107	0	14
Through	628	815	0	0
Right	20	0	0	126
Total	648	922	0	140

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Main Street	North Baechtel Road	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,570**	**140**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

		Project	Circulation Study for Main Street and Downtown Willits
Major Street	Main Street	Scenario	Post-Bypass (2016)
Minor Street	North Baechtel Road	Peak Hour	AM

Turn Movement Volumes

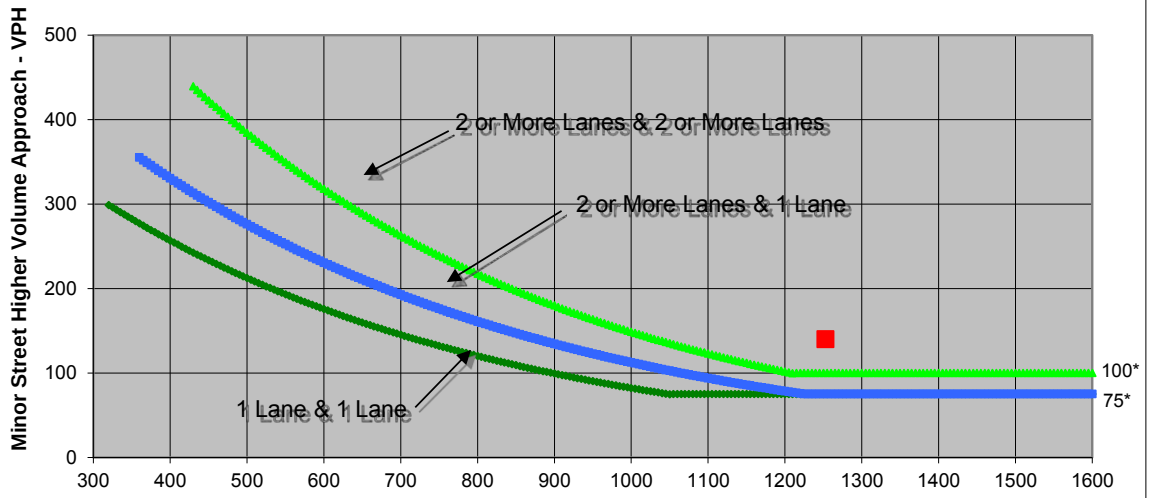
	NB	SB	EB	WB
Left	0	107	0	14
Through	490	636	0	0
Right	20	0	0	126
Total	510	743	0	140

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Main Street	North Baechtel Road	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,253**	**140**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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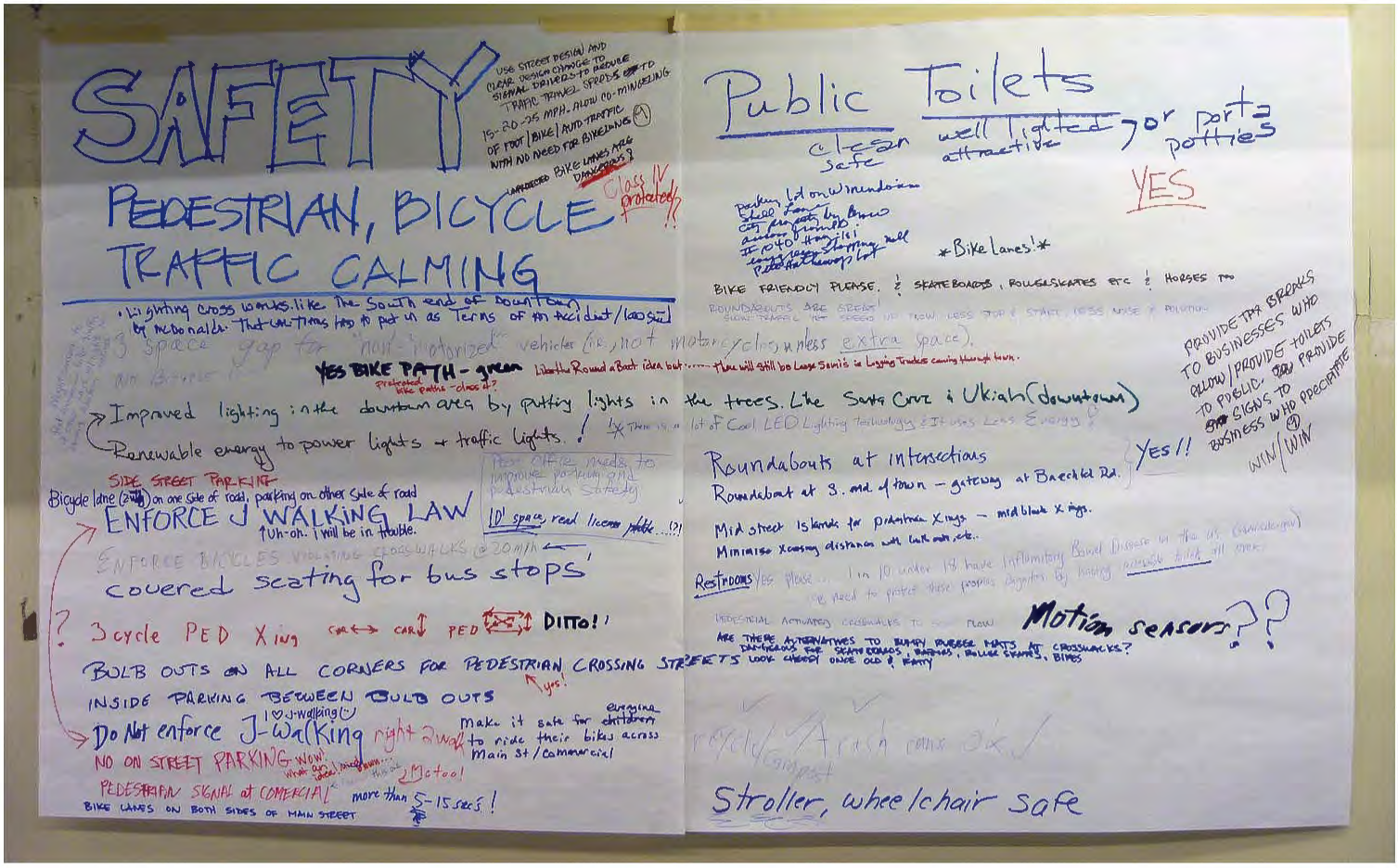
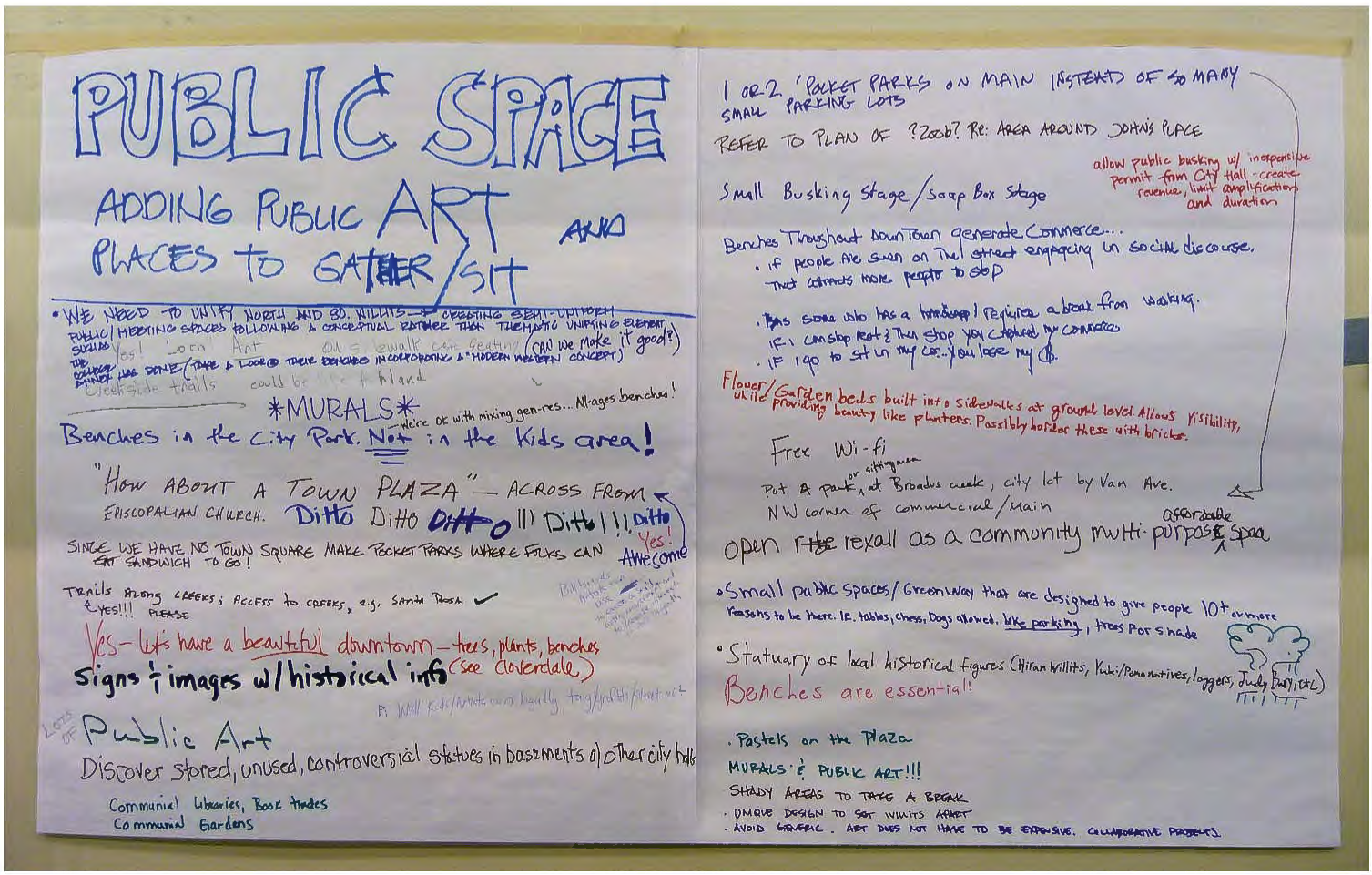
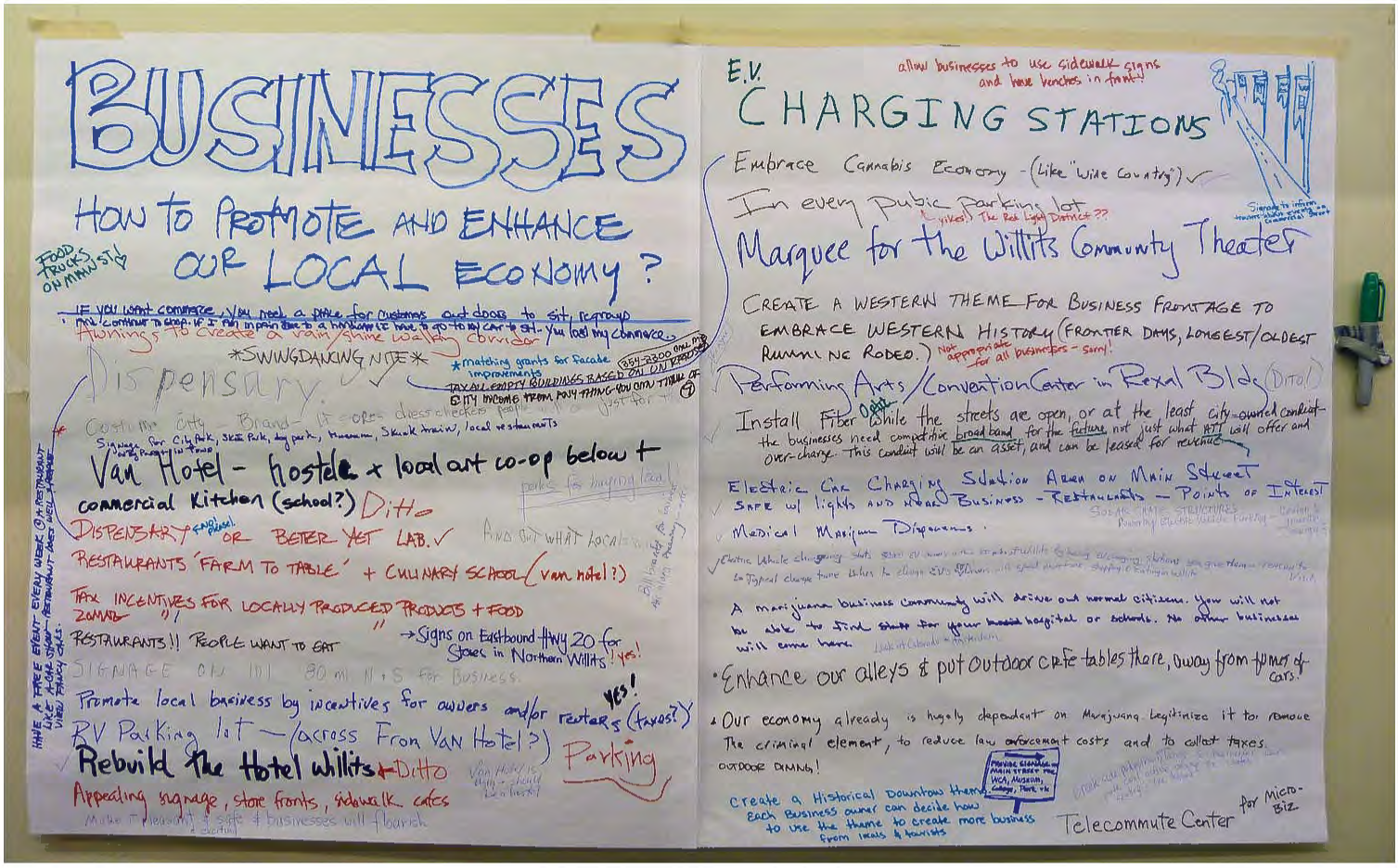
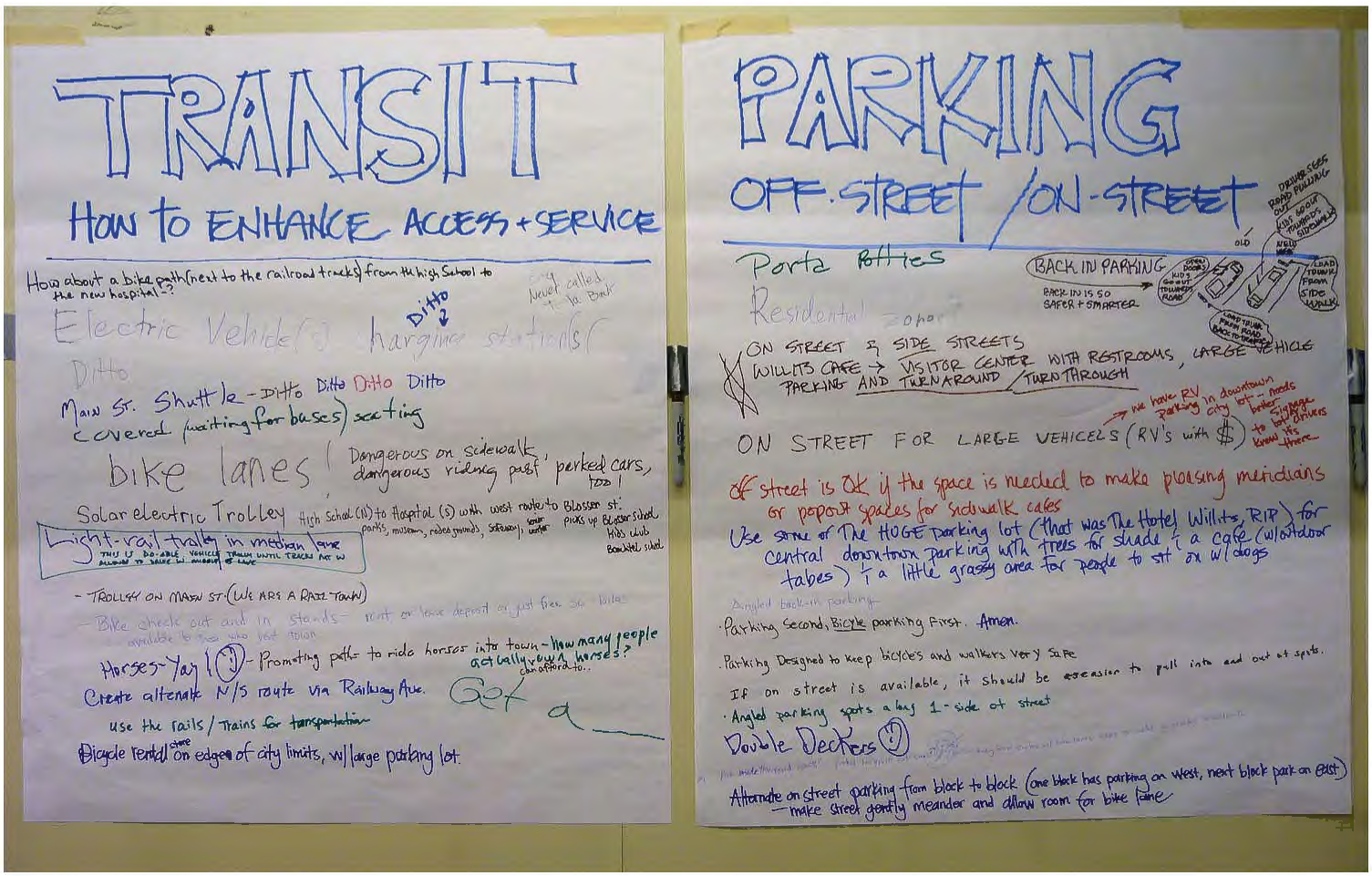
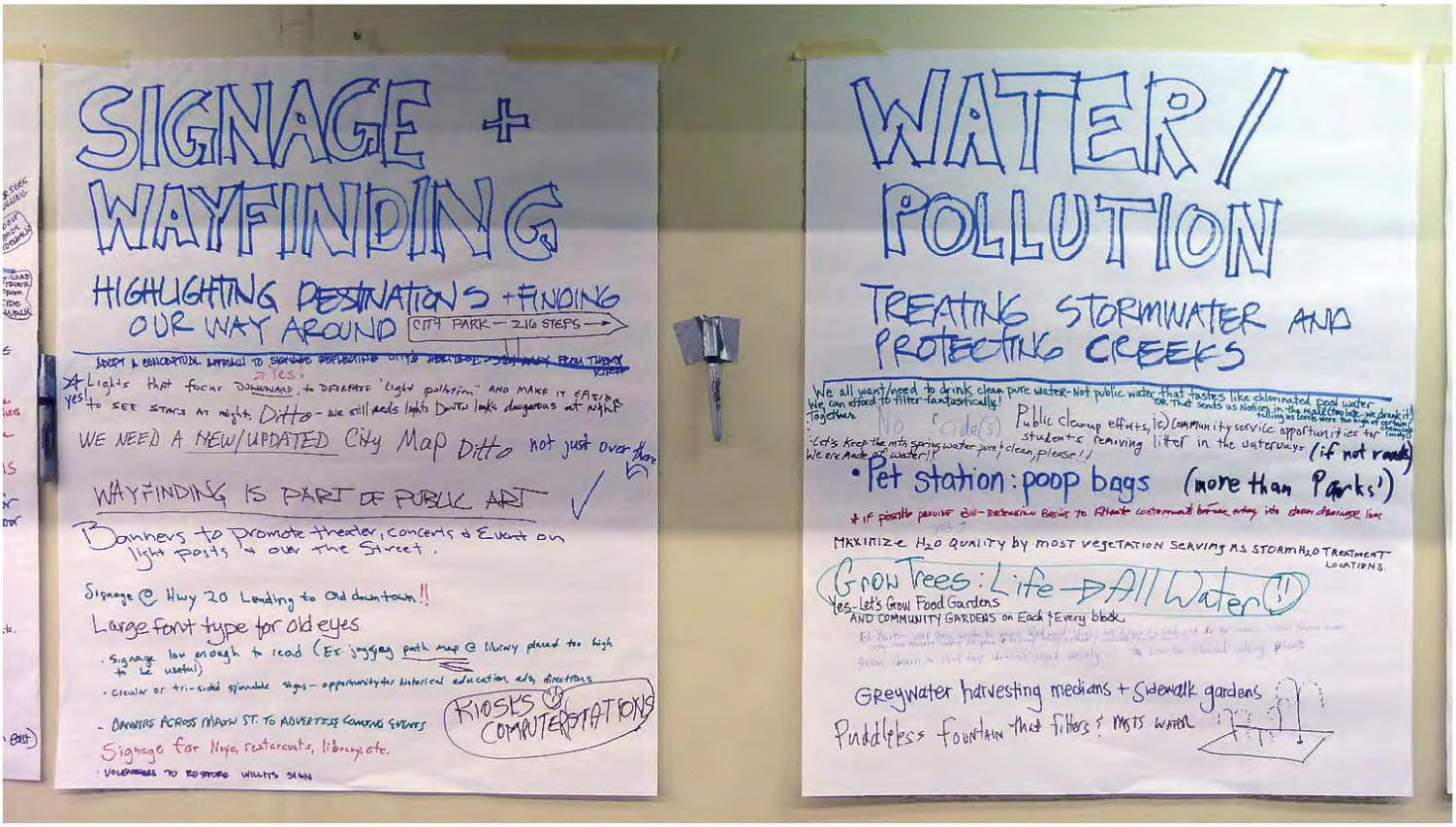
Design Charrette Comments

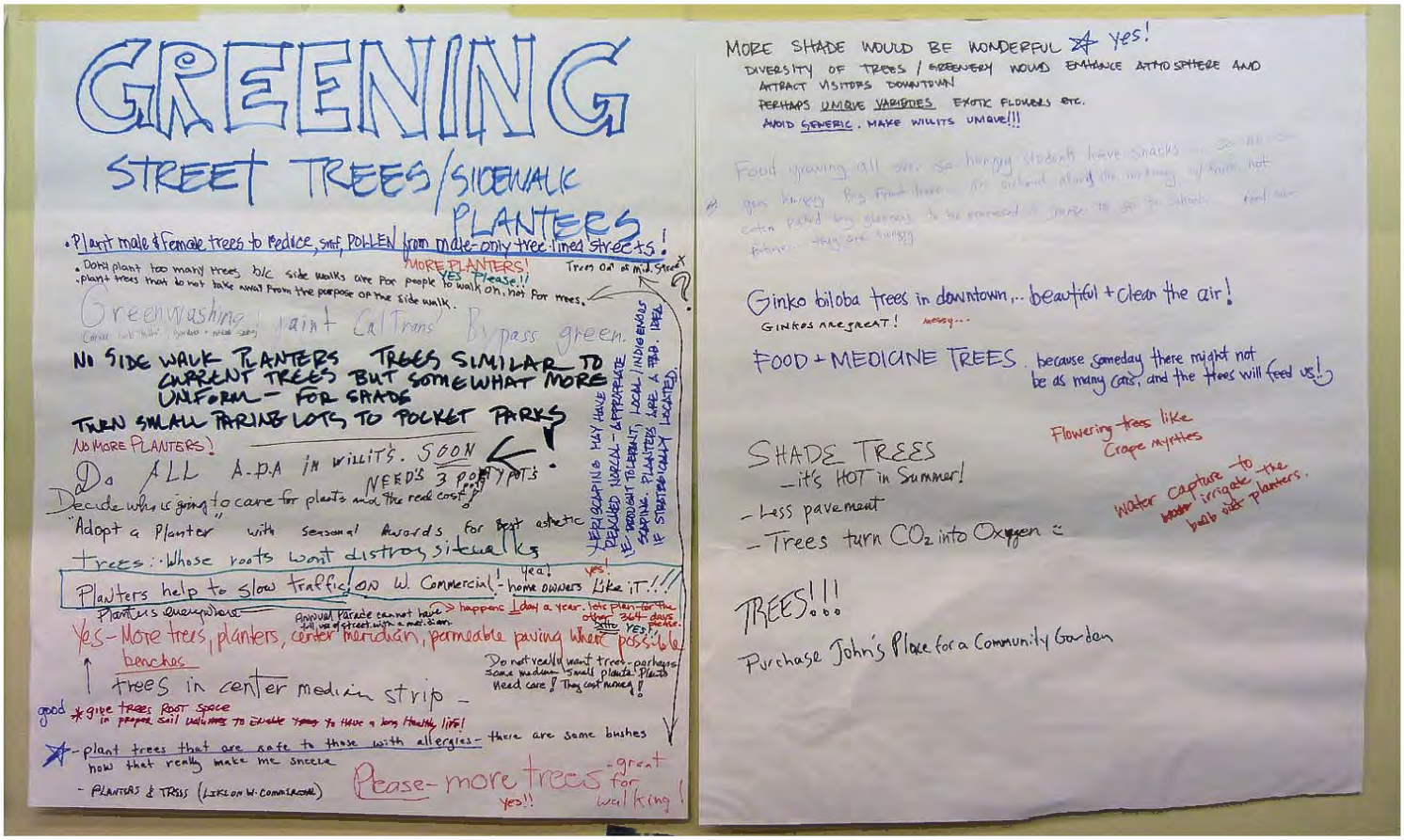





BUSINESSES
HOW TO PROMOTE AND ENHANCE OUR LOCAL ECONOMY?
FOOD TRUCKS ON MAIN ST?
IF YOU WANT COMMERCE, YOU NEED A PLACE FOR CUSTOMERS OUT DOORS TO SIT, REGROUP
Awnings to create a rain/shine walking corridor
SWING DANCING NITE
Dispensary
Costume City Brand - ie = ops = chess checkers
Signage for City Park, Skate Park, dog park, Museum, Skunk train, local restaurants
Van Hotel - hostel + local art co-op below +
commercial Kitchen (school?) Ditto
DISPENSARY OR BETTER YET LAB.
RESTAURANTS 'FARM TO TABLE' + CULINARY SCHOOL (van hotel?)
TAX INCENTIVES FOR LOCALLY PRODUCED PRODUCTS + FOOD
RESTAURANTS!! PEOPLE WANT TO EAT
→ Signs on Eastbound Hwy 20 for Stores in Northern Willits! Yes!
SIGNAGE ON 101 80 mi. N + S for Business
Promote local business by incentives for owners and/or renters (taxes?) Yes!
RV Parking lot — (across From Van Hotel?)
Rebuild the Hotel Willits ← Ditto
Appealing signage, store fronts, sidewalk cafes
Parking
E.V. CHARGING STATIONS
allow businesses to use sidewalk signs and have benches in front?
Embrace Cannabis Economy - (Like "Wine Country") ✓
In every Pubic Parking lot (yikes!) The Red Light District??
Marquee for the Willits Community Theater
CREATE A WESTERN THEME FOR BUSINESS FRONTAGE TO EMBRACE WESTERN HISTORY (FRONTIER DAYS, LONGEST/OLDEST RUNNING RODEO.) Not appropriate for all businesses - Sorry!
Performing Arts / Convention Center in Rexal Bldg (Dittos)
Install Fiber Optic while the streets are open, or at the least city-owned conduit the businesses need competitive broadband for the future not just what ATT will offer and over-charge. This conduit will be an asset, and can be leased for revenue
Electric Car Charging Station Area on Main Street
SAFE w/ lights AND ATTRACTIVE Business - Restaurants - Points of Interest
Medical Marijuana Dispensaries.
A marijuana business community will drive out normal citizens. You will not be able to find space for your loved hospital or schools. No other businesses will come here.
• Enhance our alleys & put outdoor cafe tables there, away from fumes of cars.
• Our economy already is hugely dependent on Marijuana. Legitimize it to remove the criminal element, to reduce law enforcement costs and to collect taxes.
OUTDOOR DINING!
Create a Historical Downtown theme. Each Business owner can decide how to use the theme to create more business from locals & tourists
Telecommute Center for micro-biz


TRANSIT
HOW TO ENHANCE ACCESS + SERVICE
How about a bike path (next to the railroad tracks) from the high School to the new hospital?
Electric Vehicle(s) charging stations
Ditto
Main St. Shuttle - Ditto Ditto Ditto Ditto
Covered (waiting for buses) seating
bike lanes! Dangerous on sidewalk, dangerous riding past perked cars, too!
Solar electric Trolley High School (N) to Hospital (S) with west route to Blosser st. parks, museum, rodeo grounds, fairgrounds, senior center picks up Blosser School Kids club Bowhill school
Light-rail trolley in median lane
- TROLLEY ON MAIN ST. (WE ARE A RAIL TOWN)
- Bike check out and in stands = rent or leave deposit or just free for bikes available to those who visit town
Horses - Yay! (?) - Promoting path to ride horses into town - How many people actually own horses? Can afford to..
Create alternate N/S route via Railway Ave.
use the rails / Trains for transportation
Bicycle rental store on edges of city limits, w/ large parking lot.
PARKING
OFF-STREET / ON-STREET
Porta Potties
Residential Zone
BACK IN PARKING
BACK IN IS SO SAFER + SMARTER
ON STREET & SIDE STREETS
WILLITS CAFE → VISITOR CENTER WITH RESTROOMS, LARGE VEHICLE PARKING AND TURNAROUND / TURNTHROUGH
ON STREET FOR LARGE VEHICLES (RV's with $)
We have RV parking in downtown lot — needs better signage to direct drivers to know it's there.
off street is OK if the space is needed to make pleasing medians or popout spaces for sidewalk cafes
Use some of the HUGE parking lot (That was The Hotel Willits, RIP) for central downtown parking with trees for shade & a cafe (w/outdoor tables) & a little grassy area for people to sit or w/ dogs
Angled back-in parking
• Parking second, Bicycle parking first. Amen.
• Parking Designed to keep bicycles and walkers very safe
If on street is available, it should be easy to pull into and out of spots.
• Angled parking spots along 1-side of street
Double Deckers (?)
Alternate on street parking from block to block (one block has parking on west, next block park on east) — make street gently meander and allow room for bike lane


SIGNAGE + WAYFINDING
HIGHLIGHTING DESTINATIONS + FINDING OUR WAY AROUND
CITY PARK — 216 STEPS →
Yes!
Lights that focus DOWNWARD, to DECREASE 'light pollution' AND MAKE IT EASIER to SEE STARS at night. Ditto - we still needs lights Ditto looks dangerous at night
WE NEED A NEW/UPDATED City Map Ditto not just over there
WAYFINDING IS PART OF PUBLIC ART
Banners to promote theater, concerts & Event on light posts & over the Street.
Signage @ Hwy 20 Leading to Old downtown!!
Large font type for old eyes
· Signage low enough to read (Ex: jogging path map @ library placed too high to be useful)
· Circular or tri-sided spinnable signs - opportunity for historical education, ads, directions
- BANNERS ACROSS MAIN ST. TO ADVERTISE COMING EVENTS
Signage for Noyo, restaurants, library, etc.
· VOLUNTEERS TO RESTORE WILLITS SIGN
KIOSKS COMPUTER STATIONS
WATER / POLLUTION
TREATING STORMWATER AND PROTECTING CREEKS
We all want/need to drink clean pure water - Not public water that tastes like chlorinated pool water or that sends us running in the mall (Change... we drank it!) telling us toilets were the high of society
We can afford to filter fantastically!
Together
No Side(s)
Public cleanup efforts, i.e. community service opportunities for students & fearing litter in the waterways (if not ready)
Let's keep the mtn. spring water pure & clean, please!!
We are Made of water!?
• Pet station: poop bags (more than Parks!)
* IF possible pavers bio-retention Basins to filtrate contaminated before going into storm drainage line
MAXIMIZE H_2O QUALITY BY MOST VEGETATION SERVING AS STORM H_2O TREATMENT LOCATIONS.
Grow Trees: Life → All Water (!)
Yes - Let's Grow Food Gardens AND COMMUNITY GARDENS on Each & Every block.
Greywater harvesting medians + Sidewalk gardens
Puddleless fountain that filters & MISTS WATER


GREENING
STREET TREES/SIDEWALK PLANTERS
• Plant male & female trees to reduce, smog, POLLEN from male-only tree lined streets!
• Don't plant too many trees b/c side walks are for people to walk on, not for trees.
• Plant trees that do not take away from the purpose of the side walk.
MORE PLANTERS!
YES Please!!
Trees Out of Mid. Street
Greenwashing
Paint CalTrans' By pass green.
NO SIDE WALK PLANTERS TREES SIMILAR TO CURRENT TREES BUT SOMEWHAT MORE UNIFORM - FOR SHADE
TURN SMALL PARKING LOTS TO POCKET PARKS
No MORE PLANTERS!
Do ALL A.D.A IN WILLITS. SOON
NEEDS 3 PORTY POTS
Decide who is going to care for plants and the real cost?
"Adopt a Planter" with seasonal Awards for best aesthetic
Trees: Whose roots won't distroy sitewalks
Planters help to slow traffic on W. Commercial! - home owners Like it!!!
Yea! Yes!
Planters as Queuing lanes
Annual parade cannot have ... happens 1 day a year. Lots plan for the other 364 days
Yes - More trees, planters, center meridian, permeable paving where poss. bb
benches
trees in center median strip -
good * give trees ROOT SPACE in proper soil volumes to enable trees to have a long healthy life!
* - plant trees that are safe to those with allergies - there are some bushes
how that really make me sneeze
- PLANTERS & TREES (LIKE ON W. COMMERCIAL)
Please - more trees - great for well being!
Yes!!
HERBACIPING MAY HAVE DESIGNED NORCAL - APPROPRIATE DROUGHT TOLERANT, LOCAL / INDIGENOUS PLANTING. PLANTERS ARE A BAD IDEA IF STRATEGICALLY LOCATED.
MORE SHADE WOULD BE WONDERFUL * Yes!
DIVERSITY OF TREES / GREENERY WOULD ENHANCE ATMOSPHERE AND ATTRACT VISITORS DOWNTOWN
PERHAPS UNIQUE VARIETIES EXOTIC FLOWERS ETC.
AVOID GENERIC. MAKE WILLITS UNIQUE!!!
Food growing all over. So hungry students leave snacks
Ginko biloba trees in downtown... beautiful + clean the air!
GINKOS ARE GREAT! messy...
FOOD + MEDICINE TREES. because someday there might not be as many cars, and the trees will feed us!
Flowering trees like Crape myrtles
SHADE TREES
- it's HOT in Summer!
- Less pavement
- Trees turn CO_2 into Oxygen =
Water capture to ... irrigate ... bulb out planters.
TREES!!!
Purchase John's Place for a Community Garden

RELINQUISHMENT AGREEMENT

This Agreement, entered into and effective on January 25, 2012, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE", and the

CITY OF WILLITS a body politic and a municipal corporation of the State of California, referred to herein as "CITY".

RECITALS

1. STATE and CITY, pursuant to Streets and Highways Code section 73, 114 and 130, are authorized to enter into a Cooperative Agreement in order to relinquish to CITY a portion of a State Highway within CITY's jurisdiction.

2. STATE intends to relinquish to CITY that portion of State Route 101 between PM 46.36 and PM 47.53 as shown in Exhibit A, attached to and made a part of this Agreement, referred to hereinafter as "RELINQUISHED FACILITIES". This relinquishment is based on superseded highway (Bypass), relinquishment will be processed as soon as construction of Willits Bypass is completed. CITY is willing to accept said RELINQUISHED FACILITIES upon approval by the California Transportation Commission (CTC) of a Resolution of Relinquishment and CALTRANS's recording of said Resolution in the County Recorder's Office.

3. STATE and CITY agree that RELINQUISHED FACILITIES are currently in a safe and operable condition. PARTIES have negotiated an understanding that STATE will continue to maintain the RELINQUISHED FACILITIES in safe and operable condition until the date of recordation of the Resolution of Relinquishment. PARTIES have also agreed that STATE shall perform a few maintenance tasks identified in Exhibit- B attached to and made a part of this Agreement.

4. The parties hereto intend to define herein the terms and conditions under which RELINQUISHED FACILITIES is to be accomplished.

SECTION I

CITY AGREES:

1. To accept ownership, including all of STATE's current obligations, rights, title and interest in RELINQUISHED FACILITIES upon recordation of the CTC's Resolution of Relinquishment in the County Recorder's Office and to thereafter operate, maintain, control, and be liable for RELINQUISHED FACILITIES at no additional cost to STATE.

SECTION II

STATE AGREES:

1. To perform and complete the maintenance tasks listed in Exhibit B and provide any additional tasks that may be necessary to bring the relinquished facilities to a state of good repair pursuant to the Streets and Highways Code Section 73.

2. To relinquish RELINQUISHED FACILITIES upon the approval of the CTC's Resolution of Relinquishment.

3. To submit the CTC Resolution of Relinquishment to the County Recorder's Office for recording.

4. To transfer to CITY, within sixty (60) days of the recordation of the CTC's Resolution of Relinquishment, copies of all available STATE records and files for RELINQUISHED FACILITIES, but not limited to, plans, survey data and right of way information.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority, and the allocation of any funds by the CTC.

2. STATE shall not forward to CTC a request to relinquish the RELINQUISHED FACILITIES until construction of the new highway is complete.

3. STATE reserves the right to enter, at no cost to STATE, RELINQUISHED FACILITIES, to modify or add signage, drainage, and other improvements necessary for State Highway operations. CITY agrees to allow STATE access to operate, maintain, add, remove, or modify CALTRANS's facilities retained in those collateral facilities.

4. RELINQUISHED FACILITIES may be recaptured by STATE for future transportation project at no cost to STATE and CITY agrees to reconvey property when so requested.

5. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CITY and/or its agents under or in connection with any work, authority or jurisdiction conferred upon CITY under this Agreement. It is understood and agreed that CITY will fully defend, indemnify and save harmless STATE and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CITY and/or its agents under this Agreement.

6. Neither CITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE and/or its agents under or in connection with any work, authority or jurisdiction conferred upon STATE under this Agreement. It is understood and agreed that STATE will fully defend, indemnify and save harmless CITY and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE and/or its agents under this Agreement.

7. No alteration of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.

8. This Agreement shall terminate upon recordation of the CTC's Resolution of Relinquishment for RELINQUISHED FACILITIES in the County Recorder's Office, except for those provisions which relate to indemnification, ownership, operation, and maintenance, which shall remain in effect until terminated or modified in writing by mutual agreement.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: _____
CHARLES C. FIELDER
District 1 Director

APPROVED AS TO FORM AND
PROCEDURE:

_____
Attorney
Department of Transportation

CERTIFIRED AS TO FUNDS

_____
District Budget Manager

CERTIFIED AS TO FINANCIAL TERMS
AND POLICIES:

for _____
Accounting Administrator

CITY OF WILLITS

By: _____
BRUCE BURTON
Mayor

Attest: _____
ARDRIENNE MOORE
City Clerk

APPROVED AS TO FORM AND
PROCEDURE:

_____
JAMES LANCE
City Attorney

EXHIBIT "A" – Relinquishment Map – (see attachment)
EXHIBIT "B" –Maintenance Tasks – (see attachment)

EXHIBIT B – Maintenance Tasks

A clause has been included in the Willits Bypass Special Provisions restricting the contractor from using CITY streets to haul construction materials without specific prior approval of the CITY.

Pavement within the RELINQUISHED FACILITIES will receive the pavement rehabilitation treatment as determined by the STATE Office of Materials Engineering and Testing Services based on a deflection study performed no more than 12 months prior to construction of the project to bring the RELINQUISHED FACILITIES into a good state of repair (GSR).

The District Hydraulics Engineer will assess and evaluate all surface and subsurface drainage facilities within the RELINQUISHED FACILITIES and provide Caltrans design staff with a recommendation of the work needed to bring the facility into a GSR. The District Hydraulics Engineer's recommendation will be the basis for determining what the drainage GSR work will consist of. Caltrans will replace any drainage facility that has an expected service life of less than 15 years at the time of relinquishment. Corrugated metal pipe (CMP) culverts that are found to deficient will be replaced with HDPE or RCP culvert material.

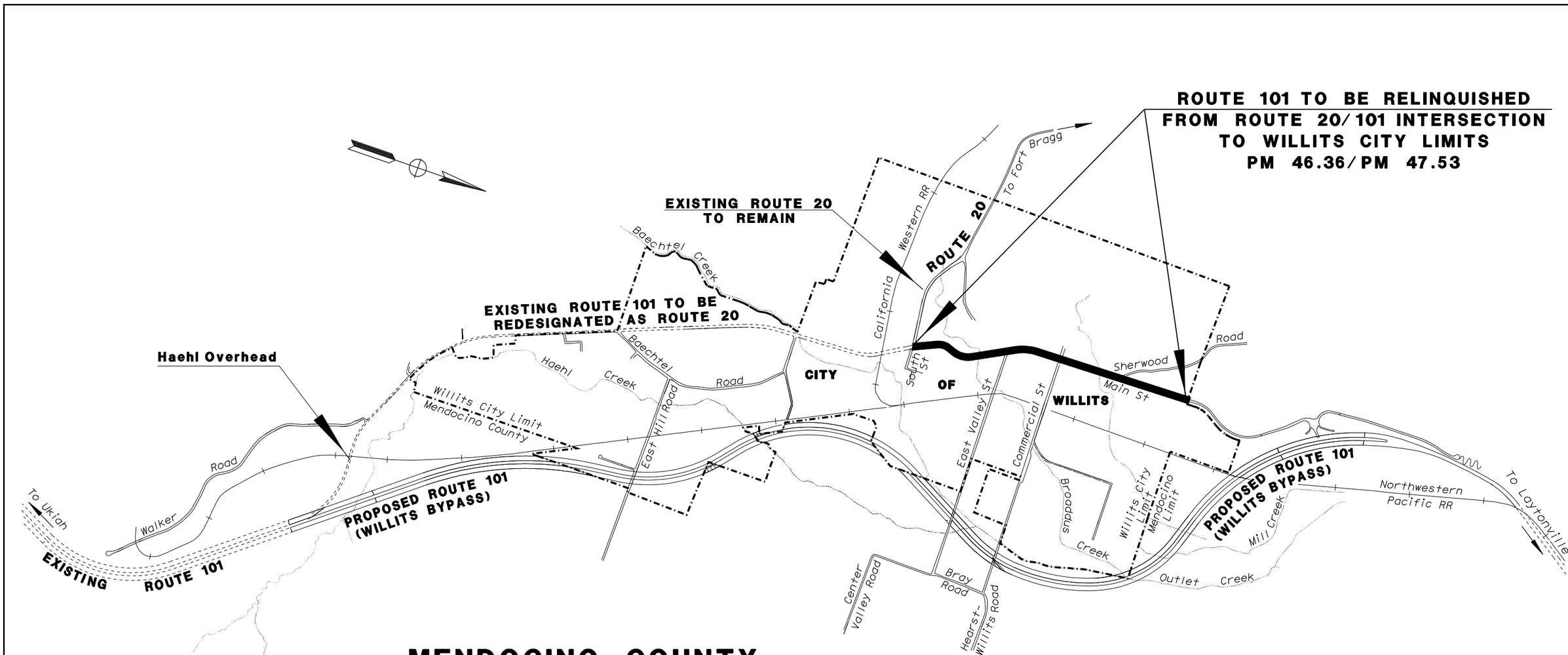
All sidewalks, curbs, and related facilities within the RELINQUISHED FACILITIES will be upgraded to be accessible to and usable by the physically disabled as specified in the STATE Design Information Bulletin Number 82-04, Pedestrian Accessibility Guidelines for Highway Projects.

The two traffic signals within the RELIQUISHED FACILITIES are at the Commercial Street and Sherwood Road intersections (intersection and signal at Main Street /SR20 will not be relinquished). These signal systems have been maintained and are in good working condition. In the event the standards for traffic signal systems used on state highways are updated by the time the RELIQUISHED FACILITIES are superseded by the bypass or there are components that are in need of replacement, the STATE will install any required signal hardware and/or software at the two locations.

Caltrans will perform all repairs identified as needed in the Area Bridge Maintenance Engineer (ABME) bridge inspection reports based on an inspection conducted within one year of the RELINQUISHED FACILITIES being superseded by the bypass for the Broaddus Creek Bridge #10-0014 and Willits Creek Bridge #10-0015.

Caltrans has agreed to study the feasibility of developing and constructing a Sherwood Road/US 101 intersection improvement project. The project is expected to include a retaining wall approximately 30 feet tall that allows an improved connection to US 101. The Sherwood Road studies are in the preliminary design phase. Caltrans initial studies indicate that constructing the improvements will be feasible.

Exhibit A



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

RELINQUISHMENT AGREEMENT MAP

MEN-101 - PM 46.36/PM 47.53
IN THE CITY OF WILLITS
FROM THE ROUTE 101/20 INTERSECTION
TO THE WILLITS CITY LIMITS

January 3, 2012


CITY OF
WILLITS


WRT


Local
Government
Commission

Item No. 5

Meeting Date: December 6, 2016

AGENDA SUMMARY REPORT

To: Honorable Mayor and Council Members

From: Adrienne Moore, City Manager

Agenda Title: DISCUSSION AND POSSIBLE ACTION TO APPROVE A BUDGET AMENDMENT FOR A FULL-TIME WATER OPERATOR-IN-TRAINING POSITION

Type: ☐ Presentation ☐ Consent ☒ Regular Agenda ☐ Public Hearing ☐ Urgent Time: 10 min.

Summary of Request: On November 9, 2016, the Council rejected staff's request for a Meter Reader/Maintenance Worker position, which would have been funded 50% from the Water Enterprise Fund and 50% from the General Fund, due to the impact on the General Fund. Instead, the Council eliminated a budgeted full-time Water Operator III position and directed staff to advertise for a part-time Meter Reader. The position was advertised as directed, but resulted in a very poor response. If you recall, staff had expressed concerns with the likelihood of finding a qualified candidate who would be willing to work only two weeks out of the month.

As such, staff is now recommending that the Council approve a full-time Operator-in-Training (OIT) position, which would not only read meters, but provide general support at the Water Treatment Plant. With this solution, the Water Enterprise Fund would still realize a cost-savings due to the Operator III position being converted to an OIT position; as well, there would be no impact to the General Fund.

Recommended Action: Approve budget amendment for a full-time Water Operator-in-Training position.

Alternative(s): None recommended.

Fiscal Impact: Funds 503.5031-Water Maintenance and 503.5033-Water Operations

Personnel Impact: Increased operational efficiency.

Reviewed by: ☒ City Manager ☐ City Attorney ☒ Finance Director ☒ Human Resources ☐ Risk

Council Action: ☐ Approved ☐ Denied ☐ Other: _____

Records: ☐ Agreement ☐ Resolution #_____ ☐ Ordinance #_____ ☐ Other _____

Item No. 6

Meeting Date: December 6, 2016

AGENDA SUMMARY REPORT

To: Honorable Mayor and Council Members

From: John Sherman, Code Enforcement Officer

Agenda Title: CONFIRMATION OF THE CODE ENFORCEMNT COSTS INCURRED BY THE CITY AND ADOPTION OF RESOLUTION TO AUTHORIZE THE COLLECTION OF DEBT AND THE RECORDING OF LIENS ON PROPERTIES LOCATED AT 491, 495, AND 497 EAST VALLEY STREET (APN's 006-053-29, 006-053-30, 006-053-31) TO RECOVER COSTS OF CODE ENFORCEMENT FOR VIOLATION OF SECTION 17.86 OF THE WILLITS MUNICIPAL CODE

Type: ☐ Presentation ☐ Consent ☒ Regular Agenda ☐ Public Hearing ☐ Urgent Time: 10 min.

Summary of Request: On July 18, 2016, pursuant to the violation of Section 17.86 of the Willits Municipal Code, (WMC) Code Enforcement Officer John Sherman issued a Notice of Nuisance (NON) to property owner Brian Shuster for the outdoor cultivation of marijuana at 491, 495 and 497 E. Valley Street, Willits. In this NON the property owner was notified that the outdoor cultivation of marijuana had been declared a public nuisance given three days to eradicate the marijuana plants or incur an administrative fine of $500 per day per property until such time as the plants were eradicated. On August 24 the Code Enforcement Officer obtained a warrant from the Superior Court of Mendocino County and, with the assistance of City Staff and WPD, eradicated the plants. On November 16, 2016, pursuant to WMC sections 1.12.160 a case report and breakdown of the costs of said Code Enforcement action were mailed to the property owner and posted on the bulletin board at City Hall. The Code Enforcement Officer is seeking authorization to file liens or special assessments against the subject properties to recover the costs of code enforcement.

Pursuant to this Code Enforcement Case the property owner has accrued $51,000 in administrative fines. Staff is seeking direction from the Council on whether to and how to proceed with the collection of this debt.

Recommended Action: Confirm Code Enforcement costs and adopt resolution to authorize Code Enforcement Officer to lien all three properties and to withdraw remaining liens when the debt is collected.

Alternative(s): None recommended.

Fiscal Impact: Recovers the expense of this code enforcement action.

Personnel Impact: N/A

Reviewed by: ☒ City Manager ☒ City Attorney ☐ Finance Director ☐ Human Resources ☐ Risk

Council Action: ☐ Approved ☐ Denied ☐ Other: _____

Records: ☐ Agreement ☐ Resolution #_____ ☐ Ordinance #_____ ☐ Other _____

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(707) 459-1562 FAX

REPORT ON NUISANCE ABATEMENT
491, 495, &497 E. VALLEY STREET

I, John Sherman, acting as the appointed Code Enforcement Officer of the City of Willits submit the following report on the abatement of a declared nuisance at 491, 495, and 497 E. Valley Street, Willits.

1. On July 15, 2016, acting in my capacity as the Code Enforcement Officer for the City of Willits, received a citizen complaint regarding the outdoor cultivation of marijuana on the properties at 491, 495 and 497 E. Valley Street, Willits, California. Per Willits Municipal Code (WMC) § 17.86, the cultivation of marijuana outdoors within the city limits of the City of Willits is unlawful and declared a public nuisance.
2. Pursuant to this complaint I observed what turned out to be 25 - 50 marijuana plants growing in the side and rear yards of each of the subject properties.
3. The owner of the properties was personally known to me due to two previous code enforcement actions for similar violations on the same properties within the previous year.
4. On July 18, 2016 I issued a Notice of Nuisance to the property owner and unnamed tenants of each of the three properties. This notice identified the cultivation as a public nuisance and directed the property owner to abate the nuisance within three days or be subject to and administrative fine of $500 on each property that would accrue daily until the nuisance was abated. This notice was served to the property owner at his home address by USPS certified, return receipt as directed in WMC § 1.12.160 as well as posting them on the fence next to the common driveway to the three properties, (the driveway gate was chained and padlocked closed).
5. I reinspected the properties daily and determined that the nuisance continued to exist.
6. On July 26, 2016 I scheduled an administrative hearing and issued and Order to Show Cause (OSC) per WMC § 1.12.120 again, served to the property owner by USPS certified, return receipt as well as posting the property on the wooden fence next to the driveway gate.
7. During the time between when the OSC was issued and the date for the hearing I had several phone conversations with the property owner who insisted that he was not in control of the property and that he did not have personal information on any of the "tenants."
8. On August 5, 2016, administrative hearings were held as noticed and in compliance with the City's administrative code enforcement procedures before Adrienne Moore, City Manager, acting as the Administrative Hearing Body. Neither the property owner nor the unnamed "tenants" attended these hearings. By nonappearance, each has failed to exhaust their administrative remedies per WMC 1.12.120 (E). Subsequent to these hearings, the City Manager issued an Administrative Order finding that a public nuisance continued to exist as a result of outdoor cultivation of marijuana at the three (3) subject properties, and ordering its abatement. The Order further directs the Code Enforcement Officer to contact the City Attorney and seek an inspection/abatement warrant authorizing the Code

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Enforcement Officer to enter the property and eradicate the marijuana plants if they continue to exist.

9. On August 19, 2016, with the assistance and at the direction of City Attorney Jim Lance, I obtained inspection/abatement warrants for the three (3) subject properties from the Mendocino County Superior Court authorizing the Code Enforcement Officer to enter the properties and abate the nuisance by eradicating the marijuana plants if they continue to exist. Pursuant to CCP §1822.56 the warrants did not authorize entry by force unless facts are shown establishing that reasonable attempts to serve the warrant have been unsuccessful.
10. After receiving the warrants I called the property owner on the phone and informed him of the warrants and that the warrants would be served on Monday, August 22, 2016 at 9:30 am. Subsequent to this phone call copies of the warrants were mailed to the property owner USPS Certified, return receipt.
11. At approximately 7:30 am Monday, August 22, 2016 I stopped by the property to see if the gate was chained and locked as it had been since the issuance of the Notice of Nuisance. As I drove up the driveway the tenant from 497 E. Valley St. was leaving through the open gate. While the gate was opened I asked for permission to enter the property for the purpose of inspection and was refused. He told me that he was not authorized to allow me to enter. At approximately 9:30 am that day I went to the property with two Willits Police Officers to serve the warrants but the gate was locked. We stayed for approximately thirty (30) minutes. While there I called the property owner Brian Shuster on the phone. He said he would have someone come and unlock the gate for us. He called back after ten (10) minutes saying that he couldn't find anyone who could unlock the gate. I stopped by the property periodically throughout the day but the gate was locked and the property looked deserted.
12. At approximately 8:00 am Tuesday morning August 23rd I went to the property to check conditions and again, the tenant from 497 E. Valley was leaving the property with the gate open. I asked him for permission to enter the property for the purpose of inspecting the property and he responded that he was not authorized to allow me on the property and relocked the gate. I explained that I had warrants to serve but he would not stay and allow for personal service and drove off. I returned to the property at 9:30 am and sat across the street until 10:00 am hoping that someone would arrive or leave but nobody did.
13. On August 24, 2016, again with the assistance and at the direction of City Attorney Jim Lance, I obtained an amended inspection/abatement warrant for the three (3) subject properties from the Mendocino County Superior Court authorizing the Code Enforcement Officer to enter the properties and abate the nuisance by eradicating the marijuana plants if they continue to exist. The amended warrants acknowledge that reasonable attempts to serve the warrant have been unsuccessful and authorized the use of force if necessary to enter the property.

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REPORT ON NUISANCE ABATEMENT
491, 495, &497 E. VALLEY STREET

14. At 11:30 am, August 24, 2016 the Code Enforcement Officer arrived at the subject properties accompanied by three WPD Officers, one Sergeant and the Chief as an escort and four City of Willits Public Works employees to perform the abatement. When we arrived the lock and chain had been removed, the gate was open and all three houses appeared to be abandoned. With two WPD Officers as escorts the Code Enforcement Officer knocked on the door of the first house and announced loudly, "Willits Code Enforcement, I have a warrant to serve". Receiving no response I posted a copy of the warrant at the entry door of the house. I repeated this knock and announcement at each house and determined that there was no one at any of the three residences. After all announcements had been made and all warrants were posted, the two WPD Officers and I cleared the side and rear yards of all three properties. When all three properties had been cleared the Public Works employees entered the outdoor areas of the properties and eradicated approximately two hundred (200) six to seven foot tall marijuana plants. The plants were cut at the base, loaded into a City of Willits dump trailer, taken to an isolated area of the Public Works yard and buried in an excavation with three feet of cover.
15. On August 31, 2016 the Code Enforcement Officer returned the warrants to the Mendocino County Superior Court and turned the case over to the Finance for billing.
16. On November 16, 2016 copies of this report and a cost breakdown were mailed to the property owner USPS Certified mail, return receipt.

Respectfully Submitted,

John Sherman
Code Enforcement Officer
City of Willits

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CODE ENFORCEMENT EXPENSE
491, 495, 497 E. VALLEY ST. WILLITS

Code Enforcement Expense:

Date	Activity	Hours
7/15/16	Citizen Complaint taken.	.50
7/17/16	Site inspection.	.50
7/18/16	Issue Notice of Nuisance, post property, service by USPS.	2.00
7/21/16 through 7/27/16	Reinspect site daily.	3.00
7/27/16	Schedule Administrative hearing, issue Order to Show Cause, post property, service by USPS.	2.00
7/28/16 Through 8/05/16	Reinspect site daily.	4.00
8/05/16	Order to Show Cause hearing, letter to property owner regarding OSC hearing.	4.00
8/10/16	Post Administrative Order, service by USPS.	1.00
8/11/16	Reinspect site, Code Enforcement Officer declaration in preparation for warrant request.	1.50
8/12/16 Through 8/16/16	Reinspect site daily.	2.00
8/17/16	Write affidavit, reinspect site.	2.50
8/18/16	Revise CEO affidavit, (reformat).	1.00
8/19/16	Court appearance, warrant request. Serve warrant, (unsuccessful), post property, service by USPS.	4.75
8/22/16	Serve warrant, (unsuccessful).	1.00
8/23/16	Serve warrant, (unsuccessful). Second CEO declaration, second CEO affidavit.	3.00
8/24/16	Court appearance, revised warrant request, post warrant at property.	2.50
8/24/16	Serve warrant, abate nuisance.	5.00
8/31/16	Return warrant to court.	1.50
11/15/16	Prepare report to City Council	2.00
Total hours, Code Enforcement Officer,		43.75 hrs.
Total CEO, 43.75 hrs. @ $56 =		**$2450.00**
City Attorney charges: 20.5 hours assisting and consulting with city staff and drafting administrative code enforcement orders, applications and court warrants for inspection, and orders		4,100.00

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CODE ENFORCEMENT EXPENSE
491, 495, 497 E. VALLEY ST. WILLITS

authorizing forcible entry onto the properties and for abatement. 20.5 hours x $200 = $4,100		
Legal Secretary: 6 hrs. @ $30 =		180.00
Total legal fees,		**$4,280.00**
Willits PD charges 8/24/16:		
8/24/16	1 Chief hours @ $72.05	72.05
	3 Sgt hours @ $57.18	171.54
	4 Officer hours @ $43.47	173.88
	2 Officer hours @ $32.69	65.38
	2 Officer hours @ $31.93	63.86
Total Willits Police services,		**$546.71**
City Public Works Department 8/24/16:		
	6 public works employee hours @ $17.33	103.98
	12 public works employee hours @ $34.88	418.56
	4 public works employee hours @ $50.97	203.88
Total Public Works manpower =		**$726.42**
Public Works equipment 8/24/16:		
	Utility truck, 4 miles @ $.54	2.16
	Backhoe, 1.4 miles @ $34.18	47.85
Total Public Works Equipment cost:		**$50.01**
Postage: 6 certified mail @ $6.50 =		**$39.00**
Total cost of code enforcement,		**$8092.14**
Administrative fines:		
491 E. Valley St. 34 days @ $500 =		$17,000
495 E. Valley St. 34 days @ $500 =		$17,000
497 E. Valley St. 34 days @ $500 =		$17,000
Total administrative fines:		**$51,000.00**

Item No. 7

Meeting Date: December 6, 2016

AGENDA SUMMARY REPORT

To: Honorable Mayor and Council Members

From: Cathy Moorhead, City Clerk

Agenda Title: ADOPTION OF NEW ORDINANCE NO. 2016-03, AMENDING CHAPTER 8.09 – CONSTRUCTION AND DEMOLITION RECYCLING, OF THE WILLITS MUNICIPAL CODE FOR THE PURPOSE OF UNIFORMITY AND CONFORMANCE WITH MENDOCINO COUNTY CODE

Type: ☐ Presentation ☐ Consent ☒ Regular Agenda ☐ Public Hearing ☐ Urgent Time: 10 min

Summary of Request: On November 9, 2016 the City Council moved to re-introduce Ordinance No. 2013-02, waive the reading and directed staff to bring this ordinance back for re-adoption and publication. Ordinance No. 2013-02 is not a valid ordinance as the publication following the adoption of this ordinance on March 27, 2013 did not occur, and in order for an ordinance to be valid and take effect, a summary of the adopted ordinance must be published in the newspaper within 15 days following adoption. Therefore the amendment to Chapter 8.09, entitled "Construction and Demolition Recycling", of the Willits Municipal Code will be issued Ordinance No. 2016-03. This ordinance, as described below, would delete deposit requirements to bring our municipal code into conformance with Construction and Demolition Recycling code adopted by Mendocino County Solid Waste Department as well as all jurisdictions within Mendocino County.

The full text of the proposed Ordinance No. 2016-03 is attached hereto.

Recommended Action: Approve the adoption of Ordinance No. 2016-03, amending Chapter 8.09, entitled "Construction and Demolition Recycling" of the Willits Municipal Code and waive formal reading of same.

Alternative(s): None recommended.

Fiscal Impact: N/A

Personnel Impact: N/A

Reviewed by: ☒ City Manager ☒ City Attorney ☐ Finance Director ☐ Human Resources ☐ Risk

Council Action: ☐ Approved ☐ Denied ☐ Other: _____

Records: ☐ Agreement ☐ Resolution #_____ ☐ Ordinance #_____ ☐ Other _____

ORDINANCE NO. 2016-03

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILLITS AMENDING CHAPTER 8.09 – CONSTRUCTION AND DEMOLITION RECYCLING OF THE WILLITS MUNICIPAL CODE FOR THE PURPOSE OF UNIFORMITY AND CONFORMACE WITH MENDOCINO COUNTY CODE

Chapter 8.09 - CONSTRUCTION AND DEMOLITION RECYCLING

Sections:

8.09.010 - Definitions.

For purposes of this chapter the following definitions apply:

"Construction" means all building, landscaping, remodeling, addition, removal or destruction involving the use or disposal of designated recyclable and reusable materials as defined in this section.

"Contractor" means any type under the laws of the state of California, or anyone who performs (whether as contractor, subcontractor or owner-builder) any construction, demolition, remodeling, or landscaping service relating to buildings or accessory structures in Willits.

"Demolition and construction debris" means:

1. Discarded materials generally considered to be not water soluble and nonhazardous in nature, including but not limited to steel, glass, brick, concrete, asphalt material, pipe, gypsum, wallboard, and lumber from the construction or destruction of a structure as part of a construction or demolition project or from the renovation of a structure and/or landscaping, and including rocks, soils, tree remains, trees, and other vegetative matter that normally results from land clearing, landscaping and development operations for a construction project;

2. Clean cardboard, paper, plastic, wood, and metal scraps from any construction and/or landscape project;

3. Nonconstruction and demolition debris wood scraps;

4. Insignificant amounts of other nonhazardous wastes that are generated at construction or demolition projects, provided such amounts are consistent with best management practices of the industry;

5. Mixing of construction and demolition debris with other types of solid waste will cause it to be classified as other than construction and demolition debris.

"Designated recyclable and reusable materials" means:

1. Masonry building materials including all products generally used in construction including, but not limited to asphalt, concrete, rock, stone and brick;

2. Wood materials including any and all dimensional lumber, fencing or construction wood that is not creosoted, preservative pressure treated, contaminated or painted;

3. Vegetative materials including trees, tree parts, shrubs, stumps, logs, brush or any other type of plants that are cleared from a site for construction or other use;

4. Metals including all metal scrap such as, but not limited to, pipes, siding, window frames, door frames and fences;

5. Roofing materials including wood shakes and shingles as well as asphalt, concrete, stone and slate based roofing material;

6. Salvageable materials includes all salvageable materials and structures including, but not limited to wallboard, doors, windows, fixtures, toilets, sinks, bath tubs and appliances.

"Project" means a demolition or construction activity for which a city permit is required, and, in the case of associated activities such as a housing development consisting of numerous single-family homes, an apartment complex consisting of several detached buildings, or a commercial development consisting of several detached buildings, the "overall project" shall be defined as the entire development for purposes of determining exemption or nonexemption from the waste reduction requirements of this chapter.

(Ord. 05-01 §II(part)).

8.09.020 - Notice and opportunity for salvage.

As a condition precedent to issuance of any permit for a building or a demolition permit that involves the production of solid waste destined to be delivered to a landfill, the applicant shall comply with all required terms and regulations provided for in this chapter. The community development department shall maintain an active list of contractors which have stated they are available for deconstruction of structures and recovery of salvageable materials. Notice shall be given by the applicant to at least three such contractors through procedures established by the department for each demolition permit application that is subject to the provisions of this chapter. Every nonexempt demolition project shall be made available by the applicant for proposals and bids for deconstruction and salvage, including allowing inspection of the premises by qualified deconstruction contractors. Consideration of such proposals and bids shall not obligate the permit applicant to accept any proposal or bid. It is the responsibility of the owner, the general contractor and all subcontractors to recover the maximum feasible amount of salvageable, designated recyclable and reusable materials prior to demolition. Recovered and salvaged designated recyclable and reusable materials from the deconstruction phase shall qualify to be counted in meeting the diversion requirements of this chapter. Recovered or salvaged materials may be given or sold on the premises, or may be removed to reuse warehouse facilities for storage or sale. Title to recyclable materials forwarded to the operator of recycling facilities or of a landfill will transfer to the service provider upon departure of materials from the site.

(Ord. 05-01 §II(part)).

8.09.030 - Diversion requirements.

At least the following specified percentages of the waste tonnage of demolition and construction debris generated from every demolition, remodeling and construction project shall be diverted from going to land fill by using recycling, reuse and diversion programs:

A. Demolition: fifty percent of waste tonnage including concrete and asphalt, and fifteen percent of waste tonnage excluding concrete and asphalt.

B. Reroofing of structures as a separate project: fifty percent of wood, slate or stone waste, and fifty percent of asphalt shingles when the community development department certifies that a reasonable recycling option for this material is available.

C. Construction and remodeling: fifty percent of waste tonnage.

Separate calculations and reports will be required for the demolition and for the construction portion of projects involving both demolition and construction.

(Ord. 05-01 §II(part)).

8.09.040 - City's authorized agent.

The director of community development may designate the city's franchised solid waste hauler or another qualified entity as the city's authorized agent to review initial waste management plans of permit applicants; to consult with permit applicants on waste diversion options; and to review completed waste management plans and accompanying documentation to certify to the community development department whether the requirements of this chapter have been fulfilled by the applicant. Any finding of the city's authorized agent may be appealed to the community development department. In fulfilling this role, the city's authorized agent will not discriminate in any way against diversion services or alternatives that are available from other entities besides itself.

(Ord. 05-01 §II(part)).

8.09.050 - Information required before issuance of permit.

Every applicant shall submit a properly completed initial waste management plan, on a form as prescribed by the city, to the community development department, as a portion of the building or demolition permit process. The plan will show how the applicant will satisfy the diversion requirement by diverting specific materials from disposal. The applicant will be encouraged to consult with the city's authorized agent in preparation of the plan. Approval of the plan as complete and adequate shall be a condition precedent to issuance of any building or demolition permit. The applicant shall submit an amended waste management plan for review and approval prior to any deviation from the procedures set forth in the initial plan.

(Ord. 05-01 §II(part)).

8.09. 060 - Exemption from waste management plan and deposit.

The following projects are exempt from the requirements for a waste management plan and deposit:

A. Demolition of buildings smaller than five hundred square feet;

B. New construction projects for buildings smaller than five thousand square feet, except that

smaller buildings which are part of an overall project which totals five thousand square feet or more shall not be exempt;

C. Work for which only a plumbing, electrical or mechanical permit is required;

D. Seismic tie-down projects;

E. Installation of pre-fabricated patio enclosures and covers where no foundation or other structural building modifications are required:

1. Installation of pre-fabricated accessories such as signs or antennas where no structural building modifications are required,

2. All new roofs without significant removal of existing roofing materials (tear-off).

F. Projects that will generate no demolition and construction debris.

(Ord. 05-01 §II(part)).

8.09. 070 - On-site practices.

During the term of the demolition or construction project, the contractor shall recycle or divert the required percentages of materials, and keep records thereof in tonnage or in other measurements approved by the community development department that can be converted to tonnage. The city or its authorized agent will evaluate and monitor each project to gauge the percentage of materials recycled, salvaged and disposed from the project. The required diversion of a minimum of the required percentages of the demolition and construction debris will be measured separately with respect to the demolition segment and the construction segment of a project where both demolition and construction are involved.

(Ord. 05-01 §II(part)).

8.09. 080 - Reporting.

Within sixty days following the completion of any demolition project or construction project, the contractor shall, as a condition precedent to final inspection and to issuance of any certificate of occupancy, submit documentation to the community development department or the city's authorized agent which proves compliance with the requirements of this chapter. The documentation shall consist a completed waste management plan showing actual data of tonnage of materials recycled and diverted, supported by receipts and weight tags or other records of measurement from recycling companies, deconstruction contractors and/or landfill and disposal companies. Receipts and weight tags will be used to verify whether materials generated from the site have been or are to be recycled, reused, salvaged or otherwise disposed of. In the alternative, the permittee may submit a letter stating that no waste or recyclable materials were generated from project, in which case this statement shall be subject to verification by the community development department or the city's authorized agent. If a project involves both demolition and construction, the report and documentation for the demolition project must be submitted and approved by the community development department or the city's authorized agent before issuance of a building permit for the construction project. Any deposit shall be forfeited if the permittee does not meet the reporting requirements of this section.

(Ord. 05-01 §II(part)).

8.09. 090 - Exemption from diversion requirement.

A. Application. If an applicant believes it is infeasible to comply with the diversion requirements of this chapter due to the circumstances delineated in this section, the applicant may apply for an exemption at the time that he or she submits the initial waste management plan. Exemptions may be granted based on the following considerations:

1. Lack of storage space on-site;

2. Contamination by hazardous substances;

3. Low recyclability of specific materials.

The applicant shall indicate on the waste management plan the maximum rate of diversion the applicant believes is feasible for each material and the specific circumstances that the applicant believes make it infeasible to comply with the diversion requirement.

B. Determination by Compliance Official. The community development department or the city's authorized agent shall review the information supplied by the applicant and may meet with the applicant to discuss possible ways of meeting the diversion requirement. The community development department shall determine whether the exemption will be granted, and may substitute an alternative lesser diversion requirement upon determination that it may reasonably be achieved by the applicant using locally available diversion opportunities.

(Ord. 05-01 §II(part)).

8.09. 100 - Violation of a public nuisance.

Each violation of the provisions of this chapter shall constitute a public nuisance and be subject to abatement as such. The costs of abatement of any such nuisance shall be a lien upon the property involved.

(Ord. 05-01 §II(part)).

8.09. 110 - Penalties.

Each violation of the provisions of this chapter shall constitute a misdemeanor, and shall be punishable by imprisonment in the county jail for not to exceed six months, or by fine not exceeding one thousand dollars, or by both such fine and imprisonment. Each day that a violation continues shall be deemed a new and separate offense.

(Ord. 05-01 §II(part)).

8.09. 120 - Severability.

If any section, subsection, sentence, clause, phrase, or portion of this chapter or the application thereof to any person or circumstances is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions hereof nor other applications of the ordinance codified in this chapter which can be given effect without the invalid provision or application, and to this end the provisions of this chapter are declared to be severable.

(Ord. 05-01 §II(part)).

This ordinance shall be and the same is hereby declared to be in full force and effect from and after thirty (30) days after the date of its passage. Within fifteen (15) days after the passage of this Ordinance, the City Clerk shall cause a summary of said Ordinance to be published as provided in Government Code §36933, in a newspaper of general circulation published and circulated in the City of Willits, along with the names of the City Councilmembers voting for and against its passage.

The foregoing ordinance was introduced at a regular meeting of the City Council of the City of Willits, held on the 9th day of November, 2016, and passed and adopted at a special meeting, held on the 6th day of December, 2016, by the following vote:

AYES:
NOES:
ABSENT:

_____
BRUCE BURTON, Vice Mayor
City Council of the City of Willits

ATTEST:

_____
CATHY MOORHEAD, City Clerk

Item No. 8

Meeting Date: December 6, 2016

AGENDA SUMMARY REPORT

To: Honorable Mayor and Council Members

From: Cathy Moorhead, City Clerk

Agenda Title: ADOPTION OF NEW ORDINANCE NO. 2016-04, AMENDING CHAPTER 2.08, ENTITLED "CITY MANAGER" SECTION 2.08.100, ENTITLED "AUTHORITY LIMITED" OF THE WILLITS MUNICIPAL CODE

Type: ☐ Presentation ☐ Consent ☒ Regular Agenda ☐ Public Hearing ☐ Urgent Time: 5 min.

Summary of Request: On November 9, 2016, the City Council moved to re-introduce Ordinance No. 2013-03, waive the reading and directed staff to bring this ordinance back for re-adoption and publication. Ordinance No. 2013-03 is not a valid ordinance as the publication following the adoption of this ordinance on March 27, 2013 did not occur, and in order for an ordinance to be valid and take effect, a summary of the adopted ordinance must be published in the newspaper within 15 day following the adoption. Therefore the amendment to Chapter 2.08, entitled "City Manager" Section 2.08.100, entitled "Authority Limited", of the Willits Municipal Code (WMC) will be issued Ordinance No. 2016-04. This ordinance, as described below would amend WMC Chapter 2.08 to be consistent with WMC, Chapter 3.09: the amended WMC Section 2.08.100 will read as: The city manager shall act as the agent for the city council in the discharge of its administrative functions, but shall not exercise any policymaking or legislative functions whatsoever nor attempt to commit or bind the city council or any member thereof to any action, plan or program requiring official council action. Except as provided at WMC Ch. 3.09, the City Manager must obtain city council approval for any expenditure in excess of ten thousand ($10,000) dollars.

The full text of the proposed Ordinance No. 2016-04 is attached hereto.

Recommended Action: Approve the adoption of Ordinance No. 2016-04, amending Chapter 2.08, entitled "City Manager" Section 2.08.100, entitled "Authority Limited" of the Willits Municipal Code and waive formal reading of the same.

Alternative(s): None recommended.

Fiscal Impact: N/A

Personnel Impact: N/A

Reviewed by: ☒ City Manager ☒ City Attorney ☐ Finance Director ☐ Human Resources ☐ Risk

Council Action: ☐ Approved ☐ Denied ☐ Other: _____

Records: ☐ Agreement ☐ Resolution #_____ ☐ Ordinance #_____ ☐ Other _____

ORDINANCE NO. 2016-04

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILLITS AMENDING CHAPTER 2.08, ENTITLED "CTIY MANAGER" SECTION 2.08.100, ENTITLED "AUTHORITY LIMITED" OF THE WILLITS MUNICIPAL CODE

Chapter 2.08 – CITY MANAGER

Sections:

2.08.010 – Office established.
The office of the city manager is created and established. The city manager shall be appointed by the city council wholly on the basis of his or her administrative and executive ability and qualifications, and shall hold office for and during the pleasure of the city council.

(Ord. 88-10 § 2(part); Ord. 86-2 § 3(part)).

2.08.020 – Residence requirement.
Residence in the city at the time of appointment shall not be required as a condition of appointment, but within a reasonable time thereafter which shall be negotiated with the city council at the time of appointment, the city manager must become a resident of the city or the city council shall declare the office of the city manager to be vacant.

(Ord. 88-10 §2 (part); Ord. 86-2 §3 (part)).

2.08.030 – Eligibility.
No person elected or appointed to membership on the city council shall, subsequent to such election or appointment be eligible for appointment as city manager until one year has elapsed following the expiration of the last term for which he or she was elected or appointed.

(Ord. 88-10 §2 (part); Ord. 86-2 §3 (part)).

2.08.040 – Bond.
The city manager shall furnish a corporate surety bond to be approved by the city council in such sum as may be determined by the city council and shall be conditioned on a faithful performance of the duties imposed upon the city manager as prescribed in this chapter. Any premium for such bond shall be a proper charge against the city.

(Ord. 88-10 §2 (part); Ord. 86-2 §3 (part)).

2.08.050 – Vacancy—Absence.
The city manager shall appoint, subject to the approval of the city council, one of the other officers or department heads of the city to serve as manager pro tempore during any temporary absence or disability of the city manager. In case of the absence or disability of the city manager and his or her failure to so appoint a manager pro tempore, the city council may designate some qualified city employee to perform the duties of the city manager during the period of absence or disability of said city manager, subject, however, to said person furnishing a corporate surety bond conditioned upon faithful performance of the duties required to be performed as set forth in Section 2.08.040.

(Ord. 88-10 §2 (part); Ord. 86-2 §3 (part)).

2.08.060 – Compensation and reimbursement.
The city manager shall receive such compensation and expense allowances as the city council shall from time to time determine and fix by resolution, and said compensation and expenses shall be a proper charge against such funds of the city as the city council designates.

Said city manager shall be reimbursed of all sums necessarily incurred or paid by that person in the performance of his or her duties or incurred when traveling on business pertaining to the city under direction of the city council. Reimbursement shall only be made, however, when a verified itemized claim, setting forth the sums expended for such business for which reimbursement is requested, and has been presented to the city council for approval.

(Ord. 88-10 §2 (part); Ord. 86-2 §3 (part)).

2.08.070 – Powers and duties.
The city manager shall serve directly under the supervision and control of the city council in a purely administrative capacity. The powers and duties of the city manager shall be as follows:

A. To supervise and coordinate on behalf of the city council, such of its administrative functions and to exercise control of such affairs of the city as may be placed in his or her charge;

B. To attend meetings of the city council, except when excused therefrom by the council, to report on and discuss with the council any matter concerning the affairs of the departments, services, or activities under his or her supervision upon which, in the city manager's judgment the city council should be informed, or as to which the council requires information;

C. To assist the city council in coordinating the administrative functions and operations of the various departments, divisions, properties and services of the city government, and on its behalf carry out the policies, rules and regulations and ordinances adopted by it, relating to the administration of the affairs of such departments, divisions, properties or services;

D. To analyze the functions, duties and activities of the various departments, divisions, properties and services of the city government, and of all employees thereof, and to make such recommendations to the city council with reference thereto as in the city manager's judgment will result in the highest degree of efficiency in the overall operation of the city government;

E. To cause to be prepared and submitted to the city manager by each department, division or service of the city government, itemized annual estimates of expenditures required by any of them for capital outlay, salaries, wages and miscellaneous operating costs; to tabulate the same into a preliminary consolidated municipal budget, and submit the same to the city council before the tenth day of June of each year, with the recommendation as to such changes which the city manager deems advisable;

F. To be responsible under council direction for the administration of the financial affairs of the city, and to keep the city council informed with respect thereto;

G. As agent for the city council, to supervise the expenditures of all departments, divisions, properties or services of the city government, and to act as purchasing agent for the purchase of all supplies, goods, wares, merchandise, equipment and material which may be required to any of such departments, divisions, properties or services;

H. To prepare and verify all claims upon the city before warrants therefor are drawn by the proper

fiscal officer;

I. To recommend to the city council necessary public improvement projects and programs, and to aid and assist the city council and the various departments in carrying the same through the successful conclusion;

J. To prepare and submit to the city council an organization chart, showing the organizational plan for all departments of the city government;

K. To serve as the public relations officer of the city government; to investigate all complaints, to follow and endeavor to adjust all meritorious complaints filed against any employee, department, division or service thereof;

L. To cooperate with all the community organizations whose aim and purpose it is to advance the spiritual, temporal and material interests of the city and its people, and to provide them with assistance through the city government;

M. To make and keep up to date an inventory of all property, real and personal, owned by the city, and to recommend to the city council the purchase of new property whenever in his or her judgment the same can be obtained at the best advantage, taking into consideration trade in value of property in use;

N. With the approval of the city council to transfer city-owned equipment, machinery, furnishings, supplies, materials and furniture from one department to another, or the disposal of the same for the benefit of the city whenever in his or her judgment the transfer or disposal thereof would be advantageous to the city government;

O. To make studies and surveys of the duties, responsibilities and work of the personnel in the various departments, divisions and services of the city government, and with the approval of the city council to transfer, abolish, or consolidate positions, whenever in his or her judgment such action would increase efficiency in the administration of the city government;

P. To receive and open all mail addressed to the city council, and give immediate attention thereto, to the end that all administrative business referred to it in said communications, and not necessarily requiring action by the city council, may be disposed of between council meetings; providing, that all actions taken pursuant to such communications shall be reported to the city council at its next regular meeting thereafter;

Q. To exercise general supervision over all public property which is under the control and jurisdiction of the city council;

R. It shall be the duty of the city manager to, and he or she shall appoint, remove, promote and demote any and all officers and employees of the city, as established by resolution of the city council, subject to all applicable personnel ordinances, resolutions, rules and regulations;

S. It shall be the duty for the city manager to perform such other duties and exercise such other powers as may be delegated to the city manager from time to time by ordinance or resolution or other action of the city council.

(Ord. 88-10§§2 (part), 3; Ord. 86-2 §3 (part))

2.08.080 – Service as ex officio member of boards and commissions.

The city manager shall be an ex officio member of all boards and commissions appointed by the mayor and the city council pursuant to law, with a right to participate in all deliberations and actions by the city manager's voice but without vote.

(Ord. 88-10 § 2(part); Ord. 86-2 § 3(part)).

2.08.090 – Hours.

It shall be the duty of the city manager to devote his or her entire normal working time to the duties of this office in the interests of the city.

(Ord. 88-10 § 2(part); Ord. 86-2 § 3(part)).

2.08.100 – Authority limited.

The city manager shall act as the agent for the city council in the discharge of its administrative functions, but shall not exercise any policymaking or legislative functions whatsoever nor attempt to commit or bind the city council or any member thereof to any action, plan or program requiring official

council action. Except as provided at WMC Ch. 3.09, the city manager must obtain city council approval for any expenditure in excess of ten thousand ($10,000) dollars. It is not intended by this chapter to grant any authority to, or impose any duty upon said city manager which is vested in or imposed by general law or valid city ordinances in any other city commission, board, department, officer or employee.

(Ord. 00-3 § 2; Ord. 88-10 § 2(part); Ord. 86-2 §3(part)).

2.08.110 – Standards for conduct.

In the discharge of his or her duties as city manager, the person holding such position shall endeavor at all times to exercise the highest degree of tact, patience and courtesy in his or her contacts with the public and with all city commissions, boards, departments, officers and employees and shall use his or her best efforts to establish and maintain a harmonious relationship among all personnel employed in the government of the city to the end that highest possible standards of public service be continuously maintained.

(Ord. 88-10 § 2(part); Ord. 86-2 § 3(part)).

2.08.120 – Removal.

A. The removal of the city manager shall be only upon a three-member vote of the whole council. In case of his or her intended removal, the city manager shall be furnished with written notice of such intention to remove, at least thirty days before the effective date of such removal. Within seven days after receipt of such notice, the city manager may by written notice, request a public hearing before the council, and thereafter the council shall fix a time for said public hearing at its usual meeting place, but before the expiration of the thirty-day period, at which time the city manager may appear and be heard.

B. In removing the city manager, the city council shall use its uncontrolled discretion and its action shall be final and shall not depend upon any particular showing or degree of proof at the hearing the purpose of which is for the city manager to publicly present to the city council their grounds for opposition to removal prior to its action.

C. Notwithstanding the provisions enumerated in this section, no proceedings to remove the city manager from office shall be commenced during or within the period of ninety days next succeeding any general municipal election held in the city, at which election a member of the city council is elected. The purpose of this provision is to allow any newly elected member to the city council or a reorganized city council to observe the actions and ability of the city manager in the performance of the powers and duties of his or her office. After the expiration of said ninety-day period aforementioned, the provisions of subsections A and B of this section, as to the removal of the city manager, shall apply and be effective.

(Ord. 88-10 §2 (part); Ord. 86-2 §3 (part)).

2.08.130 – Assistance from other officers.

It shall be the duty of all the subordinate officers, including the city treasurer, city attorney, city clerk, director of finance, and police chief, to cooperate with and assist the city manager in administering the affairs of the city most efficiently, economically and harmoniously so far as may be consistent with their duties as prescribed by law and ordinances of the city.

(Ord. 88-10 §2 (part); Ord. 86-2 §3 (part)).

2.08.140 – Chain of command.

The city council and its members shall deal with the administrative services of the city by requiring the mayor and vice-mayor, or in their absence any other city council member to attend and participate in staff and department head meetings. The mayor shall summarize and report on all such meetings to the city council at all regularly scheduled city council meetings. Neither the city council nor any member thereof shall give orders to any subordinates of the city manager. The city manager shall take his or her orders and instructions from the city council only when sitting in a duly held meeting of the city council, and no individual councilmember shall give any orders or instructions to the city manager.

(Ord. 88-10 §2 (part); Ord. 86-2 §3 (part)).

This ordinance shall be and the same is hereby declared to be in full force and effect from and after thirty (30) days after the date of its passage. Within fifteen (15) days after the passage of this Ordinance, the City Clerk shall cause a summary of said Ordinance to be published as provided in Government Code §36933, in a newspaper of general circulation published and circulated in the City of Willits, along with the names of the City Councilmembers voting for and against its passage.

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