

**Howard N. Dashiell**  
**DIRECTOR OF TRANSPORTATION**

Road Commissioner  
County Engineer, RCE 42001  
County Surveyor, PLS 7148



**FUNCTIONS**

Administration & Business Services  
Airports  
Engineering  
Land Improvement  
Roads and Bridges  
Solid Waste & Landfills  
Water Agency

**COUNTY OF MENDOCINO**  
**DEPARTMENT OF TRANSPORTATION**  
340 LAKE MENDOCINO DRIVE  
UKIAH, CALIFORNIA 95482-9432  
VOICE (707) 463-4363 FAX (707) 463-5474

July 31, 2023

California Transportation Commission  
Attn: Executive Director  
1120 N Street, MS 52  
Sacramento, CA 95814

RE: 2023 Local Transportation Climate Adaptation Project Nomination for the Brooktrails  
Second Access Project

Dear CTC Executive Director:

On behalf of the Mendocino County Department of Transportation, with authority from the Mendocino County Board of Supervisors, we are pleased to submit the project nomination for the Brooktrails Second Access Project under the Local Transportation Climate Adaptation Program. Mendocino County hereby authorizes and approves the submission of this project nomination to the California Transportation Commission for consideration.

The Brooktrails Second Access Project is of utmost importance to our community, as it provides a critical alternative access route into the communities of Brooktrails, Sylvandale, Spring Creek, as well as Sherwood Valley Rancheria of Pomo Indians of California and surrounding communities. These communities are vulnerable to climate threats such as wildfires and precipitation events, due to their nature as a Wildland and Urban Interface with a single access road into the communities. This project aims to increase climate resiliency, promote transportation equity, and benefit climate-vulnerable, under-resourced, and underserved communities while mitigating potential negative community impacts.

We have carefully considered the project scope, cost, schedule, and benefits in light of the identified climate threats to the transportation infrastructure and the impacts on the communities we serve. The Brooktrails Second Access Project aligns with our region's transportation, land use, and housing goals, as identified in the Mendocino County General Plan, the Mendocino County Regional Transportation Plan, and the Brooktrails Township Specific Plan.

Furthermore, we have engaged in meaningful public participation, including community meetings beginning in 1991, to gather input from residents and stakeholders to shape the

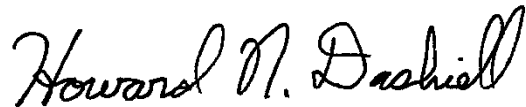
project's development. This outreach process has allowed us to better understand the mobility needs of the community and incorporate their feedback into the project's design.

Please find attached the fact sheet, general information, project map, photos, screening and evaluation criteria, and funding and project delivery information as part of the project nomination package.

Thank you for considering our project nomination for the Local Transportation Climate Adaptation Program. We are optimistic that the Brooktrails Second Access Project will significantly contribute to the climate resilience, safety, and well-being of our community.

Should you require any additional information or have any questions, please do not hesitate to contact us.

Respectfully submitted,

A handwritten signature in black ink that reads "Howard N. Dashiell". The signature is written in a cursive, flowing style.

HOWARD N. DASHIELL  
Director of Transportation

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September 22, 2023

California Transportation Commission  
Attn: Executive Director  
1120 N Street, MS 52  
Sacramento, CA 95814

RE: 2023 Local Transportation Climate Adaptation Project Cycle 1  
Brooktrails Second Access Project Application Update – PAED & PS&E Only

Dear CTC Executive Director:

On behalf of the Mendocino County Department of Transportation (MCDOT), with authority from the Mendocino County Board of Supervisors, we submitted a project nomination for the Brooktrails Second Access Project under Cycle 1 of the Local Transportation Climate Adaptation Program (LTCAP).

We are requesting for this LTCAP Cycle 1 project nomination, that the application submitted be considered for the Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimate (PS&E) phases only, to ensure the County can comply with the program's funding deadlines and to confirm CEQA/NEPA process for project's alignment selection. The total amount requested for Cycle 1 is \$12,000,000 (\$9,600,000 federal plus \$2,400,000 state match).

MCDOT will apply for the Right-of-Way (R/W) and Construction (CON) funds through the LTCAP Cycle 2. An updated Funding Table is located below:

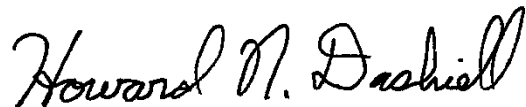
Phase	Fiscal Year of Allocation	Amount	Funding Source	Committed or Uncommitted
PA&ED	2023/24	\$4,800,000 \$1,200,000	LTCAP Cycle 1 (federal) LTCAP Cycle 1 (state match)	Uncommitted
PS&E	2024/25	\$4,800,000 \$1,200,000	LTCAP Cycle 1 (federal) LTCAP Cycle 1 (state match)	Uncommitted
R/W	2026/27	\$4,000,000 \$1,000,000	LTCAP Cycle 2 (federal) Not yet identified	Uncommitted
CON	2028/29	\$26,400,000 \$6,600,000	LTCAP Cycle 2 (federal) Not yet identified	Uncommitted

The Brooktrails Second Access Project is of utmost importance to our community as it provides a critical alternative access route into the communities of Brooktrails, Sylvandale, Spring Creek, as well as Sherwood Valley Rancheria of Pomo Indians of California. These communities are particularly vulnerable to climate threats such as wildfires and precipitation events due to their nature as a Wildland and Urban Interface with a single access road into the area. This project aims to increase climate resiliency, promote transportation equity, and benefit climate-vulnerable, under-resourced, and underserved communities while mitigating potential negative community impacts.

Thank you for considering our project nomination for the Local Transportation Climate Adaptation Program. We are optimistic that the Brooktrails Second Access Project will significantly contribute to the climate resilience, safety, and well-being of our community.

Should you require any additional information or have any questions, please do not hesitate to contact us.

Respectfully submitted,

A handwritten signature in black ink that reads "Howard N. Dashiell". The signature is written in a cursive style with a large, prominent initial 'H'.

HOWARD N. DASHIELL  
Director of Transportation



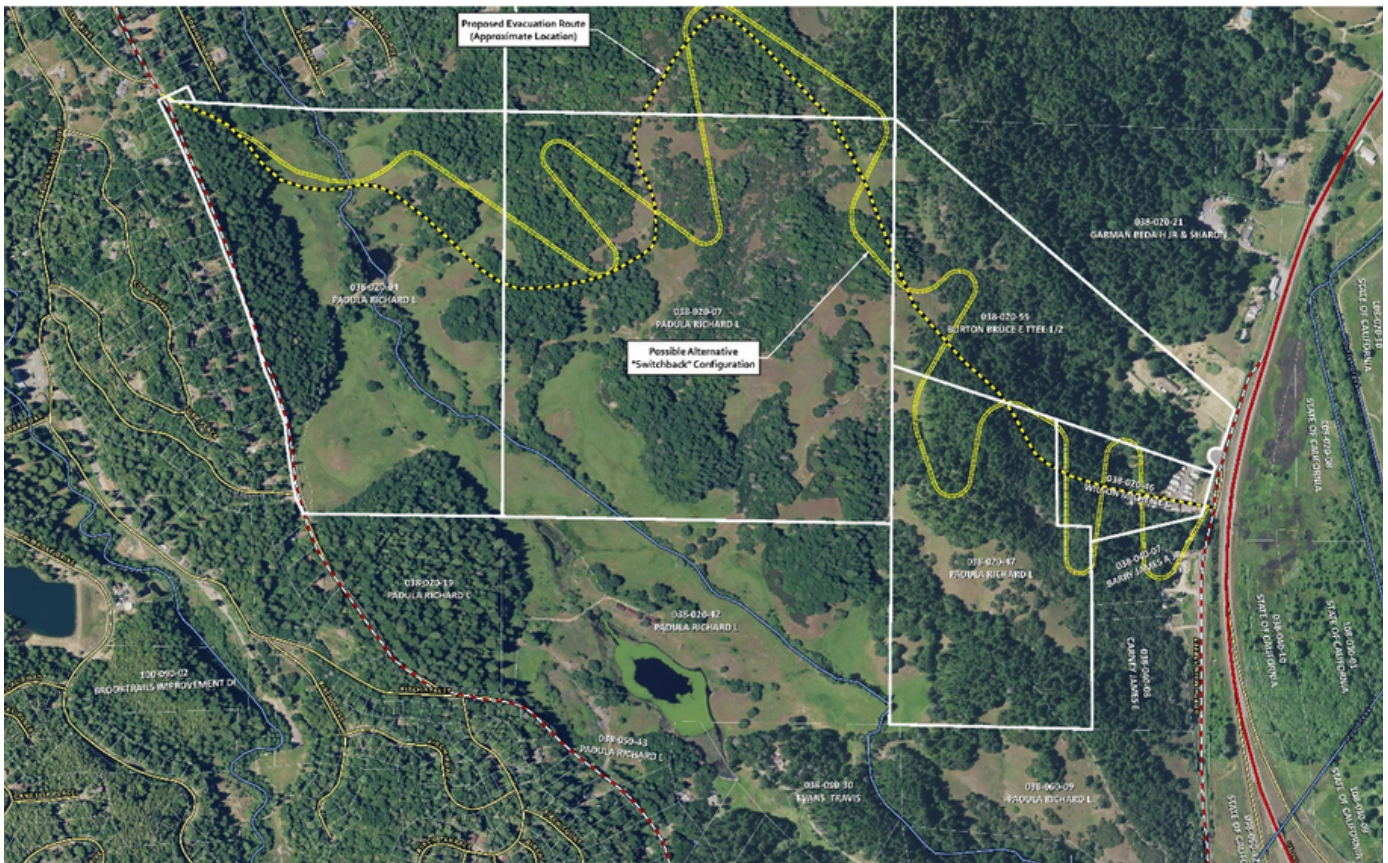
# Mendocino County Department of Transportation

## BROOKTRAILS SECOND ACCESS PROJECT

### Project Scope and Benefits

This project provides for the development of an approximately 2 mile, two-lane arterial local road with paved shoulders and a new local bridge structure over Upp Creek, connecting Sherwood Road at the intersection of Primrose Drive to North Main Street in Willits, California. Total Costs, including costs of each phase of the project including, Project Approval and Environmental Documentation (PA&ED), Plans, Specifications, and Estimates (PS&E), Right of Way Acquisition, and Construction of a new, is estimated to be \$50 million.

### Map of Project



### Image Description

A rendering of a map of the proposed project, showing alternative access route into the township of Brooktrails.

## Proposed Schedule

Phase	Anticipated Completion Date
Project Approval and Environmental Documentation	Dec 2026
Plans, Specifications, and Estimates	June 2029
Right of Way	June 2029
Construction	Dec 2031

## Project Background and Need

The Brooktrails Second Access Project aims at providing the communities of the Brooktrails Township, the Sherwood Valley Rancheria of Pomo Indians of California, and surrounding areas with a second access into and out of the Brooktrails Township and surrounding communities. This project would improve public safety by decreasing emergency service times and provide these communities with an alternative evacuation route in the event of wildfire.

The threat to the transportation system in the Brooktrails area is immediate, as the response time for emergency services in these areas is severely restricted by the limited access. If failure of infrastructure or any blockage of the transportation system occurred during a wildfire event, the consequences may be catastrophic, both to the environment of the area and the people and communities that live within. Because Sherwood Road is currently the only access point to these communities, any failure of the transportation system along Sherwood Road may severely hinder regional mobility as well as economic opportunities and goods movement in the area.

The Brooktrails Second Access project would be a vital step towards increasing the climate resiliency of the Brooktrails area. Creating a second access would address the imitate need of additional and alternative evacuation routes in the case of wildfire and other disasters. It would allow for the continued protection of vital community assets and infrastructure, and for the protection of the communities that rely on them. By increasing the resiliency of transportation assets, creating alternative access routes, and enhancing the safety and preparedness of climate-vulnerable communities in the face of evolving climate challenges, it would allow for the communities of the Brooktrails area to progress with climate adaptation and equity measures. Additionally, this project would advance the transportation and housing goals in the area, as development and furthering of these communities has been severely hampered by lack of access and overburdened transportation system.

**Overview**

The Brooktrails Second Access Project aims at providing the communities of the Brooktrails Township, the Sherwood Valley Rancheria of Pomo Indians of California, and surrounding areas with a second access into and out of the Brooktrails Township and surrounding communities. This project would improve public safety by decreasing emergency service times and provide these communities with an alternative evacuation route in the event of wildfire or other climate disasters.

The Brooktrails Second Access Project consists of construction of a new roadway near the intersection of Primrose Drive with Sherwood Road to the east over Upp Creek to intersect with North Main Street in Willits, including the construction of a new bridge across Upp Creek.

Total project cost, including costs for Project Approval and Environmental Documentation (PA&ED), Plans, Specifications, and Estimates (PS&E), Right of Way Acquisition, and Construction, is estimated to be \$50 million. Mendocino County is requesting 40 million in federal funds from the Local Transportation Climate Adaptation Program (LTCAP) Federal Funds. As a rural, underserved, and under-resourced area, Mendocino County is requesting the required match contribution, \$10 million, be programmed with the available LTCAP state-only funding.

**Project Background**

The Brooktrails Township is an unincorporated community located immediately northwest of the City of Willits in Mendocino County, and its subdivisions are some of the densest wildland/urban interface developments in the county. The township is comprised of the subdivisions of Brooktrails, Sylvandale, and Spring Creek, and has over 1600 homes and 4500 residents. Additionally, to the north of this area lies the Sherwood Valley Rancheria of Pomo Indians of California, and other smaller ranches and homesteads. Over 2000 people live in more the more rural areas outside of the township. Every one of these communities relies solely on Sherwood Road as the single paved access in and out of the area.

The extremely limited access, steep slopes, and roads and dwellings interspersed with undeveloped, overgrown parcels surrounded by a natural greenbelt environment, offer the potential for extensive damage due to wildland fire and precipitation events. Residents evacuating down the single access may impede responding fire personnel, causing road blockages and long response times for emergency services, further increasing the risk in the event of a climate disaster.

A second access to the Brooktrails Township has long been identified as a need, and over the past two decades, there has been an extensive discussion about the implementation and development of this project by residents, citizen groups, elected officials, task groups, and public agencies. Ever since the necessity of an alternative route was first determined, climate change and the risks associated with it have only progressed, further amplifying this need.

The purpose of this project is to provide an alternative route during times of wildfire events and other climate disasters, increasing response times of emergency services and personnel. This

project seeks to increase the protection of existing infrastructure and the increase of the climate resiliency of the community and current transportation system, by increasing access.

**Scope**

This project provides for the development of Project Approval and Environmental Documentation (PA&ED), Plans, Specifications, and Estimates (PS&E), Right of Way Acquisition, and Construction of a new, approximately 2 mile, two-lane arterial local road with paved shoulders and a new local bridge structure over Upp Creek, connecting Sherwood Road at the intersection of Primrose Drive to North Main Street in Willits, California.

**Priority**

The Brooktrails Second Access Project is the number one priority project of the two submitted by Mendocino County Department of Transportation.

**Nominating Agency and Implementing Agency Agreement**

N/A

**Reversible Lanes**

Although this project is a capacity-increasing project, reversible lanes cannot be considered because it is only a two-lane road with each lane travelling in opposite directions.

**Map**

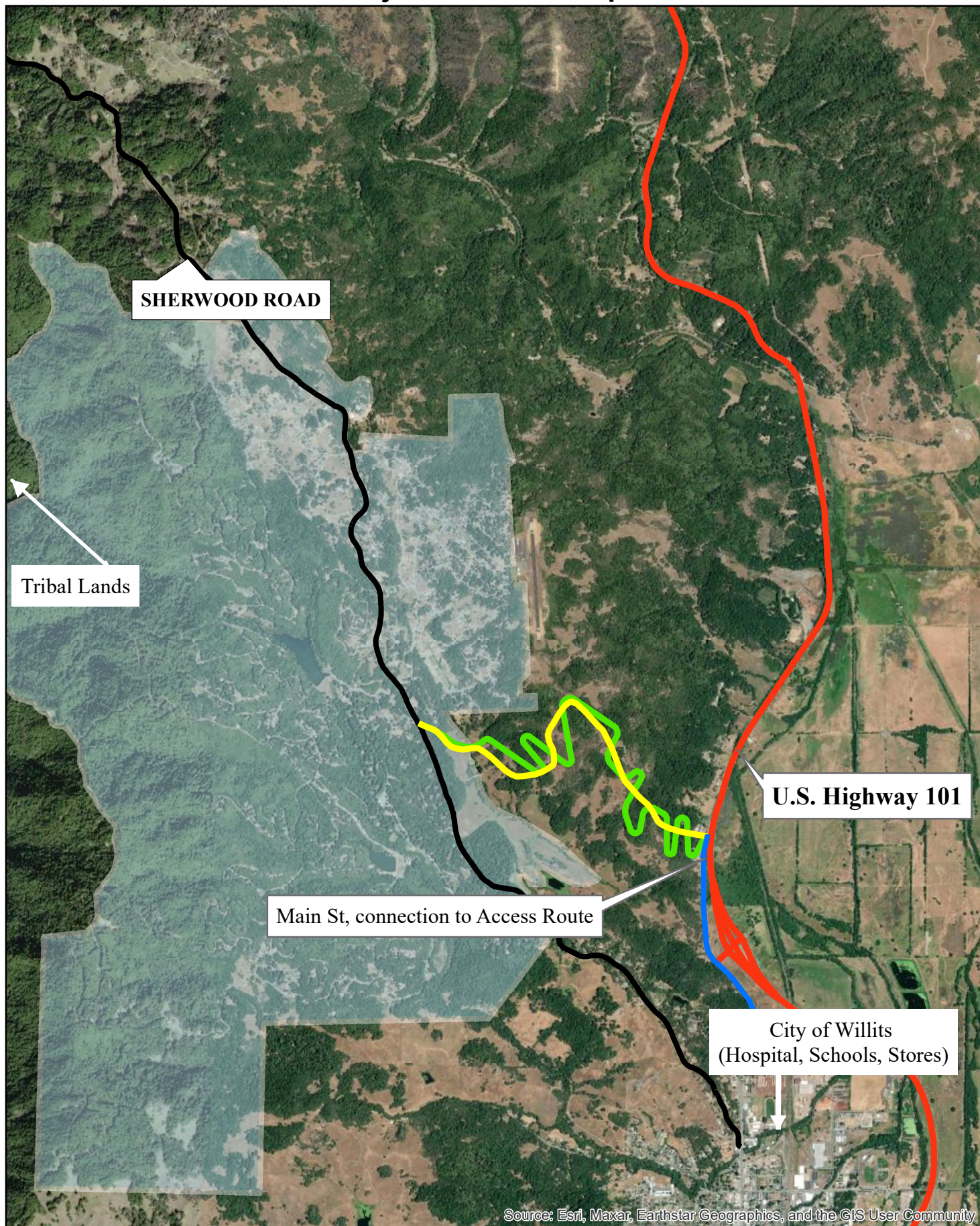
See page 7.

**Photos**

See pages 8 - 10.



# Project Location Map



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



## Brooktrails Second Access

0.6 0.3 0 0.6 Miles



- Main St.
- Proposed Access Route IH 042823
- Alternate Switchback Alignment
- Brooktrails Community (Climate vulnerable)

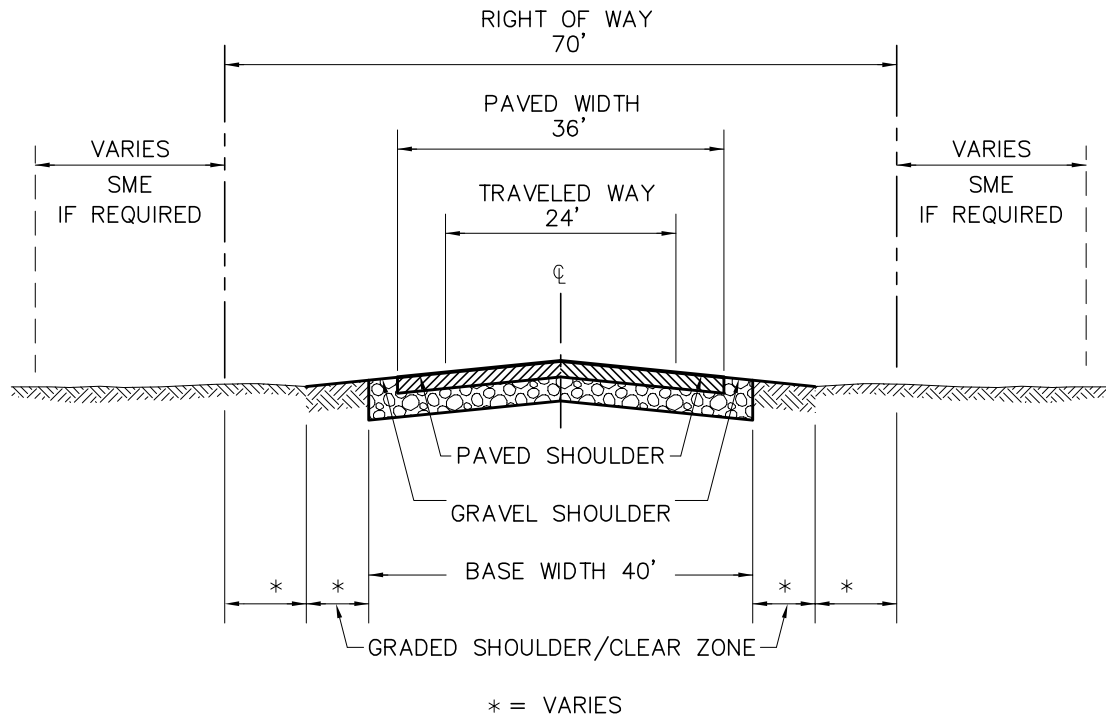
# Brooktrails Second Access






Figure 1. Sherwood Road looking south at the intersection of Primrose Drive. The proposed new road intersection is proposed to be on the East side of the road.



Figure 2. North Main Street looking south. The proposed new road location is to be located on the West side of the road.



**LEGEND:**

-  PAVEMENT
-  BASE
-  COMPACTED EARTH
- SME SLOPE MAINTENANCE EASEMENT

**NOTES:**

1. PARKING MAY BE PROHIBITED. PAVED SHOULDER TO SERVE AS BIKEWAY AND WALKWAY.
2. GRADED SHOULDER MAY BE USED FOR ADDITIONAL CLEAR ZONE IF REQUIRED.
3. RIGHT OF WAY OUTSIDE OF CLEAR ZONE MAY BE USED FOR ROADSIDE FACILITIES SUCH AS TURNOUTS, SIGNS, ROADSIDE VEGETATION, PUBLIC UTILITIES AND DRAINAGE FACILITIES.
4. SEE MENDOT STD. A18 FOR ROAD GRADING SECTIONS.



**CONNECTORS, MAJOR AND MINOR  
COLLECTORS, AND LOCAL CONNECTORS—RURAL  
TYPICAL ROAD SECTION**

MENDOT  
STD. NO.  
**A10C**

SCALE: NONE

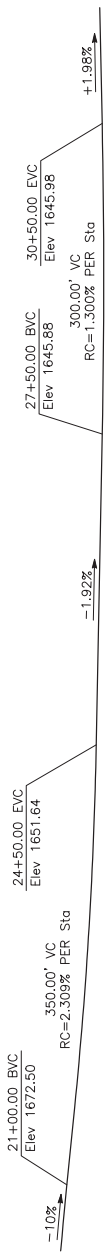
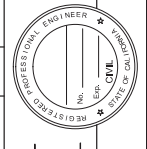
DESIGN: RCW

DRAWN: LMM

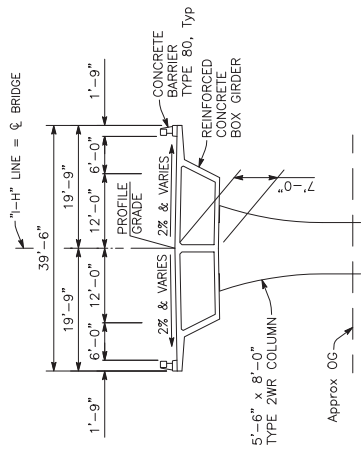
OCT. 2000

PAGE: A-3

DIS. COUNTY	ROUTE	PROJECT TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
1	MENOCINO			
REGISTERED ENGINEER - CIVIL				
PLANS APPROVAL DATE				
COUNTY OF MENDOCINO DEPARTMENT OF TRANSPORTATION 340 LAKE MENDOCINO DRIVE UKIAH, CALIFORNIA 95482				



**PROFILE GRADE**  
NO SCALE



**TYPICAL SECTION**  
1" = 10'

**NOTES:**

- ① Point Bridge No. XXX-XXXX and year completed
- ② Point "XXXXXXXXX Bridge"
- ③ Structure Approach Type EQ (10)

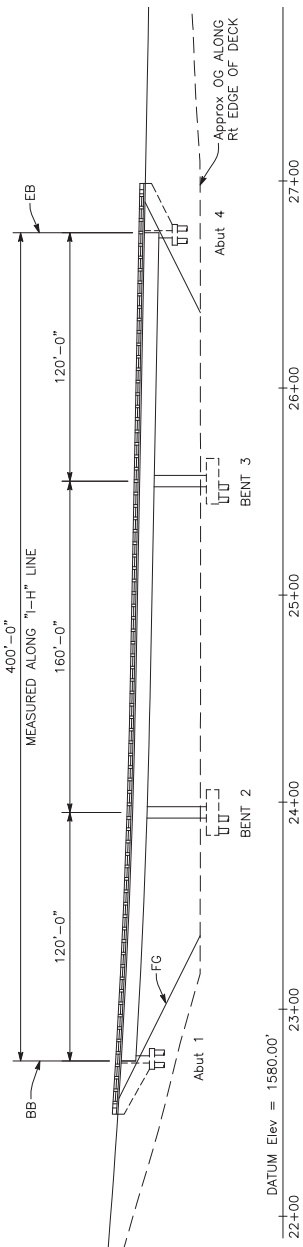
**LEGEND:**

- Indicates Direction of Water Flow
- Indicates Direction of Traffic

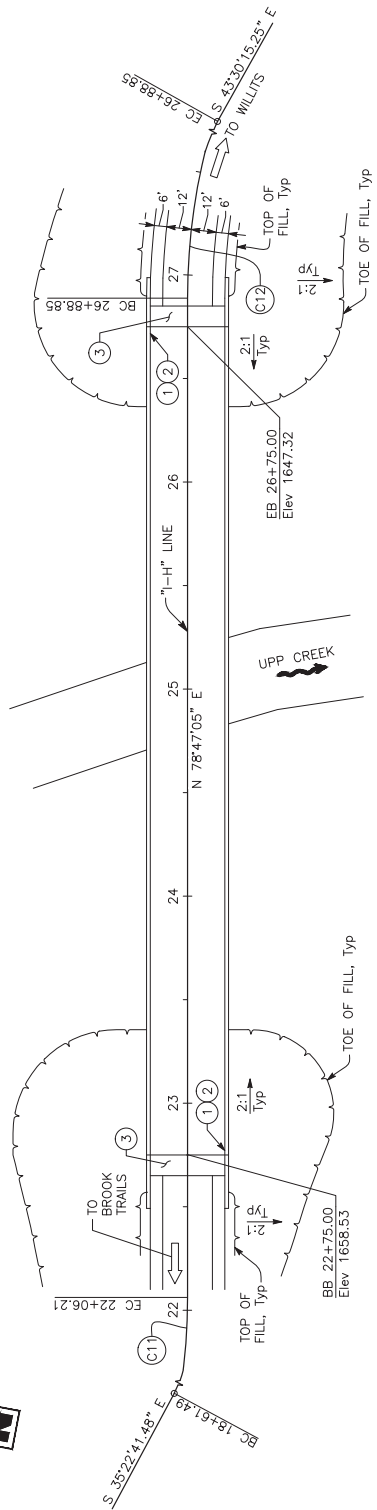
**COST SUMMARY**

Structure Depth	7'-0"
Length	400'-0"
Width	39'-6"
Area	15,800 Sq Ft
Cost/Sq Ft*	\$265.00
Total Cost	\$4,187,000

\* Includes 10% mobility & 25% contingency



**ELEVATION**  
1" = 30'



**PLAN**  
1" = 30'

**CURVE DATA**

No.	R	Δ	T	L
C11	300.00'	65°50'14"	194.22'	344.72'
C12	300.00'	57°42'40"	165.31'	302.17'

**35% SUBMITTAL NOT FOR CONSTRUCTION**

REGISTRATION NO.	DATE	APPROVAL RECOMMENDED BY	CHECKED BY	DATE	DESIGNED BY	DATE	PROJECT ENGINEER	DATE	REV. NO.	DATE
					T. DUBOVIK	5/14	M. PUGH	5/14		

ALIGNMENT "I-H" OVER UPP CREEK  
GENERAL PLAN



MENDOCINO COUNTY  
DEPARTMENT OF TRANSPORTATION

- See Appendix A, pages 2-7 for Project Programming Request Form.
- The County of Mendocino is an eligible applicant pursuant to Senate Bill 198.
- See address of each criterion identified in Section 12 below.

**12. A. Identification of at projected climate threat that will pose a risk to transportation infrastructure**

Per CalAdapt, the identified threat is Wildfires and Precipitation. Documentation is attached in Appendix A, pages 8-16.

**12. B. Identification of climate vulnerable, under-resourced, or underserved communities**

**12. B. 1. Federal Screening Tools**

Per the U.S Department of Transportation Equitable Transportation Community Explorer, Brooktrails is considered disadvantaged. Documentation is attached in Appendix A, pages 17-20.

**12. B. 2. State Screening Tools**

Brooktrails Township and the surrounding communities are all identified as climate vulnerable, under resourced, and underserved. Per the Census Median Household Income (MHI), the MHI for this tract is 59,705, less than 80% of the statewide MHI of 78,672.

Documentation is attached in Appendix A, pages 21-24.

**12. C. Consistency with all of the following:**

**12 C. 1) The Governor's Office of Emergency Services Adaptation Planning Guide**

This project is consistent with The Governor's Office of Emergency Services *Adaptation Planning Guide*.

**12. C. 2) California State Adaptation Strategy**

The project nomination incorporates environmental equity, protects vulnerable and under-resourced communities, and provides meaningful benefits to underserved communities. This project is most aligned with the priority to Strengthen Protections for Climate Vulnerable Communities, with the associated goal to engage with and build capacity in climate vulnerable communities.

### **12. C. 3) Regional Transportation Plan**

This project is consistent with the current approved Regional Transportation Plan. Consistency with goals is recognized on pages 20-32. This project is identified as a major unfunded need on page 53.

The Regional Transportation Plan can be found here:

<https://www.mendocinocog.org/files/653d21e36/2022+RTP-ATP+Feb+2022-Final+Adopted.pdf>.

### **12. C. 4) Climate resiliency and environmental justice goals of the region in which the project nomination is located**

This project furthers regional climate resiliency and environmental justice goals, targets, or performance measures, as identified in the Regional Transportation Plan (RTP). In order to improve resiliency of the area's transportation system, this project advances and improves emergency evacuation routes in order to respond to the increased threat of wildfires throughout the region.

These goals are identified on pages 20-22. Additionally, this project is recognized as a major unfunded need on page 53 of the RTP.

The Regional Transportation Plan may be found here:

<https://www.mendocinocog.org/files/653d21e36/2022+RTP-ATP+Feb+2022-Final+Adopted.pdf>

### **12. C. 5) Other regional or local climate adaptation plans**

This project furthers goals, performance measures, and targets of Mendocino County's Fire Vulnerability Plan and Evacuation Plan, by improving emergency evacuation routes in order to respond to the increased threat of wildfires throughout the region.

The project is recognized on pages 62-64 of the Fire Vulnerability Plan and on page 35 of the Evacuation Plan.

The Fire Vulnerability Assessment may be found here:

<https://www.mendocinocog.org/files/7261d7732/FireVulnerabilityAssessment.pdf>

The Evacuation Plan may be found here:

<https://www.mendocinocog.org/files/c99a8053f/EvacuationPlan.pdf>

**14 A. Climate Threat Impacts to Transportation Infrastructure and Climate Vulnerable Communities****14. A. 1) Discuss the risks to transportation infrastructure from the climate threat identified in Section 12A. Describe how recurring damage or asset failure may impact statewide and regional mobility, economic opportunities, goods movement, and the environment or natural resources.**

Wildfires and precipitation events can affect many aspects of transportation infrastructure, and the disruption to the transportation system due to this climate threat is often compounding, especially in an area such as Brooktrails, where access to different modes of transport and alternative routes are nonexistent.

One of the most at-risk elements in Mendocino County is Sherwood Road. Sherwood Road currently serves as the only paved access in and out of the Brooktrails Township. Additionally, many communities, such as the private subdivisions of Spring Creek and Sylvandale and the Sherwood Valley Rancheria of Pomo Indians of California rely on this road as the only egress to their communities, and it currently services as many as 6,500 trips per day.

Fire and heat from wildfires may damage many transportation elements, such as culverts, bridges, and guardrails and the heat may also cause deterioration of pavement. Additionally, the heavy equipment, such as bulldozers and water tankers, that are often used in firefighting efforts, may severely damage the roads due to their weight and tracts. Much of the current infrastructure along Sherwood Road is old and more vulnerable to damage.

Furthermore, wildfires can create water repellent soils and the destruction of surface litter and plant life can result in increased surface runoff and erosion. Wildfires followed by common precipitation events can produce water and debris flows several orders of magnitude greater than the precipitation event alone, pre-wildfire.

Given the mountainous nature of Brooktrails, the destruction of protective vegetation on slopes could lead to rockslides and slip outs. The increase of erosion may further the likelihood of structural failure for roadway infrastructure elements such as roads, bridges, culverts, and drainage systems.

Damage to any infrastructure elements along Sherwood Road and in the area may force road closures, increase maintenance requirements, and cause costly reconstruction of these failed elements. Because Sherwood Road is currently the only access point to these communities, any failure of the transportation system along Sherwood Road may severely hinder regional mobility as well as economic opportunities and goods movement in the area.

The threat to the transportation system in the Brooktrails area is further compounded by the fact that in the event of a wildfire, emergency services and firefighters may not be able to access and protect these areas quickly and aptly, as the response time for these areas is severely restricted by the limited access. If failure of infrastructure or any blockage of the transportation system occurred during a wildfire event, the consequences could be catastrophic, both to the environment of the area and the people and communities that exist within.

The combination of an extremely limited transportation system that hinges on Sherwood Road and the fact that the existing elements are vulnerable due to lack of support and funds, means that the risk of damage due to wildfire is extremely high. Additionally, because of the steep and winding nature of the area, repairs and replacements may take a long time and be extremely costly.

**14. A. 2) Describe the impacts to the climate-vulnerable, under-resourced, or underserved communities identified in Section 12B from the climate threat's effects to the transportation infrastructure. Describe impacts to safety and public health and well-being, including potential displacement of communities and individuals. Describe impacts to cultural resources, including Tribal cultural resources, as applicable.**

The Brooktrails Township, the private subdivisions of Spring Creek and Sylvandale, the Sherwood Valley Rancheria of Pomo Indians of California, and the surrounding areas and communities that are impacted by this project, all fall fully within the defined terms as disenfranchised and disadvantaged. These communities are all apart of Census Tract 106.

The most direct threat to these communities due to the effects of wildfire and precipitation on the transportation infrastructure in the area is in the event of road closures during a wildfire event. All these communities rely on Sherwood Road as the only point of access out of the Brooktrails Township. Currently, along the Sherwood Road corridor, when there are traffic obscurants, the road may be blocked for hours at a time, completely impeding movement in and out of the community for all. The lack of alternative and suitable evacuation routes and safe means of travel could cause serious delays and logistical problems for both residents and firefighters, leading to an increase of risk and damage to the community. In the event of a wildfire, this failure of the current transportation system could prove to be extremely fatal.

Delays in firefighting efforts may also lead to an increase in property damage, both residentially and commercially. It may also lead to an increase in damage of utilities needed by the community. There are a lot of critical community assets that are currently at great risk due to a lack of access in the event of a disaster, such as the Willits Water Treatment Plant, the Willits Municipal Airport, and the Brooktrails Community Services District. Damage to any one of these could have real effects on the communities that rely on them.

Wildfires may significantly damage commercial structures and businesses, as well as agricultural commerce. North of the Brooktrails Township there are cattle ranches and logging sites. In addition to the immediate threat to crops, livestock, and lumber, wildfires can have detrimental effects on the soil and water that continue to affect these industries for many years to come. Potential delays in firefighting effort due to the lack of and or failure of transportation infrastructure further increase this risk. Displacement is also an issue in the case of agricultural damage, as the communities that live there rely on it, such as Sherwood Ranch.

Damage to the transportation infrastructure and road closures due to the compounding effects on wildfires may continue to damage the communities that rely on Sherwood Road as the only form of access in and out by severely impacting mobility. Many people that live within the Sherwood Road corridor commute to the city of Willits, and continuous delays may severely impact these



residents. Further, if the business that do exist within the Township and surrounding areas are continuously met with delays and obscurations, it may negatively affect them.

Displacement due to these events is real threat. Potential damage to the only route in and out of these communities and the infrastructures that the communities rely on may have compounding consequences given the rural nature of the area and how difficult and costly it is to fix and improve failed infrastructures.

One of the communities that would be impacted by these failures is the Sherwood Valley Rancheria of Pomo Indians of California. In the event of wildfire, Cultural and Tribal cultural resources may be lost or damaged. Protection of these lands and resources is an important aspect of ensuring the climate equity.

Because these communities are already under-resourced and underserved, the negative impacts due to the compounding issues of climate change are extensive.

#### **14 B. Resiliency, Preservation, Enhancement, and Protection Benefits**

##### **14. B. 1) Explain how the proposed project will increase the climate resiliency of the at-risk transportation infrastructure.**

Brooktrails and the surrounding communities rely solely on Sherwood Road as the only access road in and out of the Brooktrails Township. There is a real, immediate need for emergency access around Sherwood Road in the event of wildfires. Creating a second access into the Brooktrails Township would improve public safety service and emergency response times. A second access would allow for these communities to better prepare for and respond to wildfire events. By improving these response times and decreasing the likelihood of delay due to congestion and road closures, there is a lowered risk to the infrastructure in the event of a wildfire.

By incorporating fire-resistant construction materials and vegetation management strategies along the road and bridge, the risk of damage due to wildfires may be mitigated.

It is important that the climate resiliency of the whole system be considered in addition to individual elements. By creating a second access, traffic flow would be streamlined and congestion in both Brooktrails and the City of Willits would decrease, thereby reducing the strain on the current transportation system. Creating a second route also creates more potential for access in and out of the community in order to repair or replace infrastructure without negatively impacting the current transportation system.

The Brooktrails Second Access project would be a vital step towards increasing the climate resiliency of the Brooktrails area. By increasing the resiliency of transportation assets, creating alternative access routes, and enhancing the safety and preparedness of climate-vulnerable communities in the face of evolving climate challenges, it would allow for the communities of the Brooktrails area to progress with climate adaptation and equity measures. This project aims

to protect the region's infrastructure, natural resources, and the well-being of its residents in the event of future climate disasters.

**14. B. 2) Explain how the proposed project will increase the transportation system's ability to preserve, enhance, or protect each of the following at the local and regional or statewide level: Mobility, accessibility, economic development and vitality, goods movement, environment or natural resources, safety of adjacent communities and all users of the transportation system, cultural resources, including Tribal cultural resources, if applicable, and other critical infrastructure, if applicable.**

Road closures due to wildfires and related cascading disasters would disrupt the movement of goods in the area, leading to delays and logistical challenges for both passenger and freight transportation. Creating a second access would enhance regional and local mobility by creating an alternative route and additional connections between the communities of Brooktrails and surrounding areas with the city of Willits as well as connection to Highway 101.

A second access would enhance local and regional accessibility. The current lack of alternative modes and routes severely hampers the community's accessibility of the current transportation system. Creating a second access would reduce disruptions to transportation flow and ensuring continuous connectivity and accessibility for residents and emergency services.

By increasing the mobility and accessibility at the local and regional level, it allows for an increase in the economic development and vitality of the region. Decreasing of risk of damage due to wildfires and precipitation for these communities would allow for the creation of new opportunities for investment and development.

Creating a second access in and out of the Brooktrails Township will protect the movement of goods locally and regionally by decreasing the risk of wildfires and infrastructure failure. This would provide a more resilient transportation corridor for the movement of goods in and out of the area. Additionally, the creation of a second access will decrease congestion in the area, allowing for a more efficient movement of goods.

By creating a second access, this project will protect environments and resources by decreasing the risk of wildfire disasters to the redwoods. By increasing response times of emergency services and firefighting efforts this project would help to preserve the ecological balance and habitats of the region.

Creating a second access will greatly increase the safety of communities by creating alternative routes and lowering traffic and congestion. Because of the lack of alternative access to these areas, road closures due to these potential infrastructure failures could seriously impact the health and safety of the communities. These may also be impacted by the loss or damage of utilities and critical infrastructure in the area.

One of the communities that would be severely impacted in the case of wildfire events and failure of the transportation system due to these events would be the Pomo Sherwood Rancheria. Creating a second access would increase the safety and wellbeing of the people and land they live on, protecting and preserving Tribal cultural resources.

By increasing the response time and the access to critical infrastructure in these communities, such as the Water and Sewer Treatment Plant, the Willits airport, schools, and other community buildings and services, it would greatly protect these critical infrastructures. It would allow for more mobility within the community for maintenance and protection.

#### **14 C. Environmental equity for climate-vulnerable, under-resourced, and/or underserved communities**

##### **14. C. 1) Explain how the proposed project incorporates environmental equity and directly benefits climate-vulnerable, under-resourced, and underserved communities.**

This project directly affects and is located entirely within the underserved and climate vulnerable community of Brooktrails, as identified in section 12.B. It also directly impacts the surrounding communities, all of which are also deemed climate vulnerable and underserved.

Each of these communities rely on the current infrastructure system that hinges on Sherwood Road. Due to this, these communities are at a much higher risk due to wildfires and the risk has only increased in the years since the project was first discussed, as climate change has continued to intensify the risk.

Most importantly, creating a second access would address the immediate need of additional and alternative evacuation routes in the case of wildfire and other disasters. The health and safety of the people that live in these communities is paramount.

Additionally, the negative impacts on the communities due to the compounding consequences of failures within the transportation system may be lessened by creating an alternative route. A second access would decrease congestion in the area and create a safer transportation corridor for driving and other non-motorized vehicles. This would allow for more mobility and accessibility for community members.

Environmental equity is incorporated by addressing the needs of these climate vulnerable communities and protecting the critical infrastructure these communities rely on.

The project also demonstrates environmental equity by actively involving the climate-vulnerable communities in the decision-making process, as demonstrated in question 14.D).

##### **14. C. 2) Describe how anti-displacement policies (see Appendix E) and actions are being implemented to discourage project-induced impacts. If indirect displacement is not an issue, applicants must explain why it is not a concern.**

There are currently no displacement issues due to the creation of this project, as all the land that is being utilized in construction is undeveloped.

Additionally, Brooktrails was developed to have more than 4,000 properties and currently there are only approximately 1600 homes within the township, with many lots unowned and undeveloped. Housing development has currently reduced, in part due to the lack of transportation access. Creating a second access would not cause any displacement for current

residents, as there is ample and intended room for growth. Furthermore, it would allow for more housing development in the area, furthering Mendocino County's housing and land use goals as determined by the Regional Housing Needs Allocation and the Mendocino County Housing Element.

#### **14. D. Community Engagement**

**14. D. 1) Describe the public stakeholders who were engaged in the development of the project nomination.**

**14. D. 2) Describe the process used to identify the community's mobility needs and explain how the proposed project will address those mobility needs.**

**14. D. 3) Describe and provide documentation of the public outreach, engagement, and collaboration activities performed during the project development. Explain how stakeholder engagement will continue during project implementation.**

**14. D. 4) Explain how community input was received and incorporated into the project.**

**14. D. 5) Identify strategies included in the project scope that seek to avoid or minimize impacts, as determined through collaboration with community members.**

Over the two decades that this project has been discussed and advanced, there have been many community groups and public entities that have been a part of the development of this project. The public stakeholders that have been engaged in this project nomination are Mendocino County, Mendocino Council of Governments (MCOG), Mendocino County Board of Supervisors, the Brooktrails Township Community Services District, and members of the public.

The community mobility needs were first identified in the Brooktrails Specific Plan, initially developed in the early 1990's. After the Oakland firestorm in 1991, which had similar geographic markers to the Brooktrails Township, the need for a second access to the township was raised by community members, community groups, and Mendocino County. Over the years, there have been many studies to analyze how best to meet this need.

The initial 1991 Brooktrails Specific Plan listed multiple potential alignments of the second access, ranking the preferred route based on public opinion and feasibility given the infrastructure system at the time. In 2004, the Brooktrails Board of Directors issued an amendment to the Specific Plan that was approved by the Mendocino County Planning Commission after the Willits Bypass Project began, changing the preferred second access route.

In late 2007, the Mendocino County Department of Transportation (MCDOT) began work with KOA Corporation to create a study with the intention of reducing the numerous and varied alignments proposed over the years down to a manageable number of viable, realistic alignments. This study included public outreach and public meetings, where community members were able to discuss and provide input. This input was then used in addition to technical feasibility to rank the preferred alignments. This outreach and the implementation of it is documented in Appendix B, pages 2-42.

After the results from the KOA feasibility study, a supplemental feasibility study was then prepared by Drake Haglan and Associates (DHA) in 2011. It included the preparation of conceptual roadway layouts and profiles for two additional alignments. This study also included gathering of technical information for the environmental constraints, geotechnical features, and traffic descriptions for the additional alternatives.

In 2012, a “Trip Diversion Study” was prepared by Whitlock and Weinberger Transportation, Inc, as a subcontractor for DHA. This study looked at the effectiveness each alternative had in removing the traffic demand on Sherwood Road. The Trip Diversion Study was accepted by the Mendocino County Board of Supervisors in a public forum on February 13, 2012. The study included a survey of the residents, traffic data collection, route drive time determinations, and trip diversion estimates. This public outreach is documented in Appendix B, pages 43-52. Trip diversions from Sherwood Road to each of the second access alignment alternatives were estimated based on projected traffic volumes and the number of developed parcels. The Board of Supervisors then designated alignments to move forward with for additional engineering analysis and environmental studies for the Project Approval and Environmental Document (PA&ED) phase of this project.

In 2012, the Project PA&ED Initiation Report was completed by DHA. To further advance this project, preliminary geometric roadway drawings, bridge advanced planning studies, and construction cost estimates were prepared. Area of Potential Effect Maps and a Preliminary Environmental Study were also prepared.

During the September 10, 2013, Board of Supervisors (BOS) public meeting, direction was given for MCDOT to not return with future expenditures related to this project unless a funding source sufficient to complete it could be identified. This project has largely been dormant due to lack of any viable funding source to complete environmental, design, right of way, and construction.

Despite the suspension of work on further analysis, this project has been continuously identified as a major need by community members and governing bodies.

In 2017, Mendocino County experienced a fire that caused the evacuation of the people of Brooktrails. A meeting was held by community members to discuss the concerns about both emergency evacuation routes and long-term transportation needs, including as the construction of a second access road. The Board of Directors of Brooktrails Township Community Services District wrote to the Mendocino County BOS to improve evacuation routes, as documented in Appendix B, on page 53-56.

In 2020, MCOG released a Fire Vulnerability Assessment, as a part of the Caltrans Adaptation Planning Grant. This assessment again addressed the need for a second access into the Brooktrails Township. The development of this assessment and an Emergency Evacuation Preparedness Plan included a public outreach plan, which included a web based public outreach that received over 250 responses. The survey showed that Brooktrails was considered to be the most vulnerable community to wildfire within Mendocino County, and 118 responses felt the biggest issue in the event of a wildfire was “One way in/One way out”. The public outreach for this assessment has been documented in the Public Outreach Plan, attached in Appendix B, on page 57-97.

This project has also been identified as a part of the Mendocino County General Plan, consistent with the Brooktrails Township Specific Plan Goals and Policies.

Each time this project has been advanced, it has been brought before the Mendocino County BOS in a public forum.

F. Evaluation Criteria

Brooktrails Second Access Project  
Mendocino County Department of Transportation

The input from community members has been instrumental in the creation and implementation of this project. If given this grant, public input will continue to be a part of the implementation through public forum board meetings, and through the input and collaboration of key stakeholders.

**15. A. Reduction of Greenhouse Gases –Describe how the proposed project will reduce greenhouse gas emissions and criteria pollutants and advance California’s air quality and climate goals, including the proposed use of natural infrastructure elements.**

This project will decrease greenhouse gases by decreasing the congestion in the Brooktrails area. Sherwood Road lets out near the Willits High School, and at peak hours there is a high number of cars idling due to congestion and delays. The Trip Diversion Study that was completed in 2012 showed that with the preferred alignment, approximately 40% of traffic would be diverted through the second access on a daily basis. Creating this second access would decrease congestion, thereby reducing greenhouse gas emissions in the area. It would also create a safer corridor for all users, leading to more non-motorized travel.

**15. B. Reduction of Vehicle Miles Traveled – The project nomination should demonstrate how the project will minimize vehicle miles traveled while maximizing person throughput.**

As approximately 40% of traffic would be diverted through the second access on a daily basis per the Trip Diversion Study, creating a second access into and out of Brooktrails will allow drivers to take more direct routes. The improved connection between these communities and State Highway 101 would minimize vehicle miles traveled.

Additionally, creating a second access would address some of the safety concerns regarding Sherwood Road, such as the narrow shoulders and high traffic volume at peak hours. Creating a safer corridor through the construction of a second access with wider shoulders, may lead to an increase in non-motorized opportunities and a decrease in vehicle miles traveled.

**15. C. Transportation, Land Use, and Housing Goals –****15. C. 1) Regional -The project nomination should explain how the project will advance transportation, land use, and housing goals within the region as identified in the region’s Regional Transportation Plan, and Regional Housing Needs Allocation.**

The project is consistent with the Regional Transportation Goal. The Regional Transportation Plan may be found here: <https://www.mendocinocog.org/files/653d21e36/2022+RTP-ATP+Feb+2022-Final+Adopted.pdf>.

The Second Access project in Brooktrails will advance regional transportation, land use, and housing, as defined by the Regional Transportation Plan (RTP). This project advances and improves emergency evacuation routes in order to respond to the increased threat of wildfires throughout the region, as defined by the goals in the RTP, on page 22 and 24. It also addresses the goals of housing by encouraging infrastructure projects that support compact growth and support infill development, such as that in Brooktrails, as seen on page 22. The RTP identifies the Brooktrails Second Access as a Major Unfunded Need. On page 53 it states, “A second access to the Brooktrails Township has long been identified as a need. This project would provide an alternate access route to Brooktrails, a Planned Residential Development (PRD) of approximately 4,500-5,000 single-family dwelling units. At present there are an estimated 1,500 dwelling units constructed. A second access would relieve traffic along Sherwood Road,

currently the only access to the community, and provide an alternative during times of emergency.... Steps should be taken by the County and other stakeholders in the near future to reinstate project development and funding efforts.” It is also mentioned on page 48, as a safety and operational need, stating “Safety concerns noted at Sherwood Road (hazardous conditions, concerns for pedestrian, bicycle, and vehicle safety on the narrow, curvy, and hilly roadway; need for a second access road to serve Brooktrails and other communities along Sherwood Road”.

By advancing this project and constructing this second access, it would address the need for evacuation routes and safety concerns within Brooktrails, allowing for an improved traffic system and for more development goals to be met. It would support compact growth and infill development in the township of Brooktrails.

The second access project will also advance the land use and housing goals as identified with the Regional Housing Needs Allocation (RHNA). On page 1 and continued to page 2, it is noted that “Even under typical conditions, [the] rate of growth [as anticipated by the California Department of Housing and community Development] would be unlikely for Mendocino County, but it is nearly impossible during the current period of fire recovery.... Unfortunately, the need to clean up and rebuild after the fire further limits the potential for creation of additional housing units in the region. In our rural area, there are few construction and development companies able to build homes.”

As growth is limited by the rebuilding efforts after the 2017 and 2018 fires, by protecting the communities of Brooktrails and the surrounding areas from the risk of fire, it would allow for the continuation of development.

In the memorandum in the appendix of the RHNA, on page 21 of the document, it is noted that, “Brooktrails is further challenged by the lack of adequate transportation access in the event of an evacuation or disaster. Therefore, while opportunities for limited in-fill development exist, large-scale residential construction as required by HCD would necessitate substantial improvements...”. On page 23, it is discussed that, “Widespread areas of the County have high fire risk, and many areas can be classified as wildland/urban interfaces (WUI). Wildland fires are a major risk to housing development and pose a substantial constraint with regard to new housing development.”

By decreasing the risk of extreme damage due to wildfire in the Brooktrails area, and by protecting the current infrastructure, the creation of a second access into the Brooktrails Township aligns with the transportation, land use, and housing goals in Mendocino County.

The RNHA can be found here:

<https://www.mendocinocog.org/files/e7df662e9/RHNA+Plan+2018-Adopted.pdf>.

This project is also consistent with the Sonoma Mendocino Comprehensive Economic Development Strategy. This Plan may be found here:

<https://sonomaedb.org/Microsites/Economic%20Development%20Board/Documents/CEDS/CEDS%20Final%20ADA.pdf>



It is a part of the goals to plan and implement resilience, as defined on page 26, through the construction of secondary emergency escape egress from a small one road community and a tribe. This project is specifically defined as need on page 54.

**15. C. Local -The project nomination should explain how the project will advance local transportation, land use, and housing goals.**

**15. C. Local 1) Demonstrating, at the time of project nomination, the local jurisdiction has submitted its Housing Element annual progress report to the State of California for the current and prior year.**

The Second Access project in Brooktrails will advance local housing goals, as it aligns with the Mendocino County Housing Element. The current Housing Element runs from 2019 to 2027. The 2021 Housing Element APR was submitted on 3/21/2022 and the 2022 Housing Element APR was submitted on 3/29/2023, with an amendment submitted on 6/7/2023. This is documented in Appendix C, on page 2-3. The Housing Element may be found here:

<https://www.mendocinocounty.org/home/showpublisheddocument/38190/637371541454530000>

On page 131 of the Mendocino County Housing Element, the need for a second access in the Brooktrails area is stated, “The community of Brooktrails complicates matters [of congestion in the City of Willits] further north along Main Street in Willits. This sprawling, nearly 2,000-unit community has only one access route, Sherwood Drive. This route exits onto North Main Street directly across from the high school, which adds to the congestion in the area.... Given the nature of the road network in the Willits/Brooktrails area, any large-scale residential development would have to address those issues in all parts of this area before construction”.

On page 126 of the Mendocino County Housing Element, the situation of Brooktrails is addressed, “the Brooktrails Township comprises 12.6 square miles with 6,605 parcels....The [Brooktrails Township Specific Plan] incorporates a voluntary program to reduce the number of lots to approximately 4,000 to reflect development and service potential. In addition, lot sizes may be reduced from a 6,000-square-foot minimum to a 4,000-square-foot minimum. Upgrades to the City of Willits wastewater treatment plant will be able to support a limited amount of development within the township. However, for full buildout to occur, a second reservoir and road access will need to be constructed to properly serve all 4,000 new and existing units.... Impacts such as fire protection ... would also need to be addressed”.

On page 275 it states that, “The majority of sites identified in [region 5] are in the Township of Brooktrails, northwest of Willits.... Although this area continues to have sufficient lands designated for more than 600 units of housing, an insufficient water supply and limited road access have precluded further development in this area. However, all of the Brooktrails sites identified during this analysis have both water and sewer access and are not in a floodplain. These sites represent significant development potential”.

**15. D. Cost Effectiveness – Consideration will be given to projects that provide positive benefits in relationship to the project costs.**

The This project offers several benefits that could positively impact the project costs, making it a strong candidate for consideration:

- **Reduced Emergency Response Time:** This alternative access will decrease the emergency response times, potentially saving lives and minimizing property damage during wildfire events and other disasters. This project provides alternative access routes for evacuation during natural disasters, such as wildfires, and precipitation events. This improved evacuation infrastructure can mitigate the risks associated with disasters, ensuring more efficient and safer evacuation processes for residents, reducing potential loss of life, and minimizing damage to property and the environment.
- **Lower Construction Costs:** The concept construction cost for this project is estimated at \$50M, which is less expensive than some of the other proposed alternatives. The cost-effectiveness of this project makes it an attractive option for consideration.
- **Minimal Displacement:** The extension does not require the displacement of any business or residence, and this reduced need for property acquisition and relocation costs could contribute to overall cost savings and community acceptance.
- **Favorable Traffic Analysis:** The preliminary Trip Diversion Study indicates around 40% of traffic on Sherwood Road will be diverted to the new road, decreasing congestion, and allowing for greater mobility within the community and to connecting areas.
- **Potential Economic Development:** Improved roadway access through this area could attract businesses, stimulate economic growth, and create employment opportunities in the Brooktrails and Willits area. This economic development could lead to increased tax revenue and further offset project costs.

Considering these potential benefits, the This project appears to have a positive relationship between the expected benefits and the estimated project costs.

### **Delivery Method**

The delivery method being used for this project will be design-bid-build.

### **Contracts**

Not applicable; only one construction contract will be needed.

### **Schedule Threats**

Potential schedule threats include environmental constraints, potential cultural resources, geotechnical concerns, and land acquisition needs. However, a fatal flaws analysis was conducted in 2014 as part of the Project PA&ED Initiation Report, and no threats were found that would cause detrimental project delays.

Potential environmental threats include Upp Creek and associated riparian corridor, as well as special-status plant and wildlife habitat primary biological constraints including impacts to wetlands and waters subject to Section 404 of the Clean Water Act, critical habitat for Northern California steelhead, likely critical habitat for Southern Oregon/Northern California Coho salmon, known territory for northern spotted owl, and potential proximity to serpentine soils (plants) that will need to be avoided. In order to keep the project on schedule, we will work closely with Caltrans, the permitting and regulatory agencies, and our environmental consultant to make sure that all concerns are addressed and properly mitigated.

Potential cultural threats include the potential for the discovery of cultural resource areas. However, the initial records research showed that there are no known cultural sites in the project area. In order to keep the project on schedule, our environmental consultant will perform an extensive cultural study, and any culturally sensitive areas will be avoided by routing the road around these areas.

Potential geotechnical threats include the presence of unstable (slide-prone) terrain, faulting, and shallow groundwater. In order to keep the project on schedule, significant consideration will be given to these threats during design for construction and long-term maintenance.

Potential land acquisition threats include right-of-way negotiations because acquisition of right-of-way will be required. Approximately thirteen partial or full acquisitions will be required for this project, as well as temporary construction easements. In order to keep the project on schedule, the County will continue its public outreach in order to inform the public about the importance of this project and work with affected property owners to address their concerns.

### **Other Potential Threats**

Other potential threats include funding commitments. We have requested the required match contribution be programmed with the available LTCAP state-only (non-federal) funding. If this request is denied, we will have to go back to our Board of Supervisors so that they can re-prioritize existing funding to allocate to this project.

### **Rail Company Coordination**

Not applicable.

**California Environmental Quality Act and National Environmental Policy Act Status:**

This project will be required to secure approval for both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Although we have not secured approval for CEQA or NEPA at this time, preliminary analyses have been conducted to identify potential biological and cultural constraints for the project, as well as a preliminary analysis of the technical studies, regulatory consultations, environmental documents, and permits that will need to be completed in order to comply with CEQA and NEPA regulations. Applicant will hire an environmental consultant to utilize the preliminary analyses that have been conducted to complete the required documentation for CEQA and NEPA.

During past work on the project, in order to identify the primary biological resource constraints, a list was generated to identify the sensitive natural communities known to occur within the project area. These include Upp Creek and associated riparian corridor, as well as special-status plant and wildlife habitat primary biological constraints including impacts to wetlands and waters subject to Section 404 of the Clean Water Act, critical habitat for Northern California steelhead, likely critical habitat for Southern Oregon/Northern California Coho salmon, known territory for northern spotted owl, and potential proximity to serpentine soils (plants) that will need to be avoided. There are likely smaller unnamed drainages and wetlands, and possibly other potential sensitive natural communities within the project area; a biological survey and a wetland delineation will be needed during the PA&ED phase of the project to determine the presence or absence of other potential sensitive natural communities. Potential mitigation measures will be included in the final environmental documents.

A preliminary cultural resources study was conducted in 2013. This limited cultural resources study consisted of a records search at the Northwest Information Center (NWIC) and an intensive pedestrian survey of the 300-foot wide corridor along the alignment. Eleven surveys and nine cultural resources were conducted with the project's ½ mile records search area. Approximately 5% of the alignment was surveyed. No cultural resources were identified as a result of this survey. Portions of the alignment could not be surveyed because rights-of-entry had not been granted by property owners. Due to the number of recorded sites in the study area, there is a high possibility of identifying additional Native American and historic-era cultural resources in the un-surveyed portions of the study area. An intensive survey of the whole Area of Potential Effect (APE) would need to be completed during the environmental clearance process. Potential mitigation measures will be included in the final environmental documents.

The following preliminary draft environmental documents were included in past work completed on this project: Area of Potential Effect (APE) map exhibit, Caltrans Local Assistance Procedures Manual Exhibit 6-A Preliminary Environmental Study (PES), Summary of Biological Fieldwork, and Skeleton Environmental Document. However, no link is available for the draft or final environmental documents because more environmental studies need to be conducted before they are posted as part of the environmental clearance process.

**Funding Table**

Phase	Fiscal Year of Allocation	Amount	Funding Source	Committed or Uncommitted
PA&ED	2023/24	\$4,800,000	LTCAP (federal)	Uncommitted
		\$1,200,000	LTCAP (state match)	
PS&E	2026/27	\$4,800,000	LTCAP (federal)	Uncommitted
		\$1,200,000	LTCAP (state match)	
R/W	2026/27	\$4,000,000	LTCAP (federal)	Uncommitted
		\$1,000,000	LTCAP (state match)	
CON	2029/30	\$26,400,000	LTCAP (federal)	Uncommitted
		\$6,600,000	LTCAP (state match)	

**Required Match**

As a rural, underserved, and under-resourced area, Mendocino County is requesting the required match contribution be programmed with the available LTCAP state-only (non-federal) funding.

**Cost Overruns**

The Board of Supervisors resolution authorizing the Director of Transportation to apply for the LTCAP grant also directs the Director of Transportation to seek direction and match funding should the offer of grants come with match requirements. The Director will seek additional funds from the Board for additional cost overruns as well.

**Federal Discretionary Grant Funds**

None.

APPENDIX A  
SCREENING CRITERIA

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	07/31/2023 20:17:47	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
01				Mendocino County			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Mendocino County	NEW						
				MPO	Element		
				NON-MPO	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Alicia Winokur			707-234-2804	meiera@mendocinocounty.org			

**Project Title**

Brooktrails Second Access Project

**Location (Project Limits), Description (Scope of Work)**

In the town of Brooktrails, from Sherwood Road, CR 311, at the intersection with Primrose Drive, CR 604, to North Main Street, CR 300, in Willits. Construct approximately 2 miles of a new local road and a new local bridge structure.

Component	Implementing Agency
PA&ED	Mendocino County
PS&E	Mendocino County
Right of Way	Mendocino County
Construction	Mendocino County

**Legislative Districts**

Assembly:	1	Senate:	2	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/30/2014	
Begin Environmental (PA&ED) Phase		07/30/2024
Circulate Draft Environmental Document	Document Type (ND/MND)/CE	06/30/2026
Draft Project Report		06/30/2026
End Environmental Phase (PA&ED Milestone)		12/30/2026
Begin Design (PS&E) Phase		12/30/2026
End Design Phase (Ready to List for Advertisement Milestone)		06/30/2029
Begin Right of Way Phase		06/30/2027
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2029
Begin Construction Phase (Contract Award Milestone)		12/30/2029
End Construction Phase (Construction Contract Acceptance Milestone)		12/30/2031
Begin Closeout Phase		12/30/2031
End Closeout Phase (Closeout Report)		12/30/2032

**Purpose and Need**

The Brooktrails Township is an unincorporated community located immediately northwest of the City of Willits in Mendocino County, and its subdivisions are some of the densest wildland/urban interface developments in the county. The township is comprised of the subdivisions of Brooktrails, Sylvandale, and Spring Creek, and has over 1600 homes and 4500 residents. Additionally, to the north of this area lies the Sherwood Valley Rancheria of Pomo Indians of California, and other smaller ranches and homesteads. Over 2000 people live in more the more rural areas outside of the township. Every one of these communities relies solely on Sherwood Road as the single paved access in and out of the area.

The extremely limited access, steep slopes, and roads and dwellings interspersed with undeveloped, overgrown parcels surrounded by a natural greenbelt environment, offer the potential for extensive damage due to wildland fire and precipitation events. Residents evacuating down the single access may impede responding fire personnel, causing road blockages and long response times for emergency services, further increasing the risk in the event of a climate disaster.

A second access to the Brooktrails Township has long been identified as a need, and over the past two decades, there has been an extensive discussion about the implementation and development of this project by residents, citizen groups, elected officials, task groups, and public agencies. Ever since the necessity of an alternative route was first determined, climate change and the risks associated with it have only progressed, further amplifying this need.

The purpose of this project is to provide an alternative route during times of wildfire events and other climate disasters, increasing response times of emergency services and personnel. This project seeks to increase the protection of existing infrastructure and the increase of the climate resiliency of the community and current transportation system, by increasing access.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - new	Miles	2
Bridge / Tunnel	New local road bridge structures/tunnels	SQFT	14,400



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Date 07/31/2023 20:17:47

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**Additional Information**

This project meets Sustainable Communities Strategy Goals as defined by the Regional Transportation Plan (RTP), and reduces Vehicle Miles Traveled.

It meets goals defined by the RTP by implementing a project that can mitigate for vehicle miles traveled and by seeking mobility solutions for remote rural areas of the County unable to be served by traditional transit service due to remoteness and low population density. This project will help Mendocino County residents to proportionately contribute to the California greenhouse gas reduction targets as it decreases congestion at the Sherwood Road intersection by diverting 40% of traffic to the alternate route, thereby decreasing greenhouse gas emissions.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Vehicle Volume	LPPF, LPPC, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	3,465	6,300	-2,835

District	County	Route	EA	Project ID	PPNO
01	Mendocino County	NEW			

Project Title  
 Brooktrails Second Access Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Mendocino County
PS&E									Mendocino County
R/W SUP (CT)									Mendocino County
CON SUP (CT)									Mendocino County
R/W									Mendocino County
CON									Mendocino County
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)					6,000,000			6,000,000	
PS&E							6,000,000	6,000,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W							5,000,000	5,000,000	
CON								6,600,000	
<b>TOTAL</b>					6,000,000		8,800,000		

Fund #1:	Other Fed - Local Transportation Climate Adaptation Program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)					4,800,000			4,800,000	
PS&E							4,800,000	4,800,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W							4,000,000	4,000,000	
CON							26,400,000		
<b>TOTAL</b>					4,800,000				

Fund #2:	Other State - Local Transportation Climate Adaptation Program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)					1,200,000			1,200,000	
PS&E							1,200,000	1,200,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W							1,000,000	1,000,000	
CON							6,600,000	6,600,000	
TOTAL					1,200,000		8,800,000		

# Local Climate Change Snapshot



Census Tract 6045010600  
California

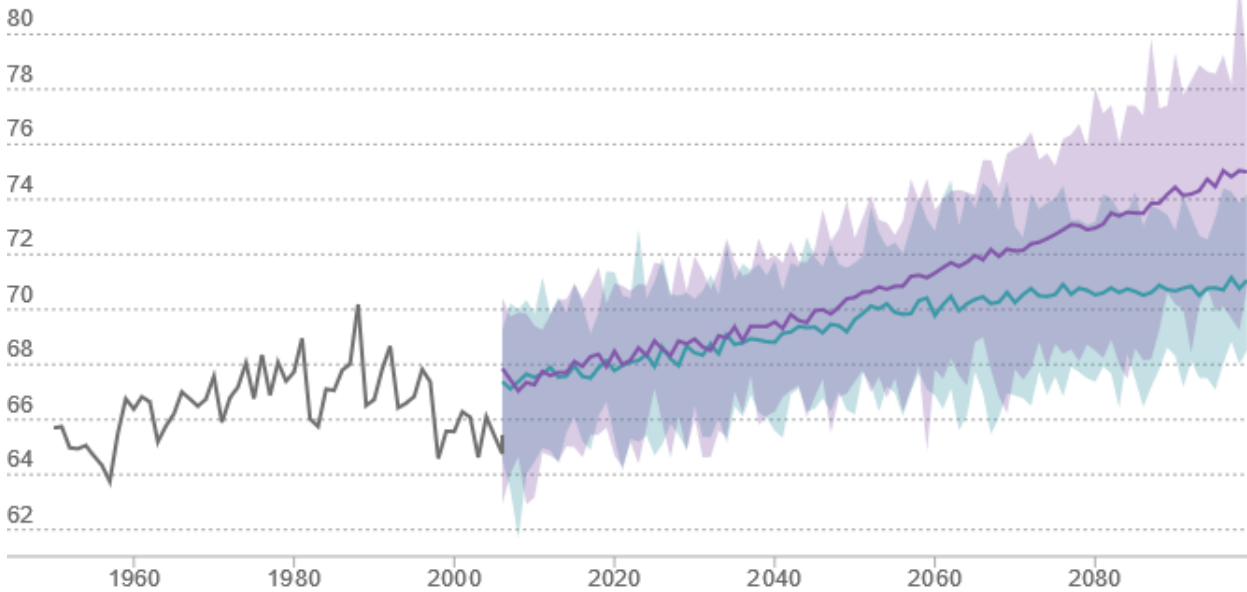
# Temperature

Overall temperatures are projected to rise in California during the 21st century. While the entire state will experience temperature increases, the local impacts will vary greatly with many communities and ecosystems already experiencing the effects of rising temperatures.

# Annual Average Maximum Temperature

Average of all the hottest daily temperatures in a year.

■ Observed 
 ■ Medium Emissions (RCP 4.5) 
 ■ High Emissions (RCP 8.5)



**Observed (1961-1990)** 30yr Average: 67.1 °F

	Change from baseline ⓘ	30yr Average	30yr Range
<b>Baseline (1961-1990)</b>			
<b>MODELED HISTORICAL</b>	-	66.4 °F	66.2 - 66.7 °F
<b>Mid-Century (2035-2064)</b>			
<b>MEDIUM EMISSIONS (RCP 4.5)</b>	+3.2 °F	69.6 °F	67.5 - 70.8 °F
<b>HIGH EMISSIONS (RCP 8.5)</b>	+4.0 °F	70.4 °F	67.4 - 71.9 °F
<b>End-Century (2070-2099)</b>			
<b>MEDIUM EMISSIONS (RCP 4.5)</b>	+4.3 °F	70.7 °F	68.3 - 72.4 °F
<b>HIGH EMISSIONS (RCP 8.5)</b>	+7.2 °F	73.6 °F	69.0 - 76.1 °F

1. Data derived from 32 LOCA downscaled climate projections generated to support California’s Fourth Climate Change Assessment. Details are described in Pierce et al., 2018.
2. Observed historical data derived from Gridded Observed Meteorological Data. Details are described in Livneh et al., 2015.
3. Data presented are aggregated over all LOCA grid cells that intersect Census Tract 6045010600 boundary.

# Precipitation

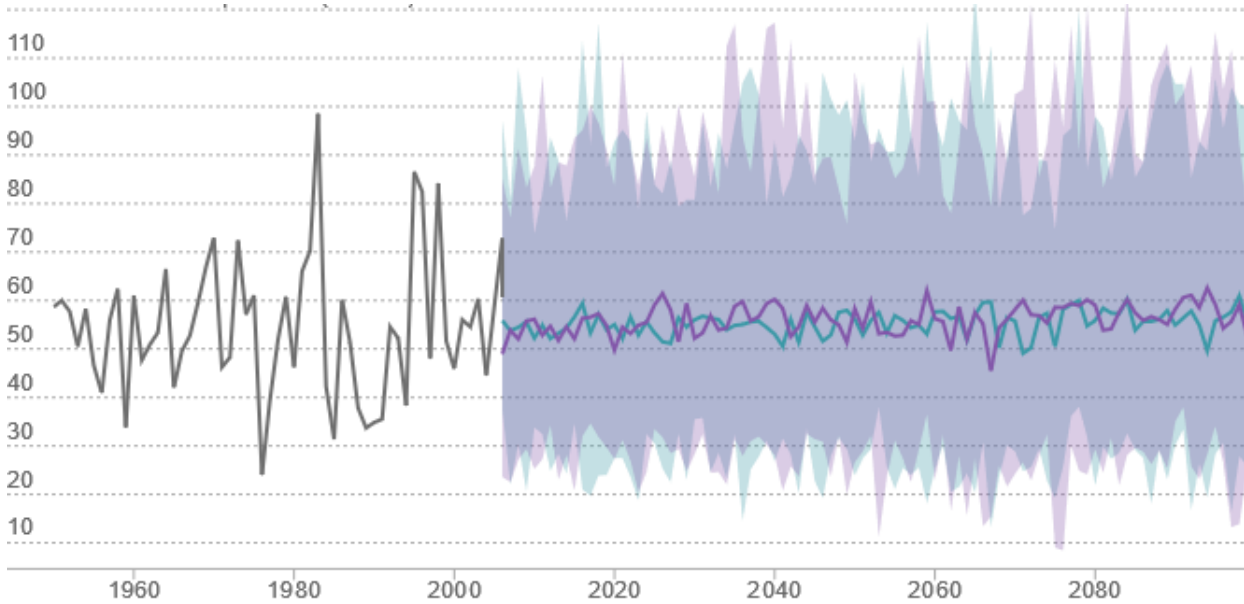
California's climate varies between wet and dry years. Research suggests that for much of the state, wet years will become wetter and the dry years will become drier. Dry years are also likely to be followed by dry years, increasing the risk of drought. While California does not see the average annual precipitation changing significantly in the next 50-75 years, precipitation will likely be delivered in more intense storms and within a shorter wet season. We are already seeing some of the impacts from a shift towards larger year to year fluctuations.



# Annual Precipitation

Total precipitation projected for a year

Observed Medium Emissions (RCP 4.5) High Emissions (RCP 8.5)



Observed (1961-1990) 30yr Average: 53.2 inches

	Change from baseline ⓘ	30yr Average	30yr Range
<b>Baseline (1961-1990)</b>			
MODELED HISTORICAL	-	54.4 inches	49.9 - 58.5 inches
<b>Mid-Century (2035-2064)</b>			
MEDIUM EMISSIONS (RCP 4.5)	+0.6 inches	55.0 inches	45.9 - 69.3 inches
HIGH EMISSIONS (RCP 8.5)	+1.6 inches	56.0 inches	45.8 - 69.9 inches
<b>End-Century (2070-2099)</b>			
MEDIUM EMISSIONS (RCP 4.5)	+1.6 inches	56.0 inches	47.9 - 66.3 inches
HIGH EMISSIONS (RCP 8.5)	+3.3 inches	57.7 inches	45.8 - 69.9 inches

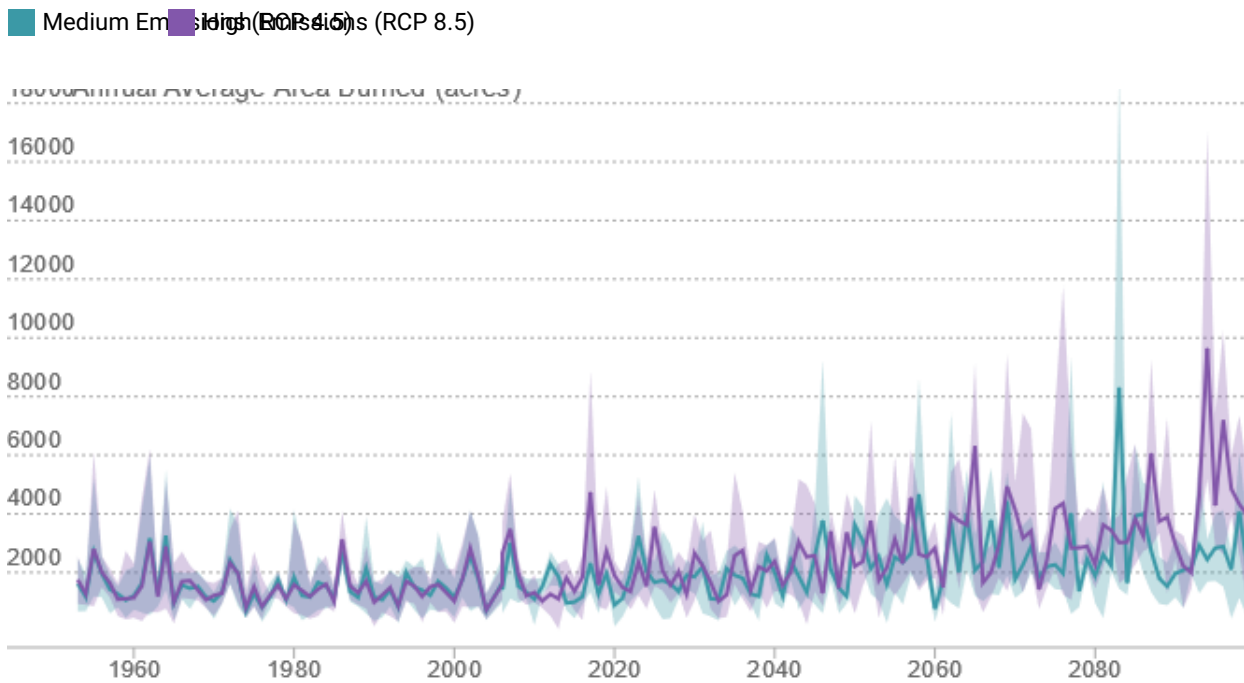
1. Data derived from 32 LOCA downscaled climate projections generated to support California's Fourth Climate Change Assessment. Details are described in Pierce et al., 2018.
2. Observed historical data derived from Gridded Observed Meteorological Data. Details are described in Livneh et al., 2015.
3. Data presented are aggregated over all LOCA grid cells that intersect Census Tract 6045010600 boundary.

# Wildfire

The frequency, severity and impacts of wildfire are sensitive to climate change as well as many other factors, including development patterns, temperature increases, wind patterns, precipitation change and pest infestations. Therefore, it is more difficult to project exactly where and how fires will burn. Instead, climate models estimate increased risk to wildfires. The Annual Average Area Burned can help inform at a high level if wildfire activity is likely to increase. However, this information is not complete - many regions across the state have no projections (such as regions outside combined fire state and federal protection responsibility areas), and more detailed analyses and projections are needed for local decision-making. These projections are most robust for the Sierra Nevada given model inputs. However, as we have seen in recent years, much of California can expect an increased risk of wildfire, with a wildfire season that starts earlier, runs longer, and features more extreme fire events. Fire danger is complex. It is impacted by human activity, vegetation, wind, temperature, relative humidity, atmospheric stability, etc. The Keetch-Byram Drought Index (KBDI) represents a simplified proxy for favorability of occurrence and spread of wildfire but is not itself a predictor of fire.

# Annual Average Area Burned

Average of the area projected to be at risk to burning in a year.



	Change from baseline	30yr Average	30yr Range
<b>Baseline (1961-1990)</b>			
MEDIUM EMISSIONS (RCP 4.5)	-	1551.2 acres	1426.4 - 1870.2 acres
HIGH EMISSIONS (RCP 8.5)	-	1539.6 acres	1411.3 - 1803.5 acres
<b>Mid-Century (2035-2064)</b>			
MEDIUM EMISSIONS (RCP 4.5)	+735.0 acres	2286.2 acres	1914.5 - 2887.2 acres
HIGH EMISSIONS (RCP 8.5)	+1047.9 acres	2587.5 acres	2329.1 - 3081.5 acres
<b>End-Century (2070-2099)</b>			
MEDIUM EMISSIONS (RCP 4.5)	+1092.0 acres	2643.2 acres	2083.4 - 3352.6 acres
HIGH EMISSIONS (RCP 8.5)	+2256.9 acres	3796.5 acres	3472.2 - 4094.8 acres

1. Data derived from 32 LOCA downscaled climate projections generated to support California’s Fourth Climate Change Assessment. Details are described in Pierce et al., 2018.
2. Observed historical data derived from Gridded Observed Meteorological Data. Details are described in Livneh et al., 2015.
3. Data presented are aggregated over all LOCA grid cells that intersect Census Tract 6045010600 boundary.
4. Census Tract 6045010600 boundary may contain locations outside the combined fire state and federal protection responsibility areas. These locations were excluded from wildfire simulations and have no climate projections.

## KBDI > 600

Number of days in a year where Keetch-Byram Drought Index (KBDI) > 600. KBDI provides an estimate for how dry the soil and vegetative detritus is.

KBDI is cumulative. The KBDI values increase on dry and warm days and decrease during rainy periods. In California we would expect KBDI to increase from the end of the wet season (spring) into the dry season (summer & fall). The list below explains what values of KBDI represent:

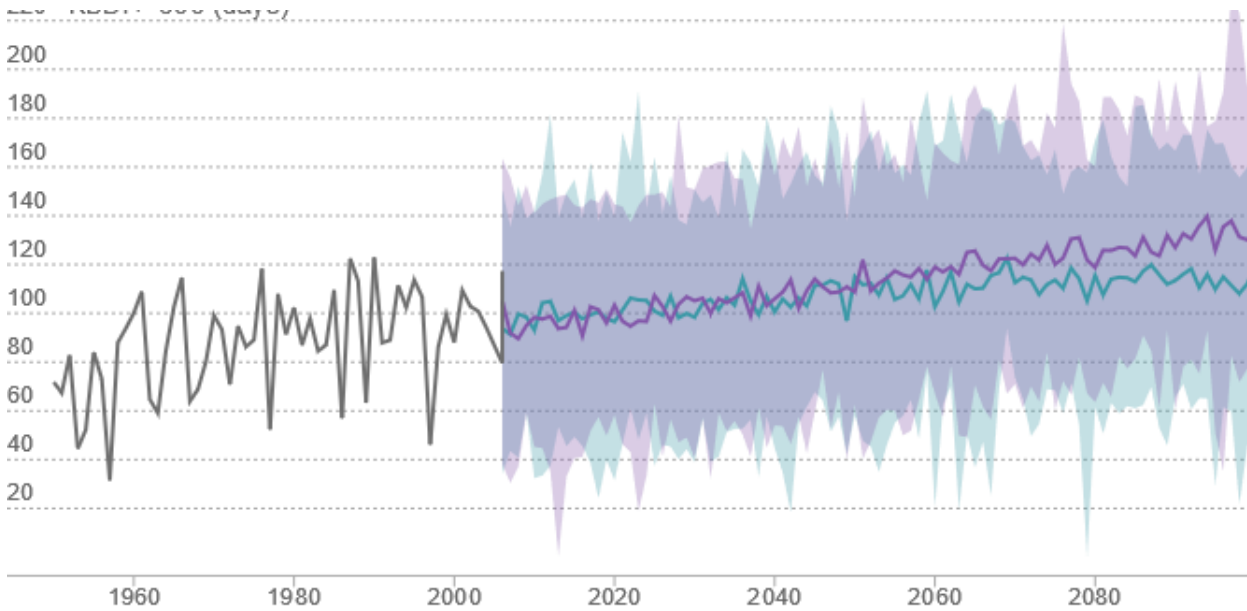
0-200

200-400

400-600

600-800

Observed Medium Emissions (RCP 4.5) High Emissions (RCP 8.5)



Observed (1961-1990) 30yr Average: 90 days



	Change from baseline ⓘ	30yr Average	30yr Range
<b>Baseline (1961-1990)</b>			
MODELED HISTORICAL	-	85 days	69 - 101 days
<b>Mid-Century (2035-2064)</b>			
MEDIUM EMISSIONS (RCP 4.5)	+23 days	108 days	91 - 125 days
HIGH EMISSIONS (RCP 8.5)	+27 days	112 days	98 - 129 days
<b>End-Century (2070-2099)</b>			
MEDIUM EMISSIONS (RCP 4.5)	+28 days	113 days	96 - 129 days
HIGH EMISSIONS (RCP 8.5)	+43 days	128 days	106 - 152 days

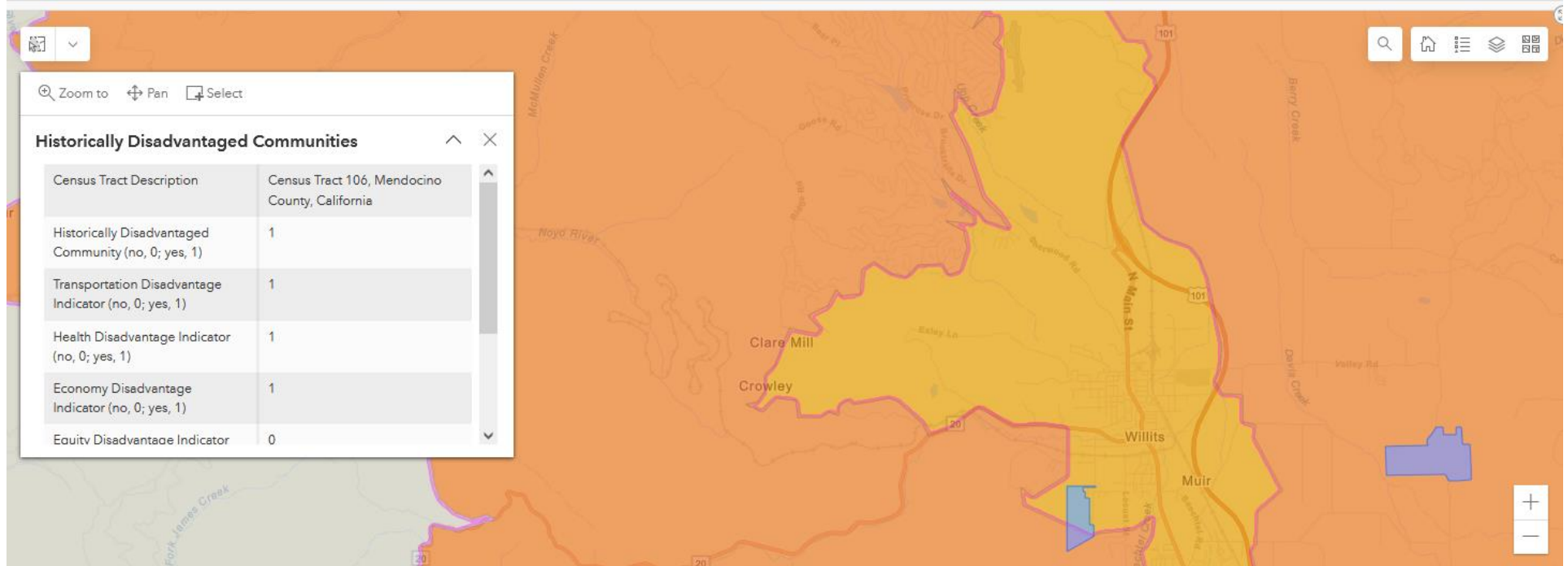
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2. Observed historical data derived from Gridded Observed Meteorological Data. Details are described in Livneh et al., 2015.

3. Data presented are aggregated over all LOCA grid cells that intersect Census Tract 6045010600 boundary.

## Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities)

**User Instructions:** Thank you for visiting USDOT's Transportation Disadvantaged Census Tracts tool. Unless you are using this tool to respond to a Notice of Funding Opportunity that directed you to this site, we encourage you to instead use USDOT's updated disadvantaged communities tool - [USDOT Equitable Transportation Community \(ETC\) Explorer \(arcgis.com\)](#). On the list to the right, select your state of interest. Use the +/- icons or mouse wheel to zoom into the map. Click and drag the map area to pan. Use the select tool on the left to select US Census tracts within your area of interest. Census tracts with four or more Transportation Disadvantage Indicators will be visible in orange. Single-click on a Census tract to view the tract number and Transportation Disadvantage categories. The  icon is the legend for the visible map layers. Use the home button  to return to the continental US extent.



California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA | DOT, Census Bureau, Center for Disease Control and Prevention, Environmental Protection Agency, ... Powered by Esri

Zoom to Pan Select

### Historically Disadvantaged Communities

Census Tract Description	Census Tract 106, Mendocino County, California
Historically Disadvantaged Community (no, 0; yes, 1)	1
Transportation Disadvantage Indicator (no, 0; yes, 1)	1
Health Disadvantage Indicator (no, 0; yes, 1)	1
Economy Disadvantage Indicator (no, 0; yes, 1)	1
Equity Disadvantage Indicator	0

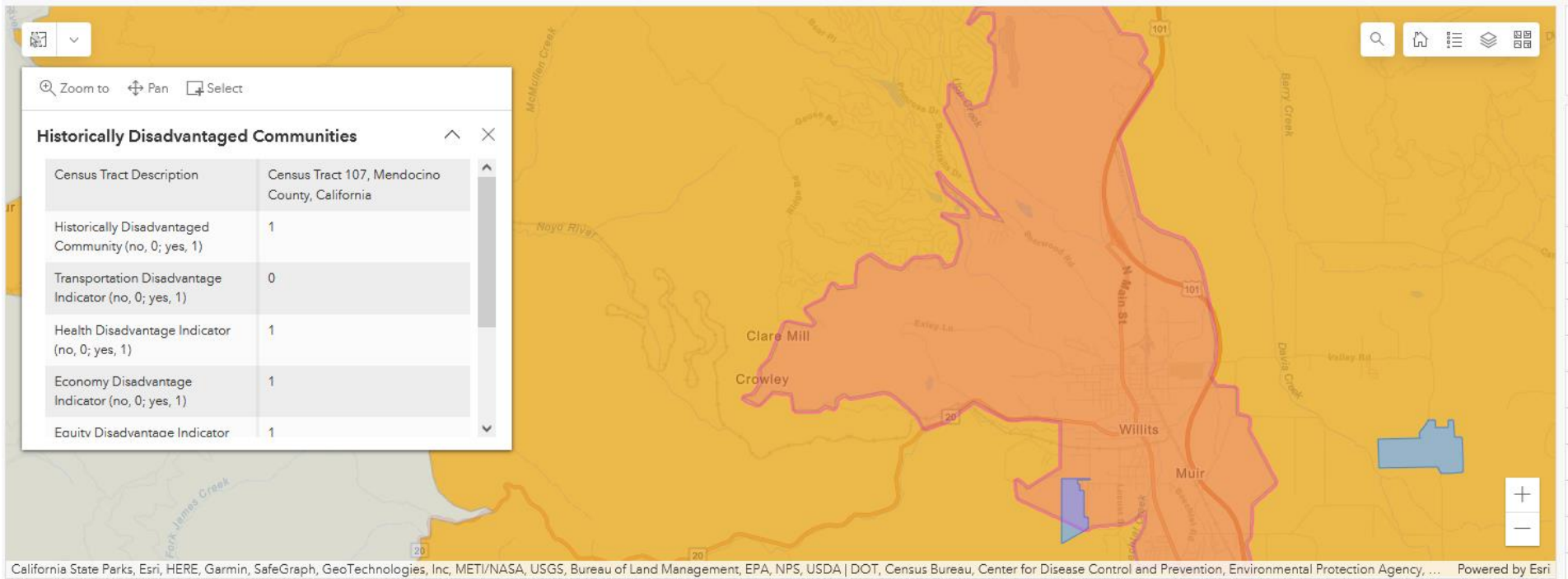
Zoom to Pan Select

### Historically Disadvantaged Communities

Indicator (no, 0; yes, 1)	
Health Disadvantage Indicator (no, 0; yes, 1)	1
Economy Disadvantage Indicator (no, 0; yes, 1)	1
Equity Disadvantage Indicator (no, 0; yes, 1)	0
Resilience Disadvantage Indicator (no, 0; yes, 1)	1
Environmental Disadvantage Indicator (no, 0; yes, 1)	0

## Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities)

**User Instructions:** Thank you for visiting USDOT's Transportation Disadvantaged Census Tracts tool. Unless you are using this tool to respond to a Notice of Funding Opportunity that directed you to this site, we encourage you to instead use USDOT's updated disadvantaged communities tool - [USDOT Equitable Transportation Community \(ETC\) Explorer \(arcgis.com\)](#). On the list to the right, select your state of interest. Use the +/- icons or mouse wheel to zoom into the map. Click and drag the map area to pan. Use the select tool on the left to select US Census tracts within your area of interest. Census tracts with four or more Transportation Disadvantage Indicators will be visible in orange. Single-click on a Census tract to view the tract number and Transportation Disadvantage categories. The icon is the legend for the visible map layers. Use the home button to return to the continental US extent.



Zoom to Pan Select

### Historically Disadvantaged Communities

Census Tract Description	Census Tract 107, Mendocino County, California
Historically Disadvantaged Community (no, 0; yes, 1)	1
Transportation Disadvantage Indicator (no, 0; yes, 1)	0
Health Disadvantage Indicator (no, 0; yes, 1)	1
Economy Disadvantage Indicator (no, 0; yes, 1)	1
Equity Disadvantage Indicator	1

Zoom to Pan Select

### Historically Disadvantaged Communities

Indicator (no, 0; yes, 1)	
Health Disadvantage Indicator (no, 0; yes, 1)	1
Economy Disadvantage Indicator (no, 0; yes, 1)	1
Equity Disadvantage Indicator (no, 0; yes, 1)	1
Resilience Disadvantage Indicator (no, 0; yes, 1)	1
Environmental Disadvantage Indicator (no, 0; yes, 1)	0



Census Tract

# Census Tract 106.02; Mendocino County; California

Census Tract 106.02; Mendocino County; California is a Census Tract located in [Mendocino County, California](#)// [United States](#) / [Mendocino County, California](#) / Census Tract 106.02; Mendocino County; California Display Sources**Populations and People**

Total Population

**4,528***P1 | 2020 Decennial Census***Education**

Bachelor's Degree or Higher

**28.9%***S1501 | 2021 American Community Survey 5-Year Estimates***Housing**

Total Housing Units

**1,994***H1 | 2020 Decennial Census***Families and Living Arrangements**

Total Households

**1,663***DP02 | 2021 American Community Survey 5-Year Estimates***Income and Poverty**

Median Household Income

**\$59,705***S1901 | 2021 American Community Survey 5-Year Estimates***Employment**

Employment Rate

**55.6%***DP03 | 2021 American Community Survey 5-Year Estimates***Health**

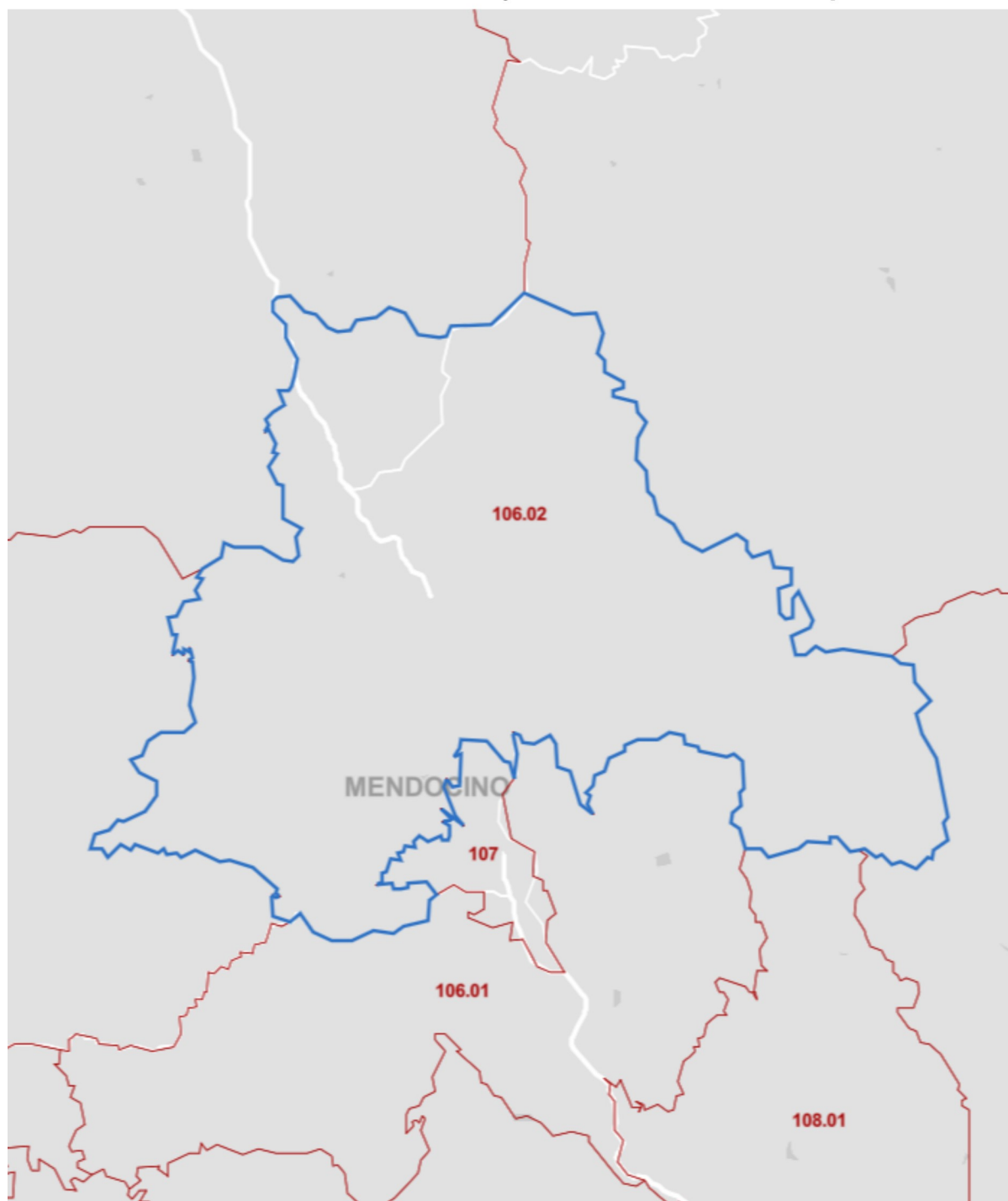
Without Health Care Coverage

**7.6%***S2701 | 2021 American Community Survey 5-Year Estimates***Race and Ethnicity**

Hispanic or Latino (of any race)

**644***P2 | 2020 Decennial Census*

### Census Tract 106.02; Mendocino County; California Reference Map



Source: U.S. Census Bureau

## Race and Ethnicity

American Indian and Alaska Native

**145**

American Indian and Alaska Native alone in Census Tract 106.02; Mendocino County; California

**4,679**

American Indian and Alaska Native alone in Mendocino County, California

[P1](#) | 2020 Decennial Census**Asian****42**

Asian alone in Census Tract 106.02; Mendocino County; California

**1,788**

Asian alone in Mendocino County, California

[P1](#) | 2020 Decennial Census**Black or African American****39**

Black or African American alone in Census Tract 106.02; Mendocino County; California

**642**

Black or African American alone in Mendocino County, California

[P1](#) | 2020 Decennial Census**Hispanic or Latino****644**

Hispanic or Latino (of any race) in Census Tract 106.02; Mendocino County; California

**23,933**

Hispanic or Latino (of any race) in Mendocino County, California

[P2](#) | 2020 Decennial Census**Native Hawaiian and Pacific Islander****8**

Native Hawaiian and Other Pacific Islander alone in Census Tract 106.02; Mendocino County; California

**138**

Native Hawaiian and Other Pacific Islander alone in Mendocino County, California

[P1](#) | 2020 Decennial Census**Not Hispanic or Latino****3,387**

White alone, not Hispanic or Latino in Census Tract 106.02; Mendocino County; California

**56,205**

White alone, not Hispanic or Latino in Mendocino County, California

[P2](#) | 2020 Decennial Census**Some Other Race**

**288**

Some Other Race alone in Census Tract 106.02; Mendocino County; California

**12,777**

Some Other Race alone in Mendocino County, California

*P1 | 2020 Decennial Census*

**Two or More Races**

**460**

Two or More Races in Census Tract 106.02; Mendocino County; California

**12,067**

Two or More Races in Mendocino County, California

*P1 | 2020 Decennial Census*

**White**

**3,546**

White alone in Census Tract 106.02; Mendocino County; California

**59,510**

White alone in Mendocino County, California

*P1 | 2020 Decennial Census*

APPENDIX B  
PUBLIC OUTREACH DOCUMENTATION

## EXECUTIVE SUMMARY

Brooktrails Township, which is located northwest of Willits in central Mendocino County, California was established in 1960 and has transformed into a rural mountain subdivision with only one two lane paved access called Sherwood Road. This road has a narrow, two-lane section with 11-foot lanes and no shoulders. There has been extensive discussion of the need for a second access to Brooktrails Township by various individuals, citizen groups, elected officials, and public agencies over the past decade. Numerous studies have been completed since 1991. These studies focused primarily around the need and desirability for adequate emergency evacuation routes out of the Township particularly for wild fire events. Over the years a need for additional capacity has also emerged due to growth and general development in the area.

As a result of past studies multiple possible alignment alternatives have emerged for the Brooktrails Township, these included alignments B, C, D, E, F, G & H. In November of 2007, Mendocino County Department of Transportation executed an agreement with KOA Corporation to provide a Feasibility Study for Brooktrails Second Access where alignments B, C, G & H were to be reviewed and studied to the next level of engineering detail. Alignments D, E & F were dropped from further considerations as they would require travel through the neighborhood streets. Also, in reference to the Average Daily Traffic (ADT) distribution these three alternatives would not have benefited a large number of Township commuters. Furthermore these alignments did not function well as an alternate route for emergency purposes. In addition to alternatives B, C, G & H, KOA studied and proposed an additional alignment alternative in the Upp Valley area.

Preliminary engineering including plan and profiles, were prepared that took into account the Mendocino County Transportation Department Roadway Standards and design requirements. Once the preliminary plans were prepared, a community meeting was arranged to obtain the community feedback on the engineering study. Community members gave written and oral comments and their preferences for the proposed alignments.

For the purpose of evaluating the alternatives, the Project Development Team (PDT) developed an evaluation criteria based on geometric design, public support, traffic and safety, geological and environmental, right of way and constructability and construction costs. Each category was assigned a weighted factor in terms of its significance. The criteria were then scored on a scale of 1 to 5 with 5 being the best score in terms of meeting the project objectives. A summary of the scores is noted below:

Evaluation Criteria	Weight Factors	Alternative B		Alternative C		Alternative G		Alternative H		Alternative I	
		Scoring	Weighted Score	Scoring	Weighted Score	Scoring	Weighted Score	Scoring	Weighted Score	Scoring	Weighted Score
<b>Alignment Geometry</b>	1.0										
Horizontal Geometry		4.5	4.5	2	2.8	3	2.5	3.5	1.8	4.5	3.5
Vertical Geometry		5		4.5		2.5		1		3.5	
Length of Steep Grade		4		2		2		1		2.5	
<b>Average for Alignment Geometry</b>			4.5		2.8		2.5		1.8		3.5
<b>Public Support</b>	2.0										
General Public Opinion		3	6.0	2	4.0	1	2.0	2	4.0	4	8.0
<b>Average for Public Support</b>		3.0		2.0		1.0		2.0		4.0	
<b>Transportation Effectiveness</b>	2.0										
Out of Direction Travel		3	6.7	2	4.0	3	5.3	4	6.0	5	9.3
Compatibility with SR101 Project		4		1		2		3		5	
Ability to Expand with Traffic Needs		3		3		3		2		4	
<b>Average for Transp. Effectiveness</b>		3.3		2.0		2.7		3.0		4.7	
<b>Environmental Impacts</b>	1.5										
Wildlife Habitat		4	3.8	2	4.8	2	4.3	2	4.5	4	4.0
Landslide and Seismic Vulnerability		1		4		3.5		3		2	
Streams and Wetlands		2.5		3.5		3		4		2	
<b>Average for Environmental Impacts</b>		2.5		3.2		2.8		3.0		2.7	
<b>Right-of-Way Impacts</b>	1.0										
Acreage Impacts		5	5.0	1	1.0	2	2.0	3	3.0	4	4.0
<b>Average for ROW Impacts</b>		5.0		1.0		2.0		3.0		4.0	
<b>Traffic Safety</b>	2.0										
Traveling Public Safety		4	8.0	2	4.0	3	6.0	2	4.0	3.5	7.0
<b>Average for Traffic Safety</b>		4.0		2.0		3.0		2.0		3.5	
<b>Project Constructability &amp; Cost</b>	1.5										
Project Constructability		3.5	6.4	2	3.0	2	3.4	1.5	2.6	4	6.0
Project Cost		5		2		2.5		2		4	
<b>Average for Constructability &amp; Cost</b>		4.3		2.0		2.3		1.8		4.0	
<b>Total Scores</b>			40.3		23.6		25.5		26.0		41.8

It is clear the using the empirical evaluation criteria outlined above, Alternatives I and B score significantly above all other alternatives and as such are being recommended for further detailed environmental and engineering studies.

## SECTION 4 - PUBLIC INVOLVEMENT

Public participation allows the State, regional transportation planning agency, public transportation providers, and resource agencies to know the impacts to the community from the transportation project as viewed by the community. Early and continuing public involvement allows the project sponsor to be aware of the problems and impacts and to deal with these issues early. In that way, attempts can be made so that the impacts can be avoided, minimized or otherwise designed in a manner acceptable to all parties involved. If involved early, the public can provide insight (directly or indirectly) into what their community would find acceptable in the way of mitigation. Often, there are designs or enhancements that will allow the project to fit more harmoniously into the existing community.

Developing a project like the Brooktrails Second Access will require extensive community involvement and coordination with local governments and state and federal review agencies. For the purpose of this project, a community meeting was planned to share the results of the preliminary alignment alternative design with members of the community. KOA prepared a meeting flyer, project fact sheet, and an IIX17 plan showing various alignment alternatives. A comment sheet was also prepared for all who wished to make written comments on the project. Notice of this public meeting was then provided by the Mendocino County Department of Transportation to local community members, residents, agency representatives, and other stake holders.

The first public meeting was held on July 8, 2008 at Brooktrails Community Center at 5:00 p.m. and ended at 7:00 p.m. just before commencing of the Brooktrails Township Board of Directors meeting. Brooktrails Second Access was then addressed as an early agenda item for the Brooktrails Board of Directors meeting. The meeting was attended by a large contingent of local residents and agency representatives. The project team took note of community concerns and desires for the project. A summary of the written comments received on this project are documented on the spread sheet in the following section. Copies of the comment sheets are also included in the appendix section of this report.

Based on the comments received verbally at the public meeting and the written comments, Alternative I was preferred by the majority of the attendees while Alternative B was the second preferred alignment. Some of the attendees questioned the County's basis for not studying Alignments D, E and F that were originally considered. As discussed earlier in the report, based on the preliminary analysis these alignments did not meet the project needs and objectives based on the service benefit to the Brooktrails residents or the impact to the residential streets. Alignment C was preferred by some because, according to them, it is an existing dirt path, which was used as the logging road and is being used in emergency situations. In summary, a general consensus exists in the importance and need for Second Brooktrails Access for the community.

**Brooktrails Second Access Feasibility Study-Summary Community Comments on Public Meeting held on July 8<sup>th</sup> 2008 in Brooktrails Community Center**

Names (agency)	Alignments Considered					Remarks
	Alignment B	Alignment C	Alignment G	Alignment H	Alignment I	
Bob Baca (Caltrans)	√			√	√	Due to compatibility with roundabout at Quail Meadow
Remy, Thomas, Mosses...Attorneys at law						Alternative D, E and F are preferred but are not part of KOA scope of work.
Phil Dow (MCOG)					√	Alternative I has the best grade with minimal cut and fill. Consider intersection with Sherwood.
Don Morris	√				√	Alignment I has negative impact on the environment and bisects St. Francis Ranch. However, Alignment B serves to second access goal the best.
Ramona Waldman	√			√		Alignment B is less expensive and would also miss Willits High School traffic. Alignment H misses portions of St. Francis Ranch.
Gerald Viale					√	Even though Alignment I seems to be the best of all these, it doesn't excite Mr. Viale as much as an outlet to Hwy 20.
C.G. Lindelef & Trisha Benedict		√			√	Alignment I is the smoothest alternative route but in Emergency conditions, Alignment C serves better.
Ralph Waldman	√				√	An alignment should not be accepted just because "it is there". Alignment B is the best if the grade is less than 10%.
Janet M. Orth					√	Alignment I connects to roundabout entrance to the Willets bypass and has a smaller cut and fill area. It is straight and connects to Sherwood at a good location.
Marry L. Morris	√					Alternative B seems to be the best because of cost and location.
Richard Estabrook						Currently Sherwood is not congested and the existing delays will be resolved by Caltrans project. The focus should be only on Emergency and Alternative F.
Robert Sizemore		√				Alignment C already exists and little environmental impact
Mike Chapman (General Manger, Brooktrails Township Community Service District)					√	Board unanimously favors Alignment I
Robert Terry					√	It is a great exit for the residents and also a great bypass and of Willits for traffic going North or South
Kevin McConnell					√	
Jackie Furia Lau					√	
Bruce Haanstra					√	
Arthur Eck					√	
Bob Whitney						Alternative D and E suggested





# BROOKTRAILS TOWNSHIP

COMMUNITY SERVICES DISTRICT  
24860 BIRCH STREET  
WILLITS, CA 95490  
PHONE (707) 459-2494  
FAX (707) 459-0358  
e-mail:btcsd@btcsd.org

July 29, 2008

Bob Parker — Assistant Director of Transportation

**Mendocino County DOT**

340 Lake Mendocino Drive  
Ukiah, CA 95482

RE: 2<sup>nd</sup> Access Road Comments

Bob,

Enclosed please find the comments posted on our website as of 12:00pm July 29, 2008. Not all routes were commented on. I did a simple copy paste of the website.

Yours truly,

Mike Chapman  
General Manager

Brooktrails Township Board of Directors  
Comments – Second Access Road Feasibility Study  
July 29, 2008

The Board unanimously favors **Alignment I**. This alternative would most effectively split Brooktrails traffic into two flows and therefore be the most useable. Its cost is reasonable and its connection point at Sherwood, along with the grade of the road, would make it a safe route. It would be a direct route and connect at an acceptable point with the Willits Bypass project.

The Directors did specify that considerations of fire trucks and equipment access at the steep grade connecting to the Bypass should be included throughout project planning and design.

The Board considers that Alignments C and G are not appropriate for consideration because they do not come in to the 101 Bypass project at a point designed by CalTrans to accommodate a second access road, because it requires a crossing within a very short distance of a railroad and would require a lighted intersection, making both alignments actually in conflict with the Bypass. It is possible the State would not issue a permit for either of these. Alignment H also presently terminates at a mobile home park; relocation of its residents would add hugely to the expense, so this alignment needs to be redesigned.

Director Orth asked that the future need for a third access road for Brooktrails be included in this feasibility study.

Individual Public Comments Posted on BTCSD Website

Comments left under Full Scale Map:

**Alignments C and G have a very poor exit onto hwy 101, with a rail crossing and necessity of a stopsign or light. Alignment H does not have the rail crossing, but still has a poor connection to 101. These three go a lot further than alignment I, and cost more. Alignment B offers almost NO advantage since it starts several thousand feet South of Brooktrails, and offers no traffic relief. The exit at 101 is also suspect.**

**Alignment I serves as a great exit for the residents of Brooktrails North of its intersection with Sherwood at Primrose, and exits at the traffic circle part of the new 101 Bypass Alignment. This leaves Sherwood open for emergency vehicle traffic coming into Brooktrails while residents leave via I. I is also a great bypass of Willits for traffic going North or South. The needs of Brooktrails are best served at a reasonable cost with alignment I.**

**Robert Terry**

**#1 - Robert Terry - 07/22/2008 - 22:32**

**Alignment I is the only one worth doing and makes the most practical sense. The others are too costly, poorly placed in regards to 101 and do not serve as a good alternate exit route in emergencies. The grade seems best on I. Go with Alignment I.**

**#2 - Kevin McConnell - 07/23/2008 - 13:45**

**Alignment I will work the best.**

**#3 - Jackie Furia Lau - 07/23/2008 - 18:49**

Comments left under ALIGNMENT B:

**Brooktrails resident**

**I do not think alignment B is far enough from town to help in an emergency and too close to Sherwood Rd so that if a fire compromised Sherwood, B would be affected too. That is true for "I" as well.**

**#1 - Brian Ferri-Taylor - 07/25/2008 - 21:37**

Comments left under ALIGNMENT C:

**Brooktrails resident**

**I don't want to drive North to go South...but "C" would be good if it came off of Poppy and was able to siphon traffic further up Sherwood. That would make it a good emergency route.**

**#1 - Brian Ferri-Taylor - 07/25/2008 - 21:42**

Comments left under ALIGNMENT G:

None.

Comments left under ALIGNMENT H:

None.

Comments left under ALIGNMENT I:

**Brooktrails resident**

**This is the real choice for an alternate route into and out of Brooktrails. It connects nicely to the proposed 101 interchange; is straight and connects nicely to Sherwood. As Bob Parker, Assistant Director of Transportation wrote in his letter;**

**"Alignment I. This is the most attractive and natural alternative route to Sherwood. It is smooth and mostly straight. It starts at a logical point high up Sherwood to divert traffic and it winds up right at the planned 101 bypass interchange. The 12 percent grade at the foot is probably no worse than that at the bottom of Sherwood."**

**We need to go with Alignment I.**

**#1 - Kevin McConnell - 07/23/2008 - 14:03**

**Alignment I looks like the best solution, exiting north of the 101 interchange allowing for a right hand turn to get to the interchange, which I think would be more desirable than a left turn**

unless an additional round-about was considered. The cost, while more than B is less than the other options. Taking off from Brooktrails drive also makes a lot of sense.

#2 - Bruce Haanstra - 07/25/2008 - 18:37

**Brooktrails Township Community Services District  
Minutes from Board of Directors Meetings – 7/8/08 and 7/22/08  
on Second Access Road Feasibility Study**

**Board minutes July 8, 2008 excerpt Second Access Road:**

**E. SPECIAL PRESENTATION**

**2. KOA Corp. and Mendocino County Dept. of Transportation - Brooktrails Second Access Road. General Manager Chapman introduced Bob Parker of the Mendocino County Department of Transportation (DOT). Mr. Parker said he was impressed with KOA Corporation's preparation of exhibits for this meeting, and in particular the map showing the alternate routes along with the fill and cut required for each. This data is important because we will have to meet federal and state funding standards. This is the feasibility study and eventually we will have a recommended route to present to the County Supervisors and the District Board. Mr. Parker reported two major objectives to balance: egress, and improving traffic circulation in the vicinity. Partners in this effort are MCOG, the County Supervisors, and the Brooktrails Board. The feasibility study should be completed by August 2008.**

**Farhad Iranitalab of KOA Corporation, the road consultants, said they were looking at some (although not all) of the actual issues in building this road. They looked at factors such as traffic, accidents on Sherwood, traffic counts and where vehicles were coming from; they found that at least 85% of people like to go south, and 40% would like to bypass and go to Highway 101. KOA looked at how to get people from the southwest and northwest corners to the bypass interchange. There were impacts on aesthetics, slope and drainage that had to be included; the goal is to move the most people for the least cost. They had developed five alternatives, adding a new Alignment I. Today's meeting was just to gather information. Therefore, he could not go too deeply into each alignment; however, they did have a range of cost for each. Mr. Iranitalab said the County has their own road standards which they will follow.**

**Director Orth noted that all the alternatives cross at one point and it was possible to use either intersection alignment at Primrose and Brooktrails Drive. Alignments C and G would have to have a rail crossing as well as a light to have access to a state highway. He felt we should study a combination of I and H. Mr. Iranitalab said that any combination of these was possible. Mr. Parker said they would like to receive comments and recommendations in writing; this could be done to him or to the Brooktrails website.**

**He felt it was very appropriate to consider a combination of some of these.**

**Director Williams asked about having an access route coming in higher up on Sherwood Road due to the population in that area. Mr. Iranitalab said the count showed that fewer people were coming in from that area, and commented if people had to go north and then east and then south, a lot of people would simply not use it. Director Williams asked where, if we get more water, most of the growth in Brooktrails will likely be. Mr. Chapman said it would be the airport**

side; that's why our capital improvement plans include putting a one-half million gallon tank over there. Mr. Iranitalab said there were a total of 8,000 - 10,000 vehicle trips south of there today. If you placed another 2,000 houses you're talking about 15,000 - 20,000 vehicles in circulation. Director Williams said we cannot do the growth unless we have the second access, so that kind of traffic should be anticipated.

Director Orth said we first petitioned the County for the second access road in 1985 for the safety issues, so it has never been considered a need to accommodate growth until now. We do recognize that putting in additional water facilities requires this project, to accommodate further growth.

Mr. Parker asked for questions. Richard Estabrook asked what level of CEQA documentation they anticipated. The response was the maximum. Mr. Estabrook asked if the Brooktrails Fire Department or CDF had been involved in this; Mr. Parker said they haven't formally been involved yet but they wanted input from all types of residents and stakeholders.

Mark Edwards said he worked for the North Coast Resource Management and had been involved in the project for quite a few years, and they were willing to support Alignment C. He said some of these roads couldn't be built. He said they believed the study had an artificially narrow analysis of alternatives and excluded the full extent of feasible alternatives and several alignments north of Sherwood Drive or the KOA Highway 20. He supported the airport corridor connected to the northwest and he thought this was primarily for emergency access. He pointed to a road B and said he didn't think it was buildable. He asked what the merit was in having everyone rush down Sherwood Road all trying to get on a connector road that was low on the hill; he would say a higher access would be safer although it might not be the shortest route. He said he could only imagine the protestations from everyone that would come from a proposal to build a road through pristine agricultural property [Padula Ranch]; all the properties along this road enjoyed looking out across the valley. Now, he said, you'd spend \$20 million for a growth-induced road. He said you should look at Alignment C, and they are on record saying they would give the County the right-of-way; you wouldn't be subject to condemnation and eminent domain costs. He said it's not simply engineering costs, but what does it do to the environment and your neighbors, and what is the true cost as there are a lot of hidden costs.

A Ms. Wellman said her driveway connected with a higher alignment and she said a high percentage of the accidents on Sherwood are from icy conditions. She said the costs of maintaining a longer and higher road would be expensive; she said it was about more than just an emergency, it was about going to work. She said any road would affect somebody, and nobody wanted traffic going by so the choice is tough. And it will have to go through somebody's property.

Mr. Iranitalab said just building a road by itself doesn't do anything. He said cost is very heavy no matter how you look at it and Alignment C is one of the most expensive on their preliminary cost estimates. You're talking about \$16 - \$19 million on that alignment. C and H are the most expensive, because of the airport and a lot more environmental impacts than the others. Cost on I is between \$8 - \$12 million. Alignment B is \$5.5 million; D is \$16 - \$19 million; G is \$13 - \$16 million; H is \$14 - \$18 million. He added that Alignment C wouldn't be the best alignment to relieve congestion on Sherwood. He said you have to look at slope and drainage too. He wanted to try to avoid adding more traffic going down Sherwood Road.

Director Williams said he drives Sherwood from Primrose and while there was traffic there, there's never really enough to be a bother. Director Orth said none of these routes are going to be non-problematic, whether it's eminent domain and private property issues or who's going to use the road, when and why. Due to CEQA processes, none of these lines might be the final project, but we have to listen to the experts.

President Skezas noted for the audience that the consultants would like to have comments in writing. Mr. Parker said they could be sent to him at DOT or electronically to the Brooktrails website.

An audience member said C, G and H are all counterproductive; they all go through mountainous areas and out to 101. He felt Alternative I was the best route because it drops off at the Highway 101 off-ramp. He said he lived off Lupine. All these roads, he said, seem to come into the same spot in the heart of Brooktrails and you needed to get into a more populous area because no one's going to drive through this mountainous pass just to relieve traffic; drivers are going to take the quickest, straightest route. He asked if anyone had ever looked at doing something with Highway 20. Director Orth responded that this had been done in the past but there wasn't enough population; he said we do have an emergency access dirt road down to KOA Campground today (Highway 20).

Director Orth commented on the frontage road design that was obtained as part of the CalTrans bypass design; the purpose of the bypass was to eliminate stoplights, and therefore you couldn't have a stoplight at the interchange with a second access road. You also had to accommodate the railroad, and these are some of the problems in the process.

Director Williams asked where the ranch (Padula) was in relation to Alignment I. He said what he didn't like about it was the riparian issues. Changing subjects, Mr. Parker said he wasn't sure H was actually buildable because there was a big cliff. Director Williams said he would never think of putting an access road on a 12% grade. Comments were made about the short steep incline at the entrance to Brooktrails, Sherwood, Goose, and other roads with steep inclines.

An audience member asked, if any alternatives went through private property, would that leave them free to subdivide. Director Orth said there would be a mitigation plan which would have to address those kinds of issues. But the airport area itself restricted development because of the airport emergency zone. An audience member asked if anyone had an estimate of the time it would take to take these routes. Mr. Estabrook said there was a study posted on the website he did in the late '90s on the question of time savings of various alternatives.

President Skezas thanked the public for attending and the presenters.

#5 - Mike Chapman - 07/24/2008 - 16:13

Board minutes July 22, 2008 excerpt Second Access Road:

##### 5. Discussion of comments by Board members for Second Access Road Feasibility Study.

The Board of Directors unanimously favored Alignment I. Director Horrick said he favored Alignment I; President Skezas commented that he also favored Alignment I.

Director Orth commented he agreed with Alignment I. He then passed out a comment sheet to

the directors made by his wife. Her letter said she favored Alignment I; Director Ziady asked why the Board was getting this letter and Director Orth said she works in the Transportation Office and wanted the Board to know her feelings. General Manager Chapman commented he needed a copy of the letter for the record.

He said that under the contract with KOA (engineer consultants), a provision within the agreement said if they didn't see any already-determined alignment as best suited for our needs, they could come up with their own engineer's alignment, and that's how Alignment I came to fruition. Director Orth said Alignments C & G did not intersect the 101 Willits Bypass project at a point, as designed by CalTrans, to accommodate a second access road. This was because it required a crossing of a railroad, and a road segment that is not part of the bypass would require a lighted intersection. He further added C & G are the most expensive roads to build. He said our comments should say Alignments C & G are not appropriate as the preferred alignments because he felt the State would not give us a permit to enter the 101 corridor for either of them. Mr. Orth commented that Bob Parker (DOT Engineer) had said at the previous meeting he didn't think Alignment H was buildable. Alignment H also needed to be corrected as its lower portion lands on a mobile home park, which CalTrans would never do, and which would hugely add to the expense.

Director Orth then commented on a crossover point between Alignment I and the Brooktrails Drive intersection. Regarding that kind of intersection we are not meeting those kinds of road standards. He commented that Mr. Parker in the previous meeting had said we need to build a road that meets all federal and state standards to get federal and state dollars. Director Orth concluded that the Primrose and Alignment I were appropriate and would be safe and usable for the majority of residents. He said he thought the third access road (KOA Campground entry point on Highway 20) should be discussed as well, with the third road happening 10-20 years after the second access. This was important because he anticipated Brooktrails having to enact a development charge which would put money into a pot for the third access road, and that way the EIR would show a total circulation plan via the 1997 Specific Plan. Lastly, he mentioned that the Willits City Council would have this on their agenda tomorrow (July 23, 2008) and he would attend. He felt Alignment B was probably useless.

Director Ziady said she would favor Alignment I. She said she was responsible for the residents who live here now. Besides fiscal responsibility, she said she represented all the property owners who are trying to obtain water one day. Weighing those three things, she said, she would take Alignment I as well.

Director Williams favored Alignment I. It seemed to him that we need a natural logical split, where one section of Brooktrails goes one way and the other section goes the current way (i.e., Sherwood Road). The problem he had with C & H was that taking the longer routes possible to Highway 101 made little sense. Alignment I seemed to be a very direct route and came out closest to the traffic interchange circle on Highway 101 of all of them. The others seemed to have tremendous grade and cut problems, and that Alignment I seemed to follow the natural grade more than the others, although there was a fairly precipitous drop right at the end. He said he assumed the grades were fire truck safe, because if you're trying to get fire equipment into Brooktrails, H, G and C increasingly made no sense.

Brief discussion followed about private property owner reaction around that alignment. President Skezas said he felt direction had been given on the issue. Mr. Chapman said no one

had posted any comments on the website and we have received one letter from a citizen favoring Alignment I.

#4 - Mike Chapman - 07/24/2008 - 16:02



# BROOKTRAILS SECOND ACCESS FEASIBILITY STUDY

## Project Comment Sheet

Please Provide your comments below. The conceptual alignments for the Brooktrails Second Access are shown on the reverse side of this comment sheet\*. Please mark the alignments if it helps illustrate your comments. Please note that this is a mountainous terrain and proposed design will require major cuts and fills to achieve the needed connection. The period for comments will remain open through July 29, 2008.

NAME:

[Redacted Name]

ADDRESS:

[Redacted Address]

COMMENTS:

MY CHOICE IS ALIGNMENT I BECAUSE: DIRECT & SHORT; NO  
GOMG WAY NORTH "OUT OF THE WAY"; CONNECTS WITH BYPASS; MOSTLY DOWNHILL  
WITH MINIMUM STEEPNESS; APPEARS TO INVOLVE LESS CUT & FILL THAN  
OTHERS; REACHES WELL UP INTO APPROX CENTER OF BROOKTRAILS TO  
GIVE MAXIMUM ACCESS BY RESIDENTS; SHOULD BE CHEAPEST TO BUILD.  
(MY ONLY QUESTION IS "WHAT ABOUT THE MYACAMA FAULT LINE?" I DON'T KNOW)

FORGET ALIGNMENT B - ITS WORTHLESS!

\* Please use additional sheet(s) if needed.

# BROOKTRAILS SECOND ACCESS FEASIBILITY STUDY

## Project Comment Sheet

Please Provide your comments below. The conceptual alignments for the Brooktrails Second Access are shown on the reverse side of this comment sheet\*. Please mark the alignments if it helps illustrate your comments. Please note that this is a mountainous terrain and proposed design will require major cuts and fills to achieve the needed connection. The period for comments will remain open through July 29, 2008.

NAME: Phil Dow, MCOG

ADDRESS: 367 N. State Street, Suite 206  
Ukiah, CA 95402

### COMMENTS:

- ① A second access has long been needed due to natural hazard safety concerns.
- ② A second access is increasingly needed due to traffic safety concerns on Sherwood Road as well as increasing congestion.
- ③ Motorists will tend to take the most direct route. I would be concerned that Alignment C and Alignment G would capture enough traffic to be effective.
- ④ I believe it would be beneficial to have the 2<sup>nd</sup> access touch down near and north of the the proposed roundabout on the frontage road (existing U.S. 101). This would eliminate interference with existing traffic flow north of willits. Alignment B does not accomplish this.
- ⑤ Alignment H entails a 626' climb and extended grades of 10% and 15%. Roadway cuts will be extensive.
- ⑥ Alignment G entails a climb of 627' with major cut and fill segments.
- ⑦ Alignment I appears to offer the best grades (only a short 12% segment) with minimal cut + fill slopes. The vertical climb is only 390'. It intersects Sherwood Road at a northerly location - which could be positive because of existing concerns with the Sherwood Road / Brooktrails Drive intersection.
- ⑧ It may be wise to consider the 2<sup>nd</sup> Access as a time to consider improving the Sherwood Road / Brooktrails Drive intersection. In this case, a combination of the C-G-H alignment easterly to the I alignment and then southeasterly on the I alignment should also be considered an option.
- ⑨ Initial reaction: Alignment I or Alignment I as modified above.

\* Please use additional sheet(s) if needed. looks most promising.

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OF COUNSEL

July 7, 2008

BY HAND DELIVERY

Project Development Team  
Attn: Bob Parker  
Mendocino Department of Transportation  
340 Lake Mendocino Drive  
Ukiah, CA 95482

Re: Brooktrails Second Access Route Study

Dear Project Development Team Members:

At the request of several landowners who own properties accessed by Sherwood Road, we are submitting this letter for your consideration at the public meeting scheduled for July 8, 2008.

Our law firm specializes in representing public agencies, citizens groups and developers in the land-use decision-making process. In particular, our practice focuses on the California Environmental Quality Act ("CEQA"), the State statute that plays a central role in this process. We advise our clients during administrative proceedings, and represent them in trial and appellate litigation involving CEQA and other environmental and land-use laws.

We have reviewed the materials released to the public concerning the Brooktrails Second Access Route Study (the "Study"). We have a number of concerns regarding the Study, and the manner in which the Project Development Team is narrowing the range of alternative routes to be carried forward for analysis.

The Study is being conducted by KOA Corporation ("KOA") pursuant to an agreement with the Mendocino County, Department of Transportation ("DOT"). Under the KOA/DOT agreement, KOA is investigating, defining and analyzing various alternative alignments for the proposed second access route into Brooktrails Township. The DOT/KOA agreement identifies the following alignments as alternatives to be considered in the Study<sup>1</sup> :

- Alternative B (Quail Meadows Extension)
- Alternative C (Brooktrail Drive Extension)
- Alternative G (Wild Oat Canyon)
- Alternative H (Truck Scales)

The Agreement appears to narrow the range of alternative alignments to be considered as the process moves forward. We do not know the criteria that were used to narrow the range in this manner. Nor do we know how those unknown criteria were used to eliminate other potential alignments from consideration.

The alignments identified in the DOT/KOA agreement appear to do a relatively poor job of meeting basic project objectives. The alignments identified in the DOT/KOA agreement also appear to be potentially infeasible due to cost, permitting and environmental problems.

There appear to be a number of other alignments that meet project objectives and are feasible. These other alternative alignments appear to offer marked advantages over those identified in the DOT/KOA agreement. Those alternatives were referred to in early work done by DOT as "Alternative D (Poppy Drive Connector)," and "Alternative E (Sherwood Road Connector)."<sup>2</sup> A third viable alternative route, closely related to these two -- "Alternative F (Madrone Court)" -- has also been identified, but rejected for unknown reasons in the Study process.

The purpose of this letter is to summarize the legal standards applicable to the scoping process, to identify problems with the alternatives upon which the Project Development Team is focusing, and to note reasons why the Project Development Team should not eliminate Alternatives D, E and F from consideration.

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<sup>1</sup>/ Bob Parker e-mail to Linda Williams, dated June 13, 2008; June 20, 2008 *Willits News Weekender* article; see also DOT Agreement No. 070056 , Exhibit A, "Brooktrails Second Access Feasibility Study, Scope of Services," p. A-3.

<sup>2</sup> / *Ibid.*, p. A-1.

*Obligation to Consider Potentially Feasible Alternatives*

The California Legislature has declared that agencies should not approve projects if there are feasible alternatives which would substantially lessen the significant environmental effects of such projects. (Pub. Resources Code, § 21002; see also Pub. Resources Code, § 21061.1; CEQA Guidelines, § 15364.)

CEQA also requires that an environmental impact report (“EIR”) for a project include a detailed analysis of a reasonable range of alternatives. (CEQA Guidelines, § 15126.6.) The purpose of this requirement is to ensure that the lead agency carry out its obligations to adopt feasible alternatives that avoid or substantially lessen a project’s significant environmental effects. “Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” (See CEQA Guidelines, § 15126.6, subd. (b).)

The Third District Court of Appeal in a recently published opinion summarized the importance of an EIR’s alternatives analysis, and its central role in the CEQA process:

“A major function of an EIR ‘is to ensure that all reasonable alternatives to proposed projects are thoroughly assessed by the responsible official.’ [Citation.]” (*San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 735 [32 Cal.Rptr.2d 704]; see Pub. Resources Code, § 21002.1, subd. (a) [purpose of EIR includes identifying alternatives to the project].) . . . . “A potential alternative should not be excluded from consideration merely because it ‘would impede to some degree the attainment of the project objectives, or would be more costly.’” (*Preservation Action Council v. City of San Jose* (2006) 141 Cal.App.4th 1336, 1354 [46 Cal.Rptr.3d 902], quoting Guidelines, § 15126.6, subd. (b).)

“In determining the nature and scope of alternatives to be examined in an EIR, . . . local agencies shall be guided by the doctrine of ‘feasibility.’” ([*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565 [276 Cal.Rptr. 410, 801 P.2d 1161] (*Goleta Valley*).]) “Feasible,” in this context, means “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” (Pub. Resources Code, §

21061.1; see Goleta Valley, supra, at p. 565.) According to the Guidelines, appropriate factors for determining “the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site . . .” (Guidelines, § 15126.6, subd. (f)(1).) Even when the project proponent does not own a potential alternative site, the development of the project on the alternative site may nevertheless be feasible when the alternative site can be acquired through a land exchange with a public entity. (See Goleta Valley, supra, at p. 575; San Bernardino Valley Audubon Society, Inc. v. County of San Bernardino (1984) 155 Cal.App.3d 738, 745 [202 Cal.Rptr. 423].) . . .

A local agency must make an initial determination as to which alternatives are feasible and which are not. (Goleta Valley, supra, 52 Cal.3d at p. 569.) If an alternative is identified as at least potentially feasible, an in-depth discussion is required. (Sierra Club v. County of Napa (2004) 121 Cal.App.4th 1490, 1504-1505, fn. 5 [19 Cal. Rptr.3d 1].) On the other hand, when the infeasibility of an alternative is readily apparent, it “need not be extensively considered.” (Goleta Valley, supra, at p. 574.) [¶] . . . [¶]

Although the level of detail will vary depending upon an alternative's potential for feasibility, in every case, the EIR must disclose “the ‘analytic route the . . . agency traveled from evidence to action.’ [Citations.]” (Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 404 [253 Cal.Rptr. 426, 764 P.2d 278] (Laurel Heights).) And the lead agency itself must travel that analytic route: It “must independently participate, review, analyze and discuss the alternative in good faith.” (Kings County Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d 692, 736 [270 Cal.Rptr. 650].) The agency may not simply accept at face value the project proponent's assertions regarding feasibility. (Sierra Club v. County of Napa, supra, 121 Cal.App.4th at p. 1504; see also Laurel Heights, supra, at p. 404 [courts will not “countenance a result that would require blind trust by the public”].) The applicant's feeling about an alternative cannot substitute for the required facts and independent reasoning. (Preservation Action Council v. City of San Jose, supra, 141 Cal.App.4th at p. 1356.)

(Save Round Valley Alliance v. County of Inyo (2007) 157 Cal.App.4th 1437, 1456-1458; see also Uphold Our Heritage v. Town of Woodside (2007) 147

Cal.app.4th 587 [agency violated CEQA by rejecting environmentally superior alternatives to demolishing historic house.]

The obligation to perform an alternatives analysis in an EIR parallels the separate obligation to consider alternatives as part of the permitting process established by section 404 of the Federal Clean Water Act. A section 404 permit is required for any project that involves dredging or filling wetlands or waters of the United States. Because several of the alternatives under consideration appear likely to affect wetlands or waters, the Project Development Team should consider the requirement to perform an alternatives analysis under section 404 for those routes potentially affecting such resources.

Under section 404 of the Clean Water Act (33 U.S.C. § 1251 et seq.), when a project involves the discharge of dredged or fill material into waters of the United States, a discharge permit (“404 permit”) must be obtained from the U.S. Army Corps of Engineers before commencing the project. (33 U.S.C. § 1344(a).) The term “waters of the United States” includes wetlands. (See 40 C.F.R. § 230.3(s).) The 404 permit process is governed simultaneously by Army Corps Regulations, codified at 33 C.F.R. Parts 320-329, and by EPA guidelines, codified at 40 C.F.R. Part 230 (“401(b)(1) guidelines”). (*Friends of Earth v. Hintz* (9th Cir. 1986) 800 F.2d 822, 830.) Both sets of rules must be observed. (*Ibid.*; see also 33 C.F.R. § 320.4(a)(1).)

The 404(b)(1) guidelines are the substantive criteria the Army Corps of Engineers will use in determining a project’s environmental impacts on aquatic resources from discharges of dredged or fill material. If the proposed discharge activity does not comply with the guidelines, then the Corps will not grant the permit. (33 C.F.R. § 320.4(a)(1).) The guidelines require the applicant to undertake a 404(b)(1) alternatives analysis to determine the “least environmentally damaging practicable alternative.” (See 40 C.F.R. § 230.5(c).) As the guidelines state: “No discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences.” (40 C.F.R. § 230.10(a).) An alternative is practicable if it is available and capable of being carried out after taking into consideration cost, existing technology, and logistics in light of overall project purposes. (40 C.F.R. § 230.10(a)(2); see also *Bering Strait Citizens for Responsible Resource Development v. United States Army Corps of Engineers* (9th Cir. 2008) 524 F.3d 938, 947.)

Under the guidelines, a number of presumptions apply to proposed discharge into special aquatic sites, including wetlands. Special aquatic sites include sanctuaries and refuges, wetlands, mud flats, vegetated shallows, coral reefs, and riffle and pool complexes. (See 40 C.F.R. § 230.3 (q-1); see also 40 C.F.R. §§ 230.40 – 230.45.)

Unless clearly demonstrated otherwise, where the activity associated with the discharge is proposed for a special aquatic site and the activity is not "water dependent" (i.e. does not require water to fulfill its basic purpose), it is presumed that practicable alternatives that do not involve special aquatic sites are available. (40 C.F.R. § 230.10(a)(3).) The presumption of practicable alternatives for discharging into wetlands is robust. (*Buttrey v. United States* (5th Cir. 1982) 690 F.2d 1170, 1180.) The Corps also presumes that all practicable alternatives to the proposed discharge which do not involve a discharge into a special aquatic site have a less adverse impact on the aquatic ecosystem. (40 C.F.R. § 230.10(a)(3).)

Taken together, CEQA and section 404 require the Project Development Team to consider seriously those alternatives that meet most of the basic objectives for the project. The analysis should also consider feasibility, taking into account financial, technical, permitting, environmental and other issues. The analysis should pay particular heed to those alternatives that avoid impacts to wetlands or other waters. If alternatives exist that appear to meet project objectives and to be feasible, and those alternatives avoid or lessen impacts that would otherwise occur (e.g., impacts to wetlands or other waters), then the Project Development Team would commit legal error if it were to eliminate those alternatives from further consideration. At a minimum, the Project Development Team must disclose the reasons it has determined that a potentially feasible alternative route has been eliminated from further consideration, and those reasons must be supported by substantial evidence.

### *Analysis of Alternative Routes*

The current focus of the Study on Alternatives B, C, G and H, and elimination of Alternatives D, E and F, appears to be inconsistent with the objectives for the Project, not take into issues of financial feasibility of the various alternatives nor consider obvious permitting obstacles.

#### **(1) Project Objectives -- Emergency Access**

The primary objective of the Second Access is to provide an alternate egress to Brooktrails, during natural or manmade disasters. As a secondary objective, the route will also constitute an alternative route (to that provided by Sherwood Road) for recurring, non-emergency traffic use, particularly during those times of the day when heavy traffic/traffic congestion conditions prevail in the City of Willits.

Alternatives D, E and F appear to do a better job of meeting the primary objective of the project – providing secondary emergency access – than Alternatives B, C, G and H. The secondary access provided by Alternatives B, C, G and H would be located along



routes that largely parallel existing emergency access along Sherwood Road. In order to ensure secondary access during wildland fires, earthquakes or other emergencies, secondary access should be provided along a route located a reasonable distance from the existing, primary route. Otherwise, the same wildland fire or other emergency event could block both the primary and secondary routes.

Alternatives D, E and F, by contrast, are located further to the north of the existing access along Sherwood Road than Alternatives B, C, G or H. All three of these routes would therefore be less likely to be blocked by an emergency event that cuts off primary access via Sherwood Road. In view of the primary focus of the project, to improve emergency access, we urge the Project Development Team to consider the adequacy of the access four access routes now included in the Study. We also urge the Team to expand the scope of the Study to include those routes that are located further away from the existing access provided by Sherwood Road.

## **(2) Financial Feasibility**

From a financial perspective, there are three major issues affecting the cost of a project of this sort: cost of constructing the road within the right of way alignment (taking into account the high cost of stream-crossings); the cost to acquire the right of way; and the cost to comply with applicable environmental laws, rules and regulations, including CEQA.

Alternatives D, E and F all appear to be financially less costly than those that are identified under the Study. Alternatives D, E and F all begin at Highway 101, near the old LP mill site, and follow an existing road up a modest grade up to the plateau where Brooktrails Township is located. At this point, access to Sherwood Road would be provided either directly (Alternative E) or by two existing subdivision roads that eventually lead to Sherwood Road (Alternatives D and E).

First, with respect to road construction costs, to our knowledge, no geological and engineering studies have been completed at this time. Nevertheless, there is sufficient information to conclude that Alternatives D, E and F provide stable, suitable routes for a secondary access road. These three routes would require the improvement of an existing, stable road that has been in existence and in use for many decades without experiencing erosion or stability problems. No major realignment of this roadway would be required. Construction along this route would be far less costly than an entirely new road constructed across unknown terrain. The route would not require construction of bridges or other stream crossings. Other routes, by contrast, would traverse areas with riparian corridors and wetlands. Expenses associated with spanning these features should be factored into any estimate of project costs.

The second major cost element consists of right-of-way acquisition. Alternatives D, E and F would track an existing roadway. We understand the owner of the property where the majority of the existing road is located is prepared to grant the necessary easement to the County at minimal cost.

By contrast, Alternatives B, C, G and H would all involve traversing land where no rights-of-way currently exist. We understand none of the landowners located along these routes would be willing to grant easements. For this reason, the County will have to acquire the rights-of-way for these alternatives through contested eminent domain proceedings, and would have to pay fair market value for the easements as determined by a jury. (Code Civ. Proc., §§ 1263.120, 1263.310; 8 Witkin (2005) Constitutional Law, § 1223, pp. 896-897.) We do not know whether the County would, as a matter of policy, be interested in pursuing eminent domain proceedings over the objections of affected landowners. There is a significant chance, however, that the County would not be willing to seize this property, rendering these alternatives infeasible on policy grounds. At a minimum, contested eminent domain proceedings would be costly, and would introduce significant uncertainty into the cost of right-of-way acquisition.

The cost of acquiring rights-of-way in a contested proceeding would not be limited to the rights-of-way themselves. One element of compensation due to affected landowners is "severance damages." These damages consist of the extent to which the seizure of the right-of-way diminishes the fair market value of the highest and best use of the landowner's remaining property. (*City of San Diego v. Neumann* (1993) 6 Cal.4th 738, 745-746; Code Civ. Proc., § 1263.420.) In this case, Alternatives B, C, G and H all traverse undisturbed parcels. Bisecting these parcels with an intrusive, new roadway will significantly affect the integrity of these parcels, and may therefore result in substantial severance damages. These costs must be factored into the financial feasibility of these routes.

Estimates of the likely costs of the various alternatives must also consider the County's legal costs associated with pursuing contested eminent domain proceeding for each of the landowners affected by these routes. These costs, including attorneys' and expert witness fees can be substantial, often reaching into hundreds of thousands of dollars. Additionally, depending on the amount of the final damage award in relation to the parties' pre-trial settlement offers, the county may be required to pay the other party's attorney and expert witness fees. The risk of this occurring and the likely amount of such fees must also be factored into the Study's estimates of the costs of the various alternatives. (Code Civ. Proc., § 150.410; *Los Angeles County Metropolitan Transportation Authority v. Continental Development Group* (1997) 16 Cal.4th 694.)

For Alternatives D, E and F, the costs and uncertainties associated with a contested eminent domain proceedings are greatly reduced. For this reason, these alternatives offer significant financial advantages as compared to the alternatives that are the focus on the Project Development Team's Study.

### **(3) Feasibility of Obtaining Necessary Permits**

As noted above, the scoping process should account for the feasibility of various alternatives to avoid significant environmental impacts. The process should also consider the extent to which particular alternatives present significant regulatory hurdles.

In this case, Alternatives D, E and F involve the improvement of existing roadways and do not involve significant construction in undisturbed areas. Accordingly they should be feasible from a permitting perspective.

Those alternatives that traverse undisturbed areas face significant regulatory hurdles. These hurdles are particularly acute for those routes that involve crossing streams or wetland disturbances.

Alternatives C, G and H all appear to involve at least one crossing of Upp Creek, and appear to traverse a riparian corridor that may contain wetlands. Alternatives D, E and F, by contrast, do not involve crossing a blue-line stream. To the extent Alternatives D, E and F involve crossing any riparian corridors, such crossing do not result in any new disturbance of riparian corridors, in as much as these routes all follow an established roadway.

In evaluating these routes, the Project Development Team should consider the challenges associated with obtaining a 404 permit from the Corps. As noted above, a central requirement of the Corps' permitting process is demonstrating that there is no practicable alternative to the activity requiring filling the wetland or water. (40 C.F.R. § 230.10(a); *Bering Strait Citizens for Responsible Resource Development, v. United States Army Corps of Engineers, supra*, 524 F.3d at p. 947.) In this instance, there appear to be a number of alternative routes that avoid impacts to wetlands or waters, and these alternatives appear to be practicable. In particular, Alternatives D, E and F all provide secondary access to Brooktrails; nothing indicates that these alternatives are impracticable; and they avoid the need to fill waters or wetlands. Under such circumstances, the Corps will not issue a permit for Alternatives C, G and H. For similar reasons, the County will not have an adequate record under CEQA to approve Alternatives C, G and H, insofar as feasible alternatives exist that avoid impacts to wetlands or waters. (Pub. Resources Code, § 21002.1; *Save Round Valley Alliance v. County of Inyo, supra*, 157 Cal.App.4th at pp. 1456-1465.)

There may be other challenging regulatory hurdles that the Project Development Team should consider before it eliminates routes from consideration. These hurdles include potential impacts to species listed under the Federal and California Endangered Species Acts, including impacts to critical habitat designated under the Federal act. The Team cannot make an informed decision about which alternatives to carry forward without first assessing whether listed species will be affected by the project. This analysis is particularly important for those alternatives that involve disturbance of undeveloped areas, particularly those containing wetlands or riparian habitat.

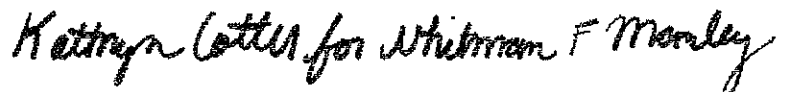
Regulatory requirements under section 404 and the Federal and State Endangered Species Acts add significant uncertainty to the permitting process. Often, the process necessary to obtain these approvals adds years to the process. The agencies responsible for administering these statutes – the Corps, the U.S. Fish and Wildlife Service, NOAA Fisheries and the California Department of Fish and Game – typically require the mitigation of impacts at ratios of 3:1 or more. Any assessment of alternative routes should take these time frames and mitigation measures into account. Routes that avoid these regulatory hurdles will take less time to construct, and avoid the costs associated with providing sufficient mitigation to satisfy these agencies.

\* \* \*

We urge the Project Development Team to consider these issues before it eliminates alternatives from consideration. Based on our review of the alternatives under consideration, the proposal to focus on Alternatives B, C, G and H appears to be seriously misguided.

Thank you for the opportunity to provide these comments.

Very truly yours,



Whitman F. Manley

# BROOKTRAILS SECOND ACCESS FEASIBILITY STUDY

## Project Comment Sheet

Please Provide your comments below. The conceptual alignments for the Brooktrails Second Access are shown on the reverse side of this comment sheet\*. Please mark the alignments if it helps illustrate your comments. Please note that this is a mountainous terrain and proposed design will require major cuts and fills to achieve the needed connection. The period for comments will remain open through July 29, 2008.

NAME: Robert Sizemore

ADDRESS: 2301 Hearst Rd., Willits, CA, 95490

COMMENTS: I would like to support Alignment C for the Brooktrails Second Access.

1. Being there is already an existing road, so that area has already been impacted.

2. It follows along a ridgetop so erosion, slides & etc. would be at an extreme minimum. Also it would probably require no more than 18" culverts to help drainage.

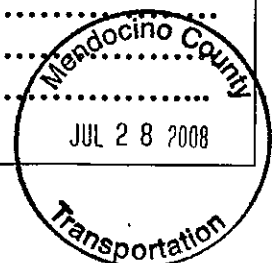
3. Cuts basically equal fill so most material will be utilized without much importation.

4. The exit is far enough away from town so as not to impact city traffic.

5. The railroad tracks are of no importance for many, many years.

Please don't turn this into some sort of engineering project that turns people away. This route is so easy the only hurdles are going to be State Regulations. This is one reason California is going broke, "Strangulation by Regulation". Just keep it simple like it is and do it!

\* Please use additional sheet(s) if needed.



# BROOKTRAILS SECOND ACCESS FEASIBILITY STUDY

## Project Comment Sheet

Please Provide your comments below. The conceptual alignments for the Brooktrails Second Access are shown on the reverse side of this comment sheet\*. Please mark the alignments if it helps illustrate your comments. Please note that this is a mountainous terrain and proposed design will require major cuts and fills to achieve the needed connection. The period for comments will remain open through July 29, 2008.

NAME:

Mary L. Morris

ADDRESS:

1583 Crawford Drive (P.O. Box 1551), Willits, CA 95490

COMMENTS:

This will be a difficult project to execute due to the combination of mountainous terrain (necessitating a lot of expensive and environmentally damaging cut and fill work) with lack of funding in a poor county which is part of a state verging on bankruptcy. However, some sort of 2nd access does need to be provided, primarily for safety reasons, but also for mostly future traffic congestion relief.

For economic reasons alone, alternates C, G, and H should be eliminated. Preliminary cost estimates range from \$13-16 million for G to \$16-19 million for C.

Alternates C and G have additional disadvantages:

- ① Their lengthy routes make them much less likely to be actually used by most drivers.
- ② Both routes would have to cross the railroad tracks and would need a stoplight where they meet Hwy 101 - undesirable for safety reasons and unacceptable to Cal Trans in their mission of speeding regional traffic through Mendocino County.

Alternate H has the advantage of tying into a frontage road east for north of the proposed 101 bypass north interchange. This advantage doesn't offset the expense and length of the route.

Alternate I appears more promising than C, G, or H in some respects, e.g. not so far out of the way so drivers would be more likely to use it. Also, it ties into the 101 bypass very near the north interchange.

\* Please use additional sheet(s) if needed.

see attached page

## Brooktrails Second Access Feasibility Study

Comments, continued - Mary L. Morris

However, alternate I is still fairly expensive at \$8-12 million estimate and it has a real disadvantage environmentally in that it would bisect the St. Francis Ranch, a working ranch providing highly valued open space near an increasingly congested subdivision.

Alternate B seems to be the only really viable choice, of the routes proposed.

There is a fair amount of cut and fill but the length of the route is short so the cost estimate is the lowest of the proposed alternates at \$3.5-5.5 million.

B would alleviate the only significant traffic congestion on Sherwood Road, which occurs in the last  $\frac{1}{4}$  to  $\frac{1}{2}$  mile before the intersection at Main St./current Hwy 101. Alternate B, as well as Sherwood Road, would intersect with Main St., a local road, after the bypass is completed.

The Sherwood Road traffic would very likely be divided just about in half, with drivers headed to 101 bypass taking Alternate B and those headed to Willits taking Sherwood Road.

In an emergency, rescue vehicles could use one route while residents used the other (along with already identified emergency escape routes both south and north of Sherwood Road).

**Richard Estabrook**  
2026 Primrose Drive  
Willits, CA 94590  
707-459-5711

Bob Parker  
Assistant Director of Transportation  
Mendocino County DOT  
340 Lake Mendocino Drive  
Ukiah, CA 95482

July 27, 2008

**RE: Brooktrails Second Access Road**

Dear Mr. Parker:

I have several comments regarding the Brooktrails Second Access Road.

**Need for the Project**

At the Brooktrails Board meeting on July 8, 2008, it was stated that the need for the second access road was twofold: emergency ingress/egress and for the purpose of “relieving traffic congestion”.

I have lived in Brooktrails since 1986 and have commuted to my job in Ukiah since that time. Based on my 22 years of commuting experience, I have difficulty understanding how the traffic on Sherwood Road could be considered “congested”. It is certainly much busier now than it was in 1986, but I rarely have to slow down because of traffic. I would estimate that my total delay due to the so-called congestion on Sherwood Road, even at peak times of the day, is less than one minute.

I suspect that any complaints of “congestion” are actually due to the delays through Willits and at the intersection of Sherwood Road with Highway 101. However, according to Caltrans, the bypass will alleviate most of the existing congestion through town by diverting regional traffic away from Main Street. Caltrans’ modeling shows that even the reduction of regional traffic will allow all intersections in Willits to operate at an acceptable Level of Service for many years. In light of this, I would question the wisdom of spending \$8 million to \$29 million on a project intended to solve a problem that doesn’t exist.

Brooktrails does have an urgent need to upgrade emergency ingress/egress routes – this is the only legitimate purpose of the project. Certainly, we should be able to perform major improvements on several emergency access routes for a fraction of the cost it will take to build even the cheapest alternative currently being considered. Emergency-only access



routes would not have to meet AASHTO or FHWA standards and, therefore, could be constructed much less expensively than a full-blown 2-lane highway. Therefore, I would urge you to seriously consider including emergency-only routes as one of the alternatives.

### **Alternatives**

The routes I would recommend are Alternative “F”, as shown on the Brooktrails website ([http://www.btcSD.org/brd\\_info/access/archived/index.php](http://www.btcSD.org/brd_info/access/archived/index.php)), which would connect the airport to Highway 101, and a southern access route that would connect with Highway 20. Again, these would be emergency-only routes which would not be used for “congestion” relief.

Alternatives “C”, “G”, and “H” are disingenuous because they are very expensive and do not meet the stated purpose of relieving traffic congestion. They provide no time savings to Brooktrails residents and would not be used. Note that Alternative “C” was originally proposed to connect to the “Truck Scales” interchange, which is no longer being considered by Caltrans.

While Alternative “I” may provide congestion relief, it is a poor alternative for emergency egress/access because it parallels Sherwood Road. Any major incident that would affect Sherwood Road would also have a high probability of affecting Alternative “I”.

The “airport parkway” route, which was called Alternative “D” in the previous study, is the only congestion relief route that would also provide a high quality escape route for the most densely populated area of Brooktrails. I believe this route should be included in your analysis.

### **Future Growth**

Of course, the intent of the second access road is also to address future traffic demands given that the ultimate buildout in Brooktrails could be 4000 dwelling units, as stated in the Brooktrails Specific Plan. As you know, Brooktrails is currently in a building moratorium because there is insufficient water storage for the existing residents in a dry year, let alone for any additional growth.

To realize the buildout envisioned in the Specific Plan, there are several major obstacles to overcome. The most significant is the drastic increase in required water storage; from the current storage of 322 acre-feet to approximately 1400 acre-feet necessary to supply 4000 dwelling units. It is my opinion that these projects will never materialize for two insurmountable reasons: environmental constraints and economic reality.

The raising of the two existing dams to add about 1100 acre-feet of storage would be very expensive – probably in excess of \$20 million. Financing of these projects would require the creation of a benefit assessment which, in turn, would require a majority vote of those “benefiting” from the project (i.e. vacant land owners). However, there are about 4500

vacant lots and the proposed raising of our two reservoirs would only be enough to supply an additional 2500 dwelling units. In other words, even with the new dams in place, nearly half of the vacant lot owners still would not be able to develop their lots. Given this uncertainty and the tremendous costs of the project, it is highly unlikely that a benefit assessment vote would ever come to fruition.

Perhaps more importantly are the environmental constraints of increasing water storage. The Environmental Impact Report (EIR) prepared for the Brooktrails Specific Plan was written in 1996, prior to the federal listing of Coho salmon, Chinook salmon, and steelhead as threatened species, under the Endangered Species Act. Willits Creek, on which the proposed dams would be placed, has been classified as "critical habitat" for all three species of fish. The EIR for the Specific Plan contains no analysis of the impact that increased water diversions would have on listed fish species. Therefore, the EIR for the Specific Plan is insufficient for any decisions involving increased water diversions in Brooktrails (i.e. "growth").

Assembly Bill 2121, passed in 2004, requires the State Water Board to adopt principles and guidelines to protect native anadromous fish species in coastal streams in five counties, including Mendocino County. To meet this requirement, a draft "Policy for Maintaining Instream Flows in Northern California Coastal Streams" was developed by the National Marine Fisheries Service and the California Department of Fish and Game. This policy will place significant limits on the amount of water that can be diverted from coastal streams.

One such limit would be based on the Cumulative Flow Impairment Index (CFII) of a stream<sup>1</sup>. If the proposed dam resulted in a CFII greater than 5%, a detailed hydrologic study would be required. Diversions resulting in a CFII greater 10% would essentially be prohibited. According to the Brooktrails Water Rights applications for the new dams, the CFII on Willits Creek and its tributaries would be as high as 54.5%.

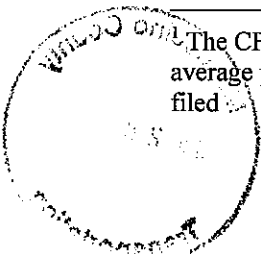
In summary, the likelihood of any new dams being constructed in Brooktrails is virtually non-existent, meaning that there would be no additional growth in Brooktrails. To spend \$8 to \$29 million on a roadway that would only serve the existing population does not seem like a prudent use of taxpayer money. Instead, the focus should be on solving the most urgent problem in Brooktrails – emergency egress and ingress. This problem could be solved with the construction or improvement of several routes, for much less cost than the 2-lane highway currently under consideration.

Sincerely,



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<sup>1</sup>The CFII is the percent of total stream flow over the wet season (December 15 through April 1) in an average precipitation year that has existing water rights or for which a water rights application has been filed.



July 21, 2008

To: MDOT

From: Janet M. Orth   
1454 Casteel Drive (Brooktrails)  
P.O. Box 1331  
Willits, CA 95490

Re: Brooktrails Second Access Feasibility Study - Project Comments

From what I have seen to date, I support Alignment I, because it:

- connects most directly to the roundabout entrance to the Willits Bypass, for best connectivity of all the proposed alternatives
- has a lesser "footprint" of cut and fill impacts than most of the other alignments
- is a short, straight route likely to be used by a high number of drivers
- connects from a point on Sherwood Road that could collect many vehicles
- connects to Sherwood at a commercial zone near existing convenience stores
- creates minimal disturbance of local neighborhoods and residences.

In contrast, the other alternatives have these disadvantages:

- Alignments C and G connect to U.S. 101 north of the bypass, necessitating at-grade intersection with the highway, at odds with the intent of the bypass project to improve regional traffic flow and reduce hazardous conditions. Also these two seem to intersect with the railroad, which could be problematic.
- Alignments C, G and H traverse steep terrain, requiring more cut and fill.
- Alignments C and G require a longer trip and are less likely to be used.
- Alignment H appears to impact existing dwellings near its convergence with 101.
- Alignment B does not appear to be much of an improvement over the existing Sherwood Road route, particularly in the event of a disaster, when a diversion of traffic away from the old route might be needed.

Another option could be a combination, starting with Alignment C/G/H at the intersection of Brooktrails Drive and Sherwood Road, and joining with Alignment I for the remainder of the route, connecting at the 101 roundabout. However, this appears to have a bigger "footprint" impact on the environment than simply using Alignment I, which brings me back to support of Alignment I.

Thanks for the opportunity to comment on this important and long-awaited project for our community.

cc: Brooktrails Township  
CSD

July 17, 2008

Bob Parker

I Ralph Waldman my wife Ramona, you and Farhad talked for a moment outside the Brooktrails Community Center on July 8<sup>th</sup>. After hearing other comments at the meeting and talking to others I made a drive by observation of the points of intersection of alignments B and I with Hwy 101. I believe that any 2nd access road shouldn't be built if the grade is steeper than 10% so that two wheel drive cars can work without chains. I can't remember what the grade was for alignment B but if its 10% or less it would be the best choice for the 2nd access.

Farhad said that the initial grade for alignment "I" could be reduced by meandering to create length. An alternative to this and possibly in combination with could be adding height to a portion of Hwy 101, ramping north and south.

The modified alignment "C" with the link to Poppy Drive that was introduced by Mark Edwards and reinforced by John Pinches does not seem to be in the best public interest. Like we said before, people tend to drive downhill to go to Willits from Brooktrails. Much of the population in the Airport vicinity is downhill of Poppy Drive and they will not likely climb the hill to use the modified "C" route. Another study would be necessary to determine all factors associated with this modified "C" proposal. John Pinches said this road was built by loggers and they knew where a road belonged. It did belong there for their purposes - nature offered them a gentle grade and they could haul loads over the legal weight limit. But they didn't haul in the winter

There is a 600 Foot long strip of this road that gets no sun during winter months and ice and snow buildup is always a problem there. The road works Ok now because of its rock surface paving this would be a mistake. I don't think this proposal should be accepted just because "its already there" and can be procured with no resistance. It might be more in the public interest to build no road than to be influenced by this type of reasoning.

A good point Mark Edwards did make was this study was on paper only. A good engineer and geologist team could easily do ~~a~~ quick assessment runs of these different alignments with hand held GPS tools. They could look for obvious problems that might complicate putting a road in any of these locations - things like grade and width, water seepage, clay deposits and slides. I think this could save a lot of time and trouble in the long run by eliminating unworkable proposals earlier in the game before they go out for public comment.

Ralph Waldman

P.O. Box 26  
Willits CA 95490  
July 16, 2008

Bob Parker  
Assistant Director of Transportation  
Mendocino County DOT  
340 Lake Mendocino Drive  
Ukiah, CA 95482

Dear Mr. Parker:

Thank you for making the Brooktrails Second Access Feasibility Study plans available for our review on July 8. With many fires currently active in Mendocino County we are especially interested in the life-saving potential of a second access.

**Alignment B**

This is not really a second access, but just a modest improvement on the main Sherwood Road access. Moreover, it would create a problem intersection where it takes off from Sherwood. In an emergency Sherwood would still be bumper-to-bumper, especially between Birch and Access B.

**Alignments C, G and H**

These both involve going up over the ridge and then a fairly steep downgrade to get to 101. In normal (non-emergency) situations, few people would choose to take these routes unless they were going to or coming from points north.

**Alignment I**

This is the most attractive and natural alternative route to Sherwood. It is smooth and mostly straight. It starts at a logical point high up Sherwood to divert traffic and it winds up right at the planned 101 bypass interchange. The 12 percent grade at the foot is probably no worse than that at the bottom of Sherwood.

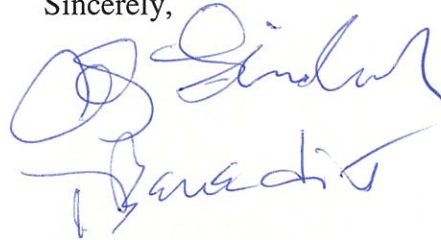
After we had a chance to review the KOA documentation we had a short conversation with District Supervisor John Pinches. He pointed out that the existing fire escape route north from Poppy Drive intersects Alignment C northeast of the airport. By widening and paving this existing road, we could create a second access that would have several advantages:

- 1) It starts at the north end of Brooktrails. In an emergency cars could escape up Sherwood while fire equipment comes in from the south,
- 2) In an emergency or in normal times, cars from north of Brooktrails bypass Sherwood congestion.
- 3) An existing road can be upgraded at lower cost and environmental impact than cutting new roads. According to Supervisor Pinches, the involved property owners are willing to sell.

- 4) This route does not involve a significant hill to climb on its way to 101, nor does it require a major bridge.
- 5) Alignment I bisects a ranch and, if water became available, would likely result in residential development in the valley of Sherwood Creek.

We favor Supervisor Pinches' proposal to use Alignment C but connect it to Poppy Drive. Of the KOA alignments, Alignment I makes the most sense.

Sincerely,



C.G. LINDELEF  
TRISHA BENEDICT

CC: Brooktrails C.S.D. (via email)  
Supervisor John Pinches

# BROOKTRAILS SECOND ACCESS FEASIBILITY STUDY

## Project Comment Sheet

Please Provide your comments below. The conceptual alignments for the Brooktrails Second Access are shown on the reverse side of this comment sheet\*. Please mark the alignments if it helps illustrate your comments. Please note that this is a mountainous terrain and proposed design will require major cuts and fills to achieve the needed connection. The period for comments will remain open through July 29, 2008.

NAME: Gerald Viale

ADDRESS: 1921 Lupine Way Willits Ca 95490

COMMENTS:  
Alignment I looks to be the only one which would split traffic do to its close exit on or near 101. Its the most straight. If I Alignment has good access to new 101 people from Brooktrails will use it to bypas willits when going south. The others will use Sherwood when going to town splitting it 50-50. Alignment H, G, C our nothing but senice centy rides. They have pour outlets there longer and counter productive. With fuel prices no one is going to use them. In my opinion A Brooktrails to HWy 20 should come first. Because Seperating our two accesss makes more sence. Alignment I is just a perelell of sherwood it is redundant but if it were to have a direct ramp on to 101 p bypass south it would be a winner. As for H-G & C they are pushing traffic into wooded fire prone areas for a longer amount of time. Getting back to the HWy 20 idia seperating the two outlets is fire smart because chances are fire wont be in two places at once. As for Alignment I the best for splitting traffic is a pour fire escape rout do to is close aprossimity to Sherwood. A Fire could esely cut off both at the same time. In my opinion this is a poor start this does not excite me but an outlet to 20 would.

\* Please use additional sheet(s) if needed.



July 10, 2008

Bob Parker  
Assistant Director of Transportation  
Mendocino County DOT  
340 Lake Mendocino Drive  
Ukiah, Ca. 95482

Dear Mr. Parker,

The presentation of the possible alignment choices for the second access to Brooktrails that was presented July 8<sup>th</sup> was very helpful in seeing the different difficulties each alignment would present. It was also good to get the numbers of cars traveling over the different segments of Sherwood Road.

From a purely traffic perspective, it seems that "I" is the best choice since it is planned to work with the planned freeway interchange, but the price is hefty, and it seems all the grade particulars may have to be adjusted. Alignment "B" is a much less expensive alternative, and seems would also miss the Willits High School morning and afternoon traffic for those using the freeway interchange. It seems so much less expensive that it seems both it and that the 3<sup>rd</sup> access to Route 20 would together cost less than any of the other alignments.

In my opinion, routes "C" and "G", which would bring traffic further north would be less utilized, are expensive, and apparently will present flow problems on 101 due to the need of traffic lights. Alignment "H", though also expensive, may have the merit of possibly missing the portion of Saint Francis Ranch where the habitations are.

The alternate "C" alignment with a Poppy Drive extension presented by Mr. Edwards would include the need of a traffic light, need to navigate some extensive portions of north facing slope which are icy in winter, and significantly impact the residential neighborhood around Poppy Drive, as the road is presently not a high speed road, and already has street parking issues.

To sum it up, due to the above reasons, I presently think that alignment "B" should be the favored choice, followed by "H".

Sincerely,

Ramona Waldman  
28000 Poppy Drive  
Willits, Ca. 95490  
(707) 459-0990

9 July 2008

Bob Parker  
Assistant Director of Transportation  
Mendocino County DOT  
340 Lake Mendocino Drive  
Ukiah, CA 95482

Mr. Parker,

Thank you for the informative presentation that you and Mr. Iranitalab gave at the Brooktrails Community Center Tuesday evening (July 8). The maps showing cut and fill requirements for the various alignments were particularly useful to me since I've walked most of the areas periodically over the last 30 years and I was very concerned that some of the northern alignments would be "railroaded" through without proper analysis.

Clearly, from the information presented by the KOA team and public comment, alignments "C", "G", and "H" are not feasible based on economic, environmental, and Caltrans access constraints.

The alternative "C" alignment presented by the representative from St. Francis Ranch is also not feasible environmentally and economically. In addition it would only serve the airport neighborhood in Brooktrails. To my knowledge, there is no basis in fact to assume that the airport neighborhood will undergo a significant future population increase, even in the unlikely event that Brooktrails miraculously increases the water supply during a prolonged drought, since most of the "buildable" lots in this area have already been developed.

The emergency exit issue is not part of the equation in the feasibility study because Brooktrails already has three well-maintained emergency exit routes designated - one of which is the alternative "C" alignment presented by St. Francis Ranch. I have travelled this route myself during a CDF tabletop exercise in Brooktrails which simulated a wildfire scenario that included mandatory evacuation.

In my opinion, the only feasible alignments are "I" and "B". While alignment "I" on paper appears to be the best route, it would have a significant negative impact on the environment, and would bisect St. Francis Ranch, thereby destroying one of the few remaining pristine ranch areas remaining in Mendocino County. And, it would also be prohibitively expensive.

The Feasibility Study is supposed to "determine the most feasible route for a second access to accomodate emergency response/evacuation, mobility and traffic circulation for Brooktrails residents."

I think alignment "B" is the only feasible alternative that will accomplish these goals based on realistic environmental and economic constraints.

As noted earlier, the evacuation issue is moot since emergency exits exist now. In a catastrophic event, Brooktrails residents would be evacuated (one way) over these routes, while emergency response would come into the area (one way) via Sherwood Road.

The biggest bottleneck and threat to emergency response, mobility and traffic circulation is the lower section of Sherwood Road - particularly the nightmare intersection at Highway 101 (Main Street).

Alignment B would solve this problem by providing a gentler approach to Highway 101 and a less congested intersection. Commuters south could turn left on Highway 101 (Main Street) and access the new by-pass in a short distance. People driving into Willits would continue on Sherwood Road taking an easy right turn at a much less congested intersection. This approach would divide the traffic stream in half reducing congestion and increasing circulation and mobility at both intersections. Emergency response would be enhanced by a more accommodating "B" alignment.

Alignment "B" would be, by far, the least expensive, and would have, by far, the lowest impact on the environment. An additional benefit of alignment "B" would be the possibility of connecting it across Sherwood Road to Primrose Drive, linking it with the proposed future Highway 20 access.

Clearly, based on "realistic" economic and environmental constraints, alignment "B" is the only feasible alternative at this time.

Sincerely,



Don Morris  
1583 Crawford Drive  
Brooktrails

P.O. Box 1551  
Willits, CA 95490

Bob Whitney, M.A.



Economic  
& Environmental  
Planning

July 29, 2008

Howard N. Dashiell  
Director of Transportation  
County of Mendocino  
Department of Transportation  
340 Lake Mendocino Drive  
Ukiah, CA 95482-9432

**Re: Second-Access Route Alternatives for Brooktrails Township and Sherwood Valley**

**Who Will Use the Second-Access Alternatives?**

One fundamental question for each second-access option is how will it address future capacity needs in the Brooktrails Township and Sherwood Valley, or more succinctly, who will use it?

*Upp Creek Alternative*

The newly proposed Upp Creek Alternative would connect at the corner of Primrose Drive, and possibly Brooktrails Drive, and Sherwood Road. Most importantly, this option would funnel a substantial majority of external trips in Brooktrails Township through one or two intersections (Sherwood Rd/Primrose Dr/Brooktrails Dr). This would require signalization for both intersections. And would result in a major impediment to efficient movement of traffic.

*Alternative B, Sherwood Road to Quail Meadows*

This off-shoot from Sherwood Road linking directly to Highway 101 Bypass at Quail Meadows would offer essentially the same traffic benefits as the existing Sherwood Road, except that it would attract outgoing vehicles that were either headed north on U.S. 101, or for the U.S. 101 Bypass. In order to accommodate future traffic growth, Sherwood Road would eventually need to be expanded to a four-lane arterial from the Alternative B junction to Poppy Drive.

*Alternatives D & E, Airport Parkway*

The Airport Parkway connects Highway 101 to Brooktrails Township via Daphne Way and Poppy Drive, route D, and an additional connector route E to Sherwood Road. This Alternative D provides an alternative route on the most direct existing gravel road from Brooktrails Township and Sherwood Valley to the U.S. 101 for the vast majority of residents of this service area, and especially for the 49% of Brooktrails Township residents who live in the northern zones and 100% of the residents north of Brooktrails Township. Access to the Airport Parkway entrance is direct for many residents via Poppy Drive or Sherwood Road. Moreover, a significant volume of traffic originating from north of Brooktrails Township, including all logging trucks, could be diverted from traversing through Brooktrails and the residential community south along Sherwood Road. Finally, the Airport Parkway directly connects U.S. 101 with the Willits/Brooktrails Airport for both airport use, as well as emergency services use.

(707) 459-3906

23801 Iris Terrace

Brooktrails Township, Willits, CA 95490

### Environmental Impact and Cost

Impacts to the environment and cost are closely related. In general, the longer the second-access route the greater the environmental impact and cost, except for routes on existing roads.

#### *Upp Creek Alternative*

The newly proposed Upp Creek Alternative is about 1/4 longer than the Alternative D, Airport Parkway and about 3 times longer than the Alternative B, Sherwood Road to Quail Meadows. The environmental impact and cost of this option can be expected to be very high, given its length, virgin terrain, substantial wetlands impacts, and listed plant species and riparian vegetation impacts. While the cost of this road would be very high to construct, it would also bisect a private ranch. The right-of-way through this property would need to be purchased, most likely through eminent domain, which would substantially increase the time and cost of this option.

#### *Alternative B, Sherwood Road to Quail Meadows*

The Alternative B, Sherwood Road to Quail Meadows should have a lower construction cost due to its shorter length. However, it would require that a new four-lane roadway be constructed through steep terrain. Right-of-way would also need to be purchased for this alignment.

#### *Alternatives D & E, Airport Parkway*

The cost and environmental impact of the Alternatives D & E, Airport Parkway, would be moderated by three factors: (1) the alignment would follow an existing unpaved road for much of its length, thereby reducing costs and impacts, (2) there are no crossings of major creeks, and (3) the property owner of much of the alignment has indicated a willingness to cooperate with the acquisition or donation of the right-of-way. An additional environmental benefit would be the diversion of logging truck traffic directly to Highway 101. A possible future consideration could be the railroad crossing near Highway 101; however, this railroad segment north of Willits to Eureka has not operated for many years, is in a total state of disrepair and probably will not be operational in the foreseeable future, if ever.

### Emergency Access

In the event of a major earthquake or fire, the existing paved access route into Brooktrails Township (Sherwood Road) would be quickly overwhelmed—possibly with dire results. While the fire department has done an excellent job at identifying unpaved alternative egress routes, these gravel/dirt roads are vulnerable to weather, breakdowns, and inexperienced drivers. A second-access route must provide an emergency benefit to Brooktrails residents.

#### *Upp Creek Alternative*

While certainly improving access alternatives, this option would be vulnerable to the same type of event that might close lower Sherwood Road, especially an earthquake or fire. The Sherwood Road/Primrose Drive/Brooktrails Drive intersections would be forced to accommodate extremely heavy traffic volumes, which might result in a breakdown of flow. These vital intersections would also be directly vulnerable to earthquake failure due to the fact they are located within the Maacama fault zone.

#### *Alternative B, Sherwood Road to Quail Meadows*

Any fire or earthquake event that closed lower Sherwood Road would probably also close this roadway, thus depriving residents of an all-weather emergency route.

*Alternatives D & E, Airport Parkway*

The airport is the emergency services operations center for the area and Alternative D is an existing emergency second-access route. An emergency services vehicle connection can also be provided directly from Alternative D to the eastern perimeter of the airport for more efficient separate all-weather access for emergency vehicles. These past few weeks during the Mendocino Lightening Complex fires the airport was a central hub for helicopter support. A paved second access directly to the airport would be invaluable in case of future wildfire emergencies, coupled with the emergency egress provided by the gravel road from Alternative D to Schow Road/Highway 101. Finally, the Airport Parkway is least likely of these three Highway 101 alternative routes to have a concurrent fire or earthquake event with the two Sherwood Road alternative routes to the south.

**Summary**

The key advantages of the Airport Parkway are:

1. Serves the highest population density of the Brooktrails Township and the airport;
2. Diverts significant vehicle and heavy truck traffic from Sherwood Valley, north of Brooktrails;
3. Disperses rather than concentrates internal traffic within Brooktrails, reducing the need for road widening;
4. Provides adequate capacity to meet projected Brooktrails growth, particularly considering the water moratorium;
5. Less process delay and less expensive than the Upp Creek Alternative;
6. Less environmental impact than the Upp Creek Alternative; and
7. Best emergency second-access route.

**I would respectfully urge the County of Mendocino to re-instate the consideration of Alternatives D & E to the study of the Brooktrails Second Access.**

I was unable to attend the public meeting on July 8<sup>th</sup>, but would be most interested in providing any additional information and to participate in finding solutions to the selection of the most cost/effective and environmentally superior traffic and emergency second access paved county road to serve Brooktrails Township and Sherwood Valley. Please keep me on the contact list for any future communications in regard to this vital issue. Thank you.

Sincerely,  
Bob Whitney

Cc: Bob Parker  
Farad Iranitalab  
John Pinches  
Mike Chapman

# memorandum



**Whitlock & Weinberger  
Transportation, Inc.**

490 Mendocino Avenue  
Suite 201  
Santa Rosa, CA 95401

voice (707) 542-9500  
fax (707) 542-9590

website [www.w-trans.com](http://www.w-trans.com)  
email [dwhitlock@w-trans.com](mailto:dwhitlock@w-trans.com)

Date: January 31, 2012  
To: **Mr. Craig Drake** From: Dalene J. Whitlock  
Drake Haglan and Associates Project: MEX083

Subject: Brooktrails Second Access Trip Diversion Study

In order to estimate the number of trips that would likely be diverted from Sherwood Road to each of the three proposed alternative alignments for the second access road (Alignments A, FirCo(E) and I-H), data was collected through both traffic counts and a survey of area residents. For purposes of the survey the Brooktrails Subdivision was broken into four sub-areas. Also, completion of the US 101 Willits bypass project was assumed would have been completed.

## Resident Survey

A questionnaire was prepared in coordination with the Project Development Team (through County Staff) to obtain data from residents on the frequency and types of vehicle trips they make. Residents were also asked which alternative route they would prefer to use, with the choice being between the three potential alternative alignments or continued use of Sherwood Road. The six-page questionnaire was mailed to 1,358 residences in Brooktrails, Sylvandale and Spring Creek using a database provided by County Staff. A copy of the survey, which includes a graphic indicating the study zones as well as the three alternative alignments, is attached.

Of the questionnaires sent out, 121 were returned as undeliverable. Residents were given the option of responding to the questionnaire via mail or electronically, and of the 1,237 surveys delivered, 264 responses were received (190 were mailed back and 74 responded electronically), indicating a 21.3 percent response rate.

The survey results provide insights into both the number and characteristics of trips made by Brooktrails residents. However, for purposes of the diversion analysis, the survey results of most interest are those regarding the routes that drivers prefer, as well as the areas in which the respondents live. There were an almost equal number of respondents who live in Areas A and D, with 68 and 69 respondents respectively, or about 26 percent of the total in each of these two areas. Likewise, Areas B, C and areas outside Brooktrails all had a similar number of respondents representing 14, 18 and 16 percent of the total respectively.

As regards the routes preferred by residents, the I-H alignment was identified as the preferred option by 39 percent of respondents, with Alignment A being a distant second at 26 percent, followed by the existing route along Sherwood Road at 23 percent and Alignment E (Fir-Co) at 12 percent. The tabulation of these results is attached.

The results of the survey also indicate that most of the trips made by drivers leaving Brooktrails are destined to Willits. About 35 percent of the respondents make trips to destinations other than Willits

ten percent of the time or less. Half the respondents indicated that less than 30 percent of their trips are not destined for Willits. Less than 20 percent of respondents indicated that more than half of their trips are to destinations other than Willits.

### Data Collection

Existing traffic volumes were collected at seven locations along Sherwood Road on November 7, 2011, and turning movement counts were taken on December 7, 2011, at three intersections along Sherwood Road. All data was collected on days when area schools were in session and there were no special events, adverse weather or other indications that would result in abnormal travel patterns. Based on these counts the volume of traffic added to Sherwood Road at various intersections was determined. The traffic counts indicate that under existing conditions 35.8 percent of traffic leaves Sherwood Road at Birch Street, 23.8 percent enters and exits at Lupine Way, and 15.1 percent continues past Poppy Terrace. The remaining 25.3 percent entered and exited at Primrose Drive or Daphne Way.

Data was also provided regarding the number developed parcels in each of the four study zones. This data indicates that 28 percent of the total parcels developed are in Zone A, 19 percent are in Zone B, 28 percent are in Zone C, and 25 percent are in Zone D.

### Route Drive Times

Scaled concept drawings of each of the three alternative alignments created in geographic information system (GIS) modeling software were used to determine the general alignment and associated likely travel speeds along the various road segments that connect each of the study zones to Willits. The GIS database was also used to determine the centroid of each zone as the beginning point of the trips and the intersection of US 101 and State Route (SR) 20 was selected as the destination for all trips. The travel times for each of the segments connecting the centroid to the destination intersection were determined using assumed speeds based on the various types of road segment.

The results of this analysis are shown in Table I. The route having the shortest projected travel time from the centroid of the Zone to the intersection of US 101/SR 20 is indicated by text in bold and italics.

**Table I**  
**Trip Time Summary (in minutes)**

From Zone:	Via Alignment:			Via
	A	FIRCO	I-H	Sherwood
A	20.00	12.00	10.25	<b><i>9.75</i></b>
B	20.50	14.50	12.25	<b><i>11.75</i></b>
C	16.25	17.75	<b><i>11.50</i></b>	11.25
D	<b><i>11.75</i></b>	21.25	14.75	14.50

Note: fastest route indicated in ***bold and italics***.

### Trip Diversion Estimates

Based on the survey results, traffic data collected, the parcel development ratios, and the route drive time analysis, the potential for diversion from Sherwood Road to each of the three alternative



alignments was estimated. These results are summarized in Table 2 for the existing 6,868 trips counted on Sherwood Road south of Birch Street.

**Table 2**  
**Diverted Trip Estimate based on Volumes**

Zone	Percent of Trips on Sherwood	Number of Trips added to Sherwood	Alignment A		Alignment E (Fir-Co)		Alignment I-H	
			%	Trips	%	Trips	%	Trips
A	15.7%	1081	0%	0	10%	108	50%	540
B	5.9%	406	0%	0	5%	20	50%	203
C	27.9%	1915	0%	0	0%	0	60%	1149
D	35.4%	2430	80%	1944	0%	0	25%	608
Outside Brooktrails	15.1%	1036	0%	0	55%	570	50%	518
Total Estimated Diverted Trips			1944		698		3018	

Based on the analysis performed using existing traffic volumes, Alignment I-H would result in the greatest diversion of trips from Sherwood Road, while Alignment E (Fir-Co) would have the least potential impact on existing volumes.

Trips were also estimated by using the ratio of developed parcels in each Zone, assuming that 15.1 percent of trips would be from the area north of Brooktrails, with the remaining 74.9 percent allocated based on the percent of parcels in each zone that are developed. These results are indicated in Table 3.

**Table 3**  
**Diverted Trip Estimate Based on Developed Parcels**

Zone	% of Trips based on Parcels Developed	Resulting Volume Distribution	Alignment A		Alignment E (Fir-Co)		Alignment I-H	
			%	Trips	%	Trips	%	Trips
A	23.8%	1633	0%	0	10%	163	50%	816
B	16.1%	1108	0%	0	5%	55	50%	554
C	23.8%	1633	0%	0	0%	0	60%	980
D	21.2%	1458	80%	1166	0%	0	25%	364
Outside Brooktrails	15.1%	1036	0%	0	55%	570	50%	518
Total Estimated Diverted Trips			1166		788		3232	

Like the volume-based analysis, it is anticipated that the Alignment I-H would result in the greatest potential for diversion, with the Fir-Co route having the least.

## **Brooktrails Second Access Study Travel Questionnaire**

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The purpose of the questionnaire is to gauge the relative attractiveness of three alternative alignments for a second access to the Brooktrails area compared to utilizing Sherwood Road. This information will be used in an analysis being conducted for the Mendocino County Department of Transportation. The purpose of the study is to determine the route that will provide the best service to the Brooktrails community in future years. Please take a few minutes to answer the questions below and return the survey to *Whitlock & Weinberger Transportation, Inc. (W-Trans), 490 Mendocino Avenue, Suite 201, Santa Rosa, CA 95401* by **January 11, 2012**. Your name and address are not needed and all responses will remain confidential.

If you prefer, you can fill the survey out on-line at [www.tinyurl.com/brooktrails-survey](http://www.tinyurl.com/brooktrails-survey). If you fill out the survey on-line, please do not mail a hard copy of your responses.

Thank you in advance for your participation

1. How many licensed drivers live at your residence? \_\_\_\_\_
2. On an average weekday, approximately how many round trips are made by drivers living at your residence? (When any vehicle leaves and then returns to your home, that is one round trip. This includes trips of any length and to any destination during the entire day.) \_\_\_\_\_
3. On average, approximately what percentage of these daily trips is to destinations other than Willits? This includes to the north (e.g., Laytonville, Eureka), to the south (e.g., Redwood Valley, Ukiah, and Santa Rosa) and to the west (e.g., Fort Bragg). \_\_\_\_\_
4. Assuming that a freeway bypass with an interchange is built north of Willits, is it more important to you that there is a direct or nearly direct connection to US 101, or is it more important that the second access connect more closely with downtown Willits? (Check one)  

Direct or nearly direct connection to US 101 \_\_\_\_\_

Connect more closely with downtown Willits \_\_\_\_\_
5. In what zone of Brooktrails (as shown on the enclosed Zone Map) do you reside? (If you reside outside of the zones shown, please check "outside").

Zone \_\_\_\_\_

Outside \_\_\_\_\_

Please review the enclosed exhibits showing the alternative alignments in order to respond to the following questions.

6. Of the routes presented on the exhibits, including Sherwood Road, which one would you typically use?

- a. Alignment A: \_\_\_\_\_
- b. FirCo Haul Road - Alignment E: \_\_\_\_\_
- c. Alignment I-H: \_\_\_\_\_
- d. Sherwood Road: \_\_\_\_\_

7. Please provide comment(s) as to why you would typically use the selected route.

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8. Thank you for participating in this survey. Do you have any other comments or suggestions?

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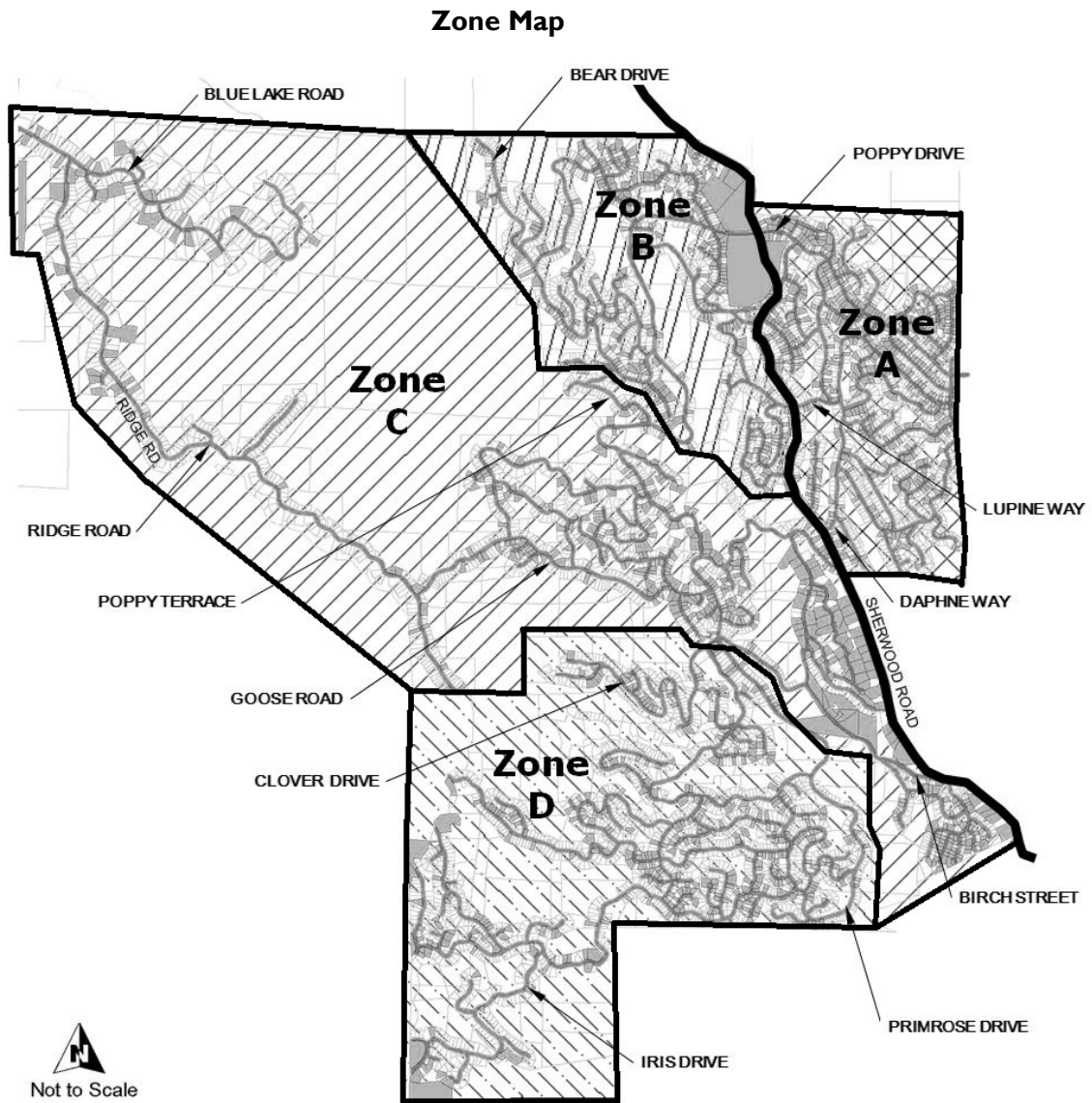
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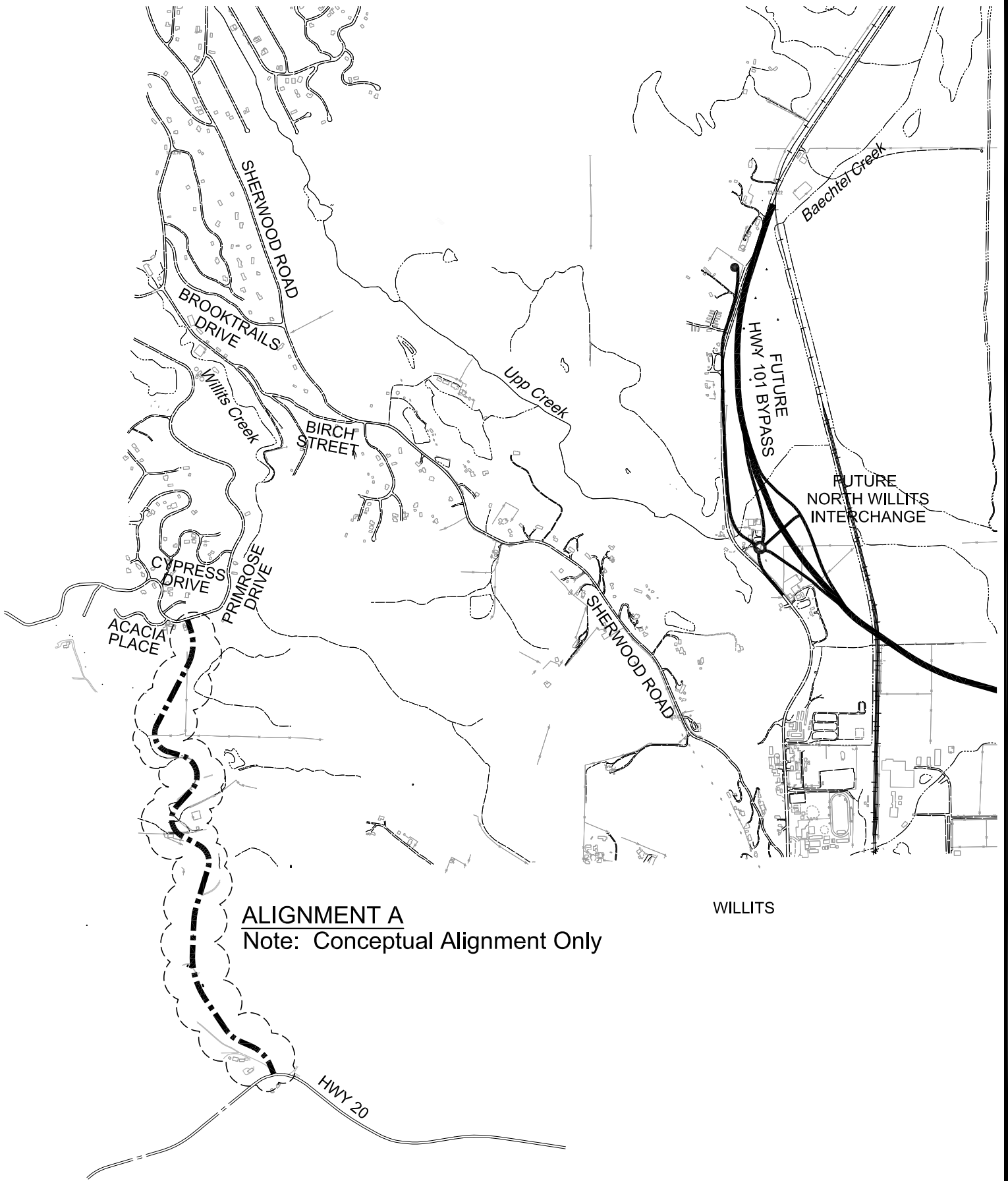


The following three exhibits depict alternative alignments being considered for the Brooktrails Second Access route. Sherwood Road and the north interchange for the proposed US 101 Bypass are also depicted.

Alignment A would connect directly to Highway 20 at a new intersection, with access to Willits provided by Highway 20. Access to points north of Willits would be via Main Street in Willits north to the new north Bypass interchange. Access to points south would be from Main Street in Willits along the existing route to a new US 101 Bypass interchange south of Willits (not shown on the exhibit).

The FirCo Haul Road - Alignment E would connect with Sherwood Road at a point north of Poppy Drive and extend east and then south to a frontage road that then connects to the new north interchange with the US 101 Bypass. Access to points north and south would be available from this new freeway interchange. Access to Willits would be available by continuing southbound through the roundabout to North Main Street.

Alignment I-H would intersect Sherwood Road approximately at the intersection of Primrose Drive and extend southeasterly to a new frontage road at a point very near the new north US 101 Bypass interchange. Access to points north and south would be available from this new freeway interchange. Access to Willits would be available by continuing south through the roundabout to North Main Street.



**ALIGNMENT A**  
 Note: Conceptual Alignment Only

WILLITS



BROOKTRAILS SECOND ACCESS  
 SUPPLEMENTAL FEASIBILITY STUDY  
 MENDOCINO COUNTY -  
 DEPARTMENT OF TRANSPORTATION



SCALE 1"=500'  
 500' 1000'

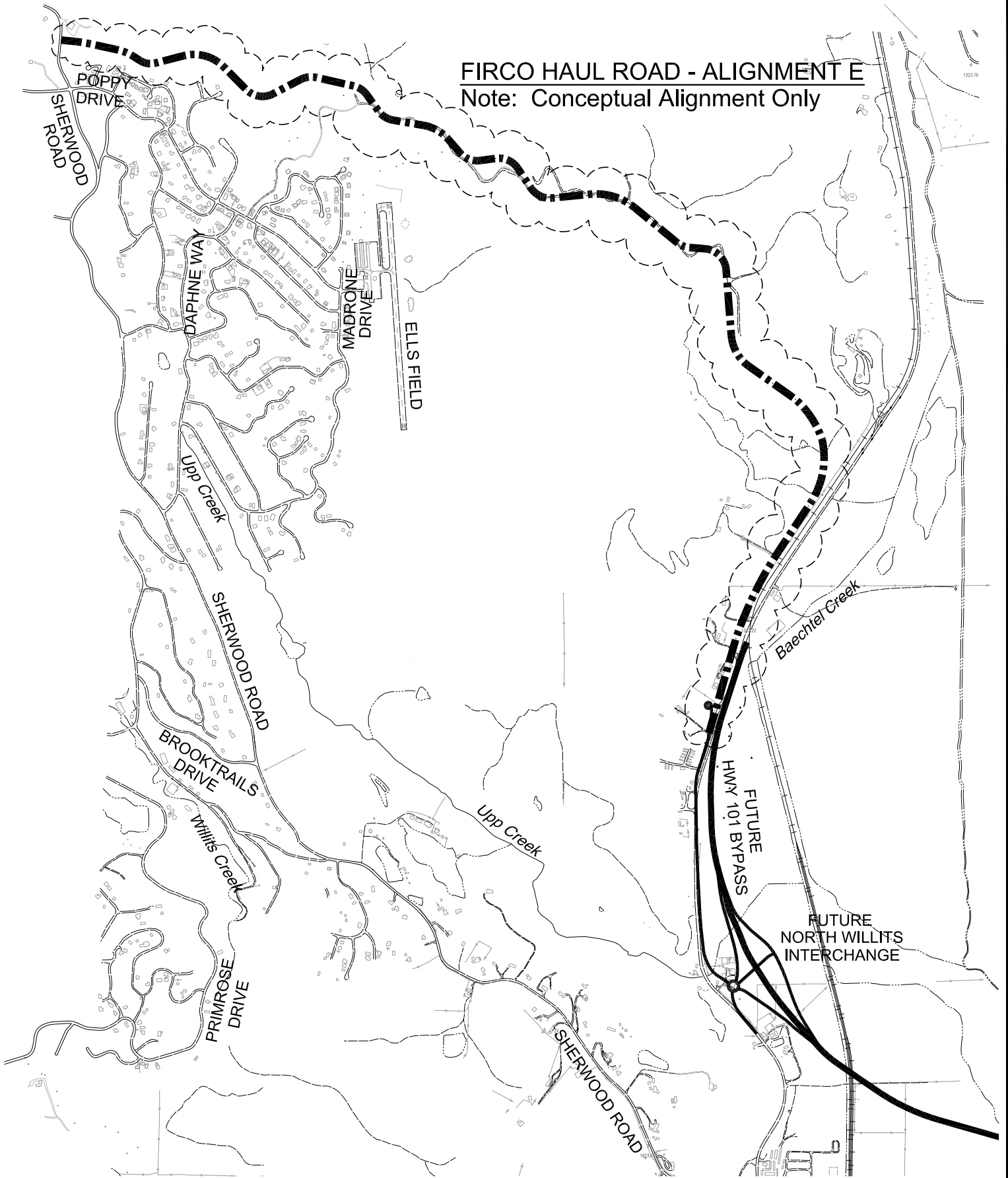
**LEGEND**

— EXISTING ROADWAYS



# FIRCO HAUL ROAD - ALIGNMENT E

Note: Conceptual Alignment Only



BROOKTRAILS SECOND ACCESS  
SUPPLEMENTAL FEASIBILITY STUDY  
MENDOCINO COUNTY -  
DEPARTMENT OF TRANSPORTATION

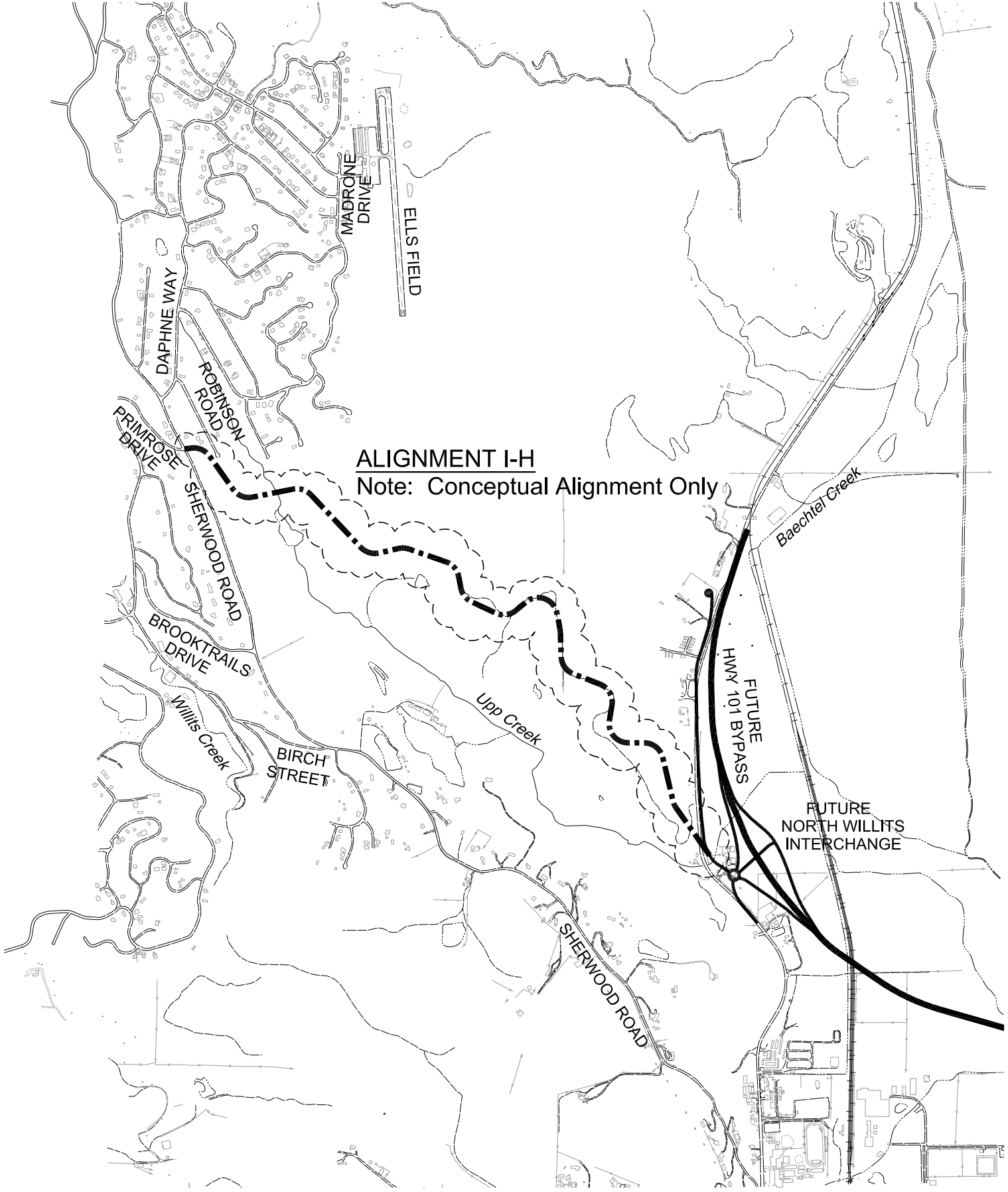


SCALE 1"=500'  
500' 1000'

### LEGEND

— EXISTING ROADWAYS





**ALIGNMENT I-H**

Note: Conceptual Alignment Only



SCALE 1"=500'  
 500' 1000'

**LEGEND**

— EXISTING ROADWAYS



**Brooktrails Second Access Study Travel Questionnaire  
Summary of Responses**

1. How many licensed drivers live at your residence?

	1	2	3	4	5	8	
Mail-in	52	111	18	8	0	1	
On-line	9	43	16	5	1	0	
<b>Total</b>	<b>61</b>	<b>154</b>	<b>34</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>264</b>
Percentage	23.1%	58.3%	12.9%	4.9%	0.4%	0.4%	

2. On an average weekday, approximately how many round trips per day are made by drivers living at your residence? (When any vehicle leaves and then returns to your home, that is one round trip. This includes trips of any length and to any destination during the entire day.)

	1	2	3	4	5	6	7	8	10	11	12	14	15	17	20	25	
Mail-in	54	50	26	11	8	9	5	5	7	1	2	3	0	1	1	1	
On-line	13	25	14	8	6	3	1	0	1	0	0	0	1	0	0	0	
<b>Total</b>	<b>67</b>	<b>75</b>	<b>40</b>	<b>19</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>256</b>
Percentage	26.2%	29.3%	15.6%	7.4%	5.5%	4.7%	2.3%	2.0%	3.1%	0.4%	0.8%	1.2%	0.4%	0.4%	0.4%	0.4%	

3. On average, approximately what percentage of these daily trips are to destinations other than Willits? This includes to the north (e.g., Laytonville, Eureka), to the south (e.g., Redwood Valley, Ukiah, and Santa Rosa), and to the west (e.g. Fort Bragg).

	0	1	3	5	10	15	20	25	30	33	35	40	45	50	55	60	65	70	75	80	85	90	95	100	
Mail-in	18	9	4	12	19	6	9	14	9	7	3	3	2	39	0	1	0	0	4	4	0	1	3	15	
On-line	8	3	4	5	7	0	2	3	1	4	1	2	0	12	0	0	0	0	2	0	0	3	0	15	
<b>Total</b>	<b>26</b>	<b>12</b>	<b>8</b>	<b>17</b>	<b>26</b>	<b>6</b>	<b>11</b>	<b>17</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>51</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>30</b>	<b>254</b>
Percentage	10.2%	4.7%	3.1%	6.7%	10.2%	2.4%	4.3%	6.7%	3.9%	4.3%	1.6%	2.0%	0.8%	20.1%	0.0%	0.4%	0.0%	0.0%	2.4%	1.6%	0.0%	1.6%	1.2%	11.8%	

4. Assuming that a freeway bypass with an interchange is built north of Willits, is it more important to you that there is a direct or nearly direct connection to US 101, or is it more important that the second access connect more closely with downtown Willits? (Check one)

	US 101	Willits	
Mail-in	101	86	
On-line	37	32	
<b>Total</b>	<b>138</b>	<b>118</b>	<b>256</b>
Percentage	54%	46%	

5. In what zone of Brooktrails (as shown in the exhibit below) do you reside? If you reside outside of the zones shown below, please check "outside".

	A	B	C	D	O	
Mail-in	47	25	33	49	35	
On-line	21	11	15	20	6	
<b>Total</b>	<b>68</b>	<b>36</b>	<b>48</b>	<b>69</b>	<b>41</b>	<b>262</b>
Percentage	26%	14%	18%	26%	16%	

6. Of the routes presented on the exhibits, including Sherwood Road, which one would you typically use?

	S	E	I-H	A	
Mail-in	46	23	74	48	
On-line	14	9	29	21	
<b>Total</b>	<b>60</b>	<b>32</b>	<b>103</b>	<b>69</b>	<b>264</b>
Percentage	23%	12%	39%	26%	





# Brooktrails Township

## COMMUNITY SERVICES DISTRICT

24860 Birch Street  
Brooktrails, California 95490  
Phone: 707-459-2494  
Fax: 707-459-0358  
[drose@btcsd.org](mailto:drose@btcsd.org)

April 12, 2018

The Honorable Dan Hamburg, Chair  
Board of Supervisors  
County of Mendocino  
501 Low Gap Road  
Ukiah, California 95482

Dear Mr. Hamburg,

On behalf of the Board of Directors of Brooktrails Township Community Services District, I am writing in support of a recommendation by Supervisor Croskey to improve signage, including evacuation route signage and to improve and maintain Sherwood Road, with particular attention to the un-improved North Sherwood Road.

The Board of Supervisors' ad-hoc committee for the review emergency ingress/egress throughout the County held a meeting in March, 2018 to discuss improving ingress and egress for several in-land communities with 'one way in and out roads. There are a number of communities in Mendocino County that meet these criteria. The 'Sherwood Road Corridor' is the fourth most populated area in the County and is in urgent need of improved ingress and egress both for emergency evacuation and to meet the ever growing transportation needs of residents.

A number of residents from communities along Sherwood Road attended the meeting to voice their concerns about both emergency evacuation routes and long-term transportation needs. Many of the solutions voiced at the meeting will take several years to accomplish, such as the construction of the 'second access' road.

Supervisor Croskey proposed that improvements both in signage, particularly directional, and a commitment to repairing and maintaining Sherwood Road and replacing or repairing its bridges to ensure that it is available as a possible evacuation route during disasters.

Subsequent to the ad-hoc committee meeting the communities that have been established along Sherwood Road formed a coalition to explore opportunities to increase the disaster readiness of the Sherwood communities and their residents, including improving communications and working to develop or re-develop appropriate emergency ingress/egress routes and plans in the short- to mid-term time frame. In the longer term the coalition will work with County officials to research and develop appropriate mechanisms to ensure the development and construction of additional transportation ingress/egress for the Sherwood Communities.

Brooktrails, as a member of the Sherwood Communities Coalition strongly supports the recommendation of the ad hoc committee to maintain the North Sherwood Road as an emergency route and install appropriate additional signage along the road.

Additionally, the Brooktrails Township CSD Board of Directors urges the Board of Supervisors to make application through MCOG to Cal Trans for available Adaptation Planning grant funding for ‘extreme weather event emergency planning’ as well as ‘integration of transportation adaptation planning considerations into existing plans.’ Such an application, if awarded, would allow planning for increased transportation options in evacuation corridors, roadway warning systems, as well as Local Hazard Mitigation planning. The Board believes that such funding would expedite the development and implementation of the ad hoc committee’s recommendations to identify and improve evacuation routes. The Board also requests that the Cal Trans Sustainable Communities Strategic Partnership grant program be explored as a possible fit for proposed projects.

Thank you for your kind consideration and attention.

Sincerely,

Denise Rose  
General Manager

- c. Georgeanne Croskey, Vice-Chair, Board of Supervisors  
Keith Rutledge, Sherwood Communities Coalition  
George Gonzalez, Chief, Mendocino Unit – Cal Fire

Email response by HND, 8-9-18

Hi Georgeanne:

Response to both emails....

The key of request... "MCOG is willing to give some technical support with MCDOT as lead agency applicant"... I don't disagree that this was a MCDOT lead project... expanding it to "countywide considerations" would also be... but it is a huge undertaking...

I went to the Caltrans Webpage link you gave me... *FY 2019-20 Transportation Planning Grants (i.e., Sustainable Communities, Strategic Partnerships, and Adaptation Planning*

Workshops started in June... application due November 2nd... if we were going to make a successful attempt at a grant like this I would needed to have dedicated upper level staff to it in June... tracked the workshops... really been building the application... truth is I did not have the staff resources then as we were trying to respond the all the disaster projects... I certainly don't resources now to mount a "come from behind" effort for a September call for applications.

If Brooktrails/MCOG had the time to build the application and all MCDOT had to do is collaborate I might fit that in. However, look at the Grant Guidance Below... the stuff we need to continue the Brooktrails Project... CEQA, Final Design... not covered in either grant:

#### *SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM*

##### *Eligible Activities and Expenses*

*Eligible activities must have a transportation nexus per the California Constitution, Article XIX Section 2 and 3. Please consult with Caltrans district staff for more information on whether costs are eligible for funding.*

*Some examples of eligible costs include:*

- *Data gathering and analysis*
- *Planning consultants*
- *Conceptual drawings and design*
- *Community surveys, meetings, charrettes, focus groups*
- *Bilingual services for interpreting and/or translation services for meetings*
- *Community/stakeholder advisory groups*
- *Project administration (up to 5% of the grant is allowed, e.g., quarterly reports, invoicing, project management)*

##### *Ineligible Activities and Expenses*

*Some activities, tasks, project components, etc. are not eligible under these grant programs. If an application has any of the following elements, it will be disqualified. Ineligible activities and expenses include:*

- *Environmental studies, plans, or documents normally required for project development under the National Environmental Policy Act or the California Environmental Quality Act*
- *Engineering plans and design specification work*
- *Project Initiation Documents*
- *RTPs or updates to the RTP, excluding SCS development*
- *Construction projects, capital costs, such as the building of a facility, or maintenance*

- Office furniture purchases, or other capital expenditures
- Decorations, e.g., for public workshop events
- Acquisition of vehicles or shuttle programs
- Organizational membership fees
- Unreasonable incentives such as prizes for public participation. The use of incentives and support such as childcare services are subject to Caltrans approval.
- Charges passed on to sub-recipient for oversight of awarded grant funds
- Other items unrelated to the project

#### ADAPTATION PLANNING GRANT PROGRAM

##### *Eligible Activities and Expenses*

*Please consult with Caltrans district staff for clarification regarding specific eligible activities or expenses.*

*Example eligible costs include:*

- Staff time
- Consultant time
- Conceptual drawings and design
- Data and geospatial analysis
- Community surveys, meetings, charrettes, and focus groups
- Bilingual services for interpreting and/or translation services for meetings
- Community/stakeholder advisory groups
- Project-specific staffing
- Web application development and dashboards

##### *Ineligible Activities and Expenses*

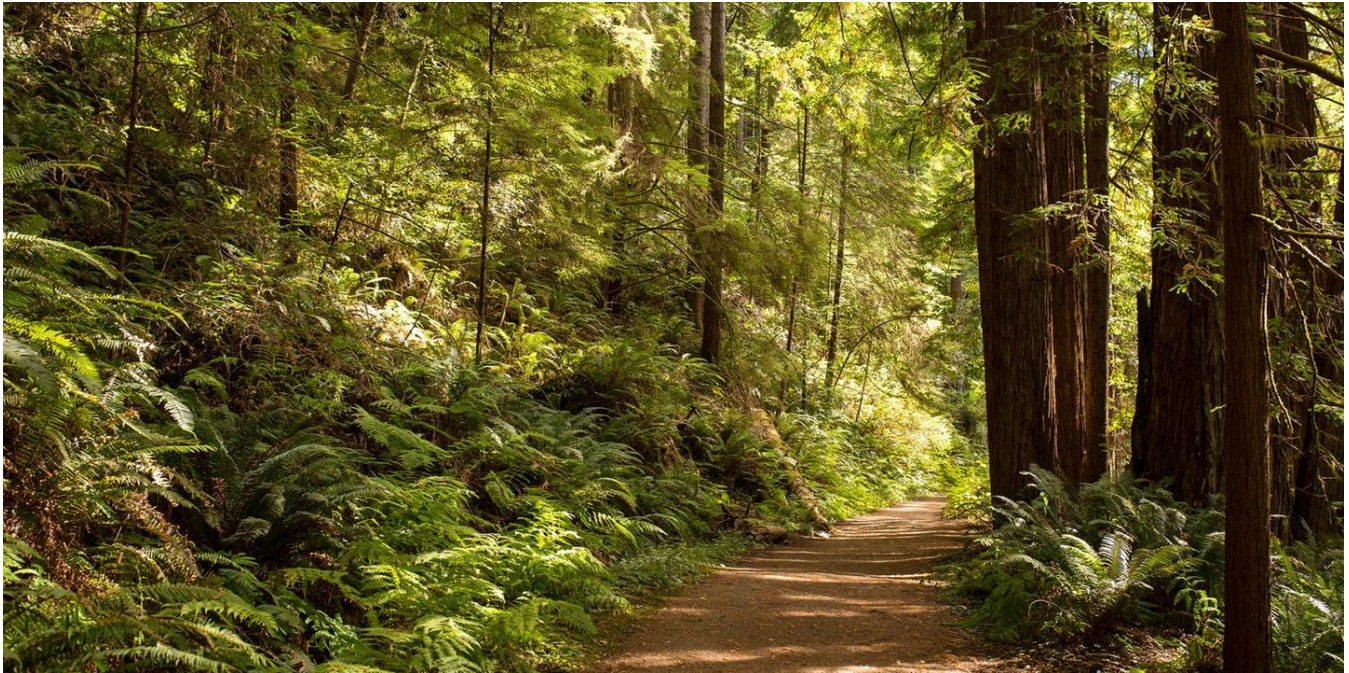
*Some activities, tasks, project components, etc. are not eligible under this grant program. If an application has any of the following elements, it will be disqualified. Ineligible activities and expenses include:*

- Projects without a transportation nexus
- Project Initiation Documents
- Environmental studies, plans, or documents normally required for project development under the National Environmental Policy Act or the California Environmental Quality Act
- Engineering plans and design specification work
- Regional Transportation Plans (RTP) or updates to the RTP
- Construction projects or capital costs, such as the building of a facility, or maintenance
- Purchasing of office furniture or other capital expenditures
- Decorations (e.g., for public workshop events)
- Acquisition of vehicles or shuttle programs
- Organizational membership fees
- Unreasonable incentives such as prizes for public participation. The use of incentives are subject to Caltrans approval
- Charges passed on to sub-recipient for oversight of awarded grant funds
- Other items unrelated to the project

# **Mendocino County Public Outreach Plan**

**An Addendum to the  
Fire Vulnerability Assessment  
and  
Emergency Evacuation Preparedness Plan**

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July 2020

## **Mendocino County Public Outreach Plan**

Upon receiving a 2019/20 Caltrans Adaptation Planning Grant, the Mendocino Council of Governments hired Category Five Professional Consultants, Inc. to develop an Emergency Evacuation Preparedness Plan, a Fire Vulnerability Assessment and a Public Outreach Plan for \$236,140.

# Mendocino County Public Outreach Plan

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# Mendocino County Public Outreach Plan

## I. PROJECT BACKGROUND

In collaboration with local governments, fire and law enforcement agencies, transportation agencies and other community stakeholders, Category Five Professional Consultants, was hired in October of 2019 by the Mendocino Council of Governments (MCOG) to develop a Fire Vulnerability Assessment and an Emergency Evacuation Preparedness Plan in order to improve local wildfire preparedness. MCOG applied for and received a 2019/20 Caltrans Adaptation Planning grant for this project which entails identifying local areas and populations that are most vulnerable to wildfire, assessing evacuation needs, and planning for evacuation routes and assistance. Additionally, the consultant will identify necessary improvements to the transportation networks for emergency access. Another component of this project is this Public Outreach Plan wherein the consultant will develop communication strategies, establish agency roles and responsibilities, and engage and educate the public about these plans.

## II. PLAN OVERVIEW

### A. Plan Purpose

Mendocino County recognizes that community participation and input is a vital component of the planning process. The purpose of this plan is to provide an opportunity for public feedback and encourage Mendocino County residents to be involved in their community. Additionally, it identifies various means of educating residents about fire safety and emergency evacuation. This plan delineates how Mendocino County residents and community stakeholders will be involved throughout the planning process. It provides a guideline for community engagement and will be modified as opportunities for additional community participation present themselves.

### B. Outreach Objectives

The goal of this outreach initiative is to increase the community's awareness of the wildfire risk, encourage residents to take steps to protect themselves, their family and property, improve their knowledge of evacuation planning and increase their confidence in local first responder agencies' ability to handle a major disaster.

Specific objectives to achieve this goal include:

- Solicit feedback from the general public and community stakeholders
- Engage in early outreach to community stakeholders to serve as a foundation for public engagement
- Involve community members in the emergency preparedness planning process



## **Mendocino County Public Outreach Plan**

- Gain an understanding for the concerns Mendocino County residents have with respect to the community's wildfire vulnerability
- Gain insight into the understanding Mendocino County residents have regarding local evacuation routes
- Obtain an understanding of the concerns residents have if an emergency evacuation were necessary
- Prioritize community concerns
- Gain an understanding of the diverse needs of local area residents
- Determine the effectiveness of local alerting systems
- Gain a sense of the residents' comfort level with local communication systems and preferred means of communication
- Devise a means of communicating planning decisions to the public
- Construct a means for educating the general public on wildfire safety and preparedness
- Offer a plan for informing the public about primary and alternate evacuation routes
- Provide a means for directing preparedness and evacuation information and messages to the County's vulnerable populations
- Provide community members with a sense of confidence in local first responder agencies

### **C. Internal Engagement**

The following local agencies and governments were made aware of this project and were strongly encouraged to participate in planning decisions:

- Mendocino Council of Governments
- Mendocino County Board of Supervisors
- Mendocino County Chief Executive Officer
- Mendocino County Office of Emergency Services
- Caltrans District One
- CAL FIRE
- Ukiah Police Department
- Ukiah Valley Fire Authority
- Laytonville Fire Department

## Mendocino County Public Outreach Plan

- Little Lake Fire District
- South Coast Fire Department-Gualala
- City of Willits Police Department
- City of Willits Public Works Dept.
- Mendocino County Department of Transportation
- Mendocino County Sheriff's Office
- Mendocino Fire Safe Council
- Mendocino Red Cross
- Mendocino Transit Authority
- Mendocino County Planning and Building Services
- Mendocino County Executive Office
- Mendocino County Air Quality Management District
- Mendocino County Office of Education
- City of Ukiah
- City of Willits
- City of Fort Bragg
- City of Point Arena
- Redwood Valley Rancheria
- Cahto Tribe of the Laytonville Rancheria
- Coyote Valley Band of Pomo Indians
- Guidiville Rancheria
- Hopland Band of Pomo Indians
- Manchester Band of Pomo Indians
- Pinoleville Pomo Nation
- Potter Valley Tribe
- Round Valley Indian Tribes
- Sherwood Valley Band of Pomo Indians
- Middletown Band of Pomo Indians
- LACO Associates

## Mendocino County Public Outreach Plan

A Technical Advisory Group (TAG) was formed in November of 2019 to provide oversight and guidance for this project. The TAG consisted of the following representatives:

**Table 1: Technical Advisory Group Roster**

<b>Name</b>	<b>Agency</b>	<b>Position</b>	<b>Project Role</b>
<b>Michael Carter</b>	Mendocino Council of Governments	Board Member	Liaison/Technical Specialist-Communications
<b>Jesse Davis</b>	Mendocino County Planning and Building Services	Senior Planner	Technical Specialist-Planning and Building
<b>Dan Gjerde</b>	Mendocino County	4 <sup>th</sup> District Supervisor	Liaison
<b>Tatiana Ahlstrand</b>	Caltrans District 1	Transportation Planner	Technical Specialist-Transportation/Contract Manager
<b>Howard Dashiell</b>	Mendocino County Department of Transportation	Director	Transportation Specialist
<b>Nash Gonzalez</b>	Mendocino County Executive Office	Recovery Director	Technical Specialist-Planning and Recovery
<b>Scott Cratty</b>	Mendocino County Fire Safe Council	Executive Director	Fire Safe Council Liaison
<b>Imil Ferrara</b>	Mendocino County Fire Safe Council	Program Coordinator	Fire Safe Council Liaison
<b>Steve Turner</b>	Mendocino County Office of Education	Director of Maintenance and Operations	Liaison County of Education
<b>Tom Allman</b>	Mendocino County Sheriff's Office	Mendocino County Sheriff <i>Retired 1/2020</i>	Technical Specialist-Law Enforcement
<b>Shannon Barney</b>	Mendocino County Sheriff's Office	Lieutenant Investigative Services Bureau	Technical Specialist-Law Enforcement

## Mendocino County Public Outreach Plan

<b>Brentt Blaser</b>	Mendocino County Office of Emergency Services	Emergency Services Coordinator	Emergency Management Specialist
<b>Tami Bartolomei</b>	City of Ukiah Office of Emergency Services	Office of Emergency Management Coordinator	Emergency Management Specialist
<b>Colin Wilson</b>	Mendocino County Ad Hoc Road Committee	Retired Anderson Valley Fire Chief	Technical Specialist-Fire and Roads
<b>Scott Warnock</b>	Willits Police Department	Chief of Police	Technical Specialist- Public Safety
<b>Richard Shoemaker</b>	City of Point Arena	City Manager	Liaison
<b>Michael Rees</b>	Albion-Little River Fire Protection District	Fire Chief	Technical Specialist-Fire
<b>Andres Avila</b>	Anderson Valley Fire Department	Fire Chief	Technical Specialist-Fire
<b>Bob Matson</b>	Elk Volunteer Fire Department	Fire Chief	Technical Specialist-Fire
<b>Steve Orsi</b>	Fort Bragg Fire Department	Fire Chief	Technical Specialist-Fire
<b>Mitch Franklin</b>	Hopland Fire Protection District	Fire Chief	Technical Specialist-Fire
<b>Sue Carberry</b>	Laytonville Fire Department	Fire Chief	Technical Specialist-Fire
<b>Chris Wilkes</b>	Little Lake Fire Protection District	Fire Chief	Technical Specialist-Fire
<b>Dave Latoof</b>	Mendocino Volunteer Fire Department	Fire Chief	Technical Specialist-Fire
<b>John Pias</b>	Mendocino Volunteer Fire Department	Fire Captain	Technical Specialist-Fire
<b>Michael Rees</b>	Albion-Little River Fire Protection District	Fire Chief	Technical Specialist-Fire
<b>Greg Warner</b>	South Coast Fire Department-Gualala	Fire Chief	Technical Specialist-Fire
<b>Dan Maxey</b>	Westport Fire Department	Fire Chief	Technical Specialist-Fire
<b>Paul Duncan</b>	CAL FIRE	Operations Chief	Technical Specialist-Fire

## Mendocino County Public Outreach Plan

<b>Patricia Austin</b>	CAL FIRE	Public Information Officer	Public Information Specialist
<b>Richard Goldfarb</b>	American Red Cross Mendocino County	Disaster Program Manager	Red Cross Liaison
<b>Mary Desautels</b>	American Red Cross Fort Bragg	DAT Captain	Red Cross Liaison
<b>Ian Osipowitsch</b>	Redwood Valley Little River Band of Pomo Indians	Environmental Director Assist.	Liaison/ Environmental Specialist
<b>Jordon Blough</b>	LACO Associates	Economic Development Specialist	Technical Specialist- Economic Development
<b>Jeff Tunnell</b>	Bureau of Land Management-Ukiah Field Office	Fire Mitigation and Education Specialist	Technical Specialist- Fire Mitigation and Education
<b>Megan Schlichter</b>	Mendocino County Office of Emergency Services	Emergency Services Specialist	Emergency Specialist
<b>Nephele Barrett</b>	Mendocino Council of Governments	Executive Director	Grant Administrator
<b>Loretta Ellard</b>	Mendocino Council of Governments	Deputy Planner	Project Manager

## Mendocino County Public Outreach Plan

### III. PLANNING AREAS

The following emergency evacuation planning areas are consistent with the County’s Community Wildfire Protection Plan and are based on a number of factors. These Planning areas:

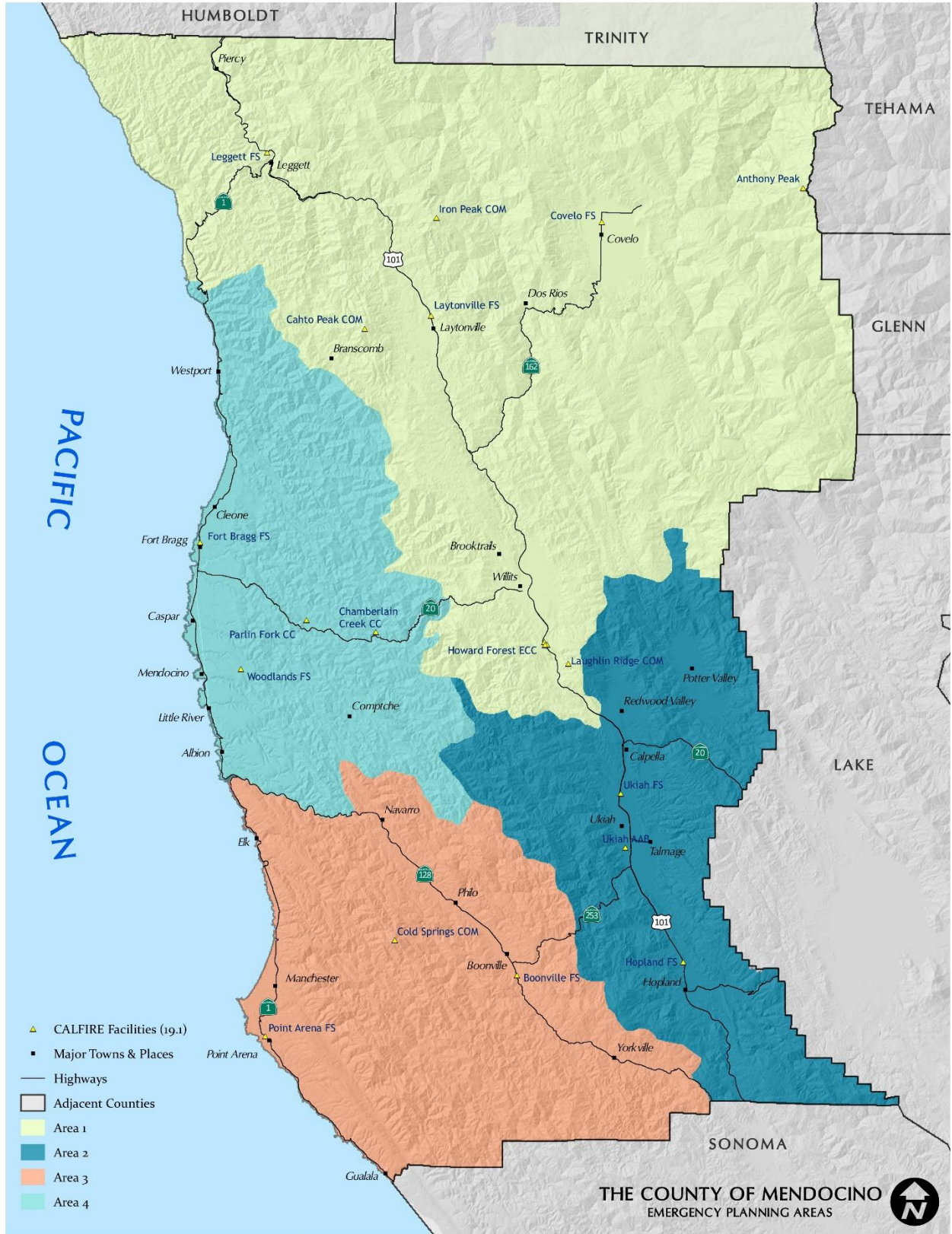
- Match the Mutual Aid Zones utilized by local emergency response personnel (fire and medical)
- Generally, follow watershed boundaries
- Correlate closely with CAL FIRE battalions
- Are based on weather, and to some degree fuels and topography
- Take into account local jurisdictions and fire districts boundaries
- Consider population density
- Utilize transportation corridors

*Please see planning area map below.*

**Table 2: Mendocino County Evacuation Planning Areas**

Planning Area	Area of County	CAL FIRE Battalion(s)	Towns and Fire Departments	Watersheds
1	North and Northeast	1,2,4	Brooktrails, Covelo, Laytonville, Leggett, Piercy, Willits	Eel River including North Fork, Middle Fork, and South Fork
2	Southeast and Central	3	Hopland, Potter Valley, Redwood Valley, Ukiah, Talmage	Russian River, plus Eel River to the north of Potter Valley
3	Southwest	5	Anderson Valley, including Yorkville, Boonville, Philo, and Navarro, to Gualala, Point Arena, Manchester, and Elk on the South Coast of the County	North Fork Gualala, Garcia, Russian, and Navarro Rivers, and Dry Creek
4	West Central and Coastal Region	6	Albion, Little River, Mendocino, Fort Bragg, Cleone, and Westport on the coast, plus Comptche nine miles inland of Mendocino	Albion, Big River, Noyo, and Ten Mile River, and Salmon Creek

# Mendocino County Public Outreach Plan



## Mendocino County Public Outreach Plan

### IV. POPULATION DEMOGRAPHICS/ACCESS AND FUNCTIONAL NEEDS

To appropriately determine emergency evacuation plans and priorities, the unique population demographics of Mendocino County must be considered. Important facts include population age, disability, ethnicity/language spoken, income/poverty and other perceived needs.

**Table 3: Population Totals**

	United States		California		Mendocino County	
	Population	Percent	Population	Percent	Population	Percent
<b>Total Population</b>	318,558,162		38,654,306		87,409	
<b>Population 60 years and older</b>	64,950,861	20.3%	7,060,513	18.2%	23,966	27.4%
<b>Population 85 years and older</b>	6,056,891	1.9%	678,710	1.8%	2,081	2.38%

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

The population of Mendocino County grew by almost 1,500 residents from 2008 to 2017, roughly 1.6% population increase. Still, the population growth rate of the County is consistently slower than the State of California’s growth rate. As denoted above, Mendocino County has a higher percentage of seniors age 60 and older and also age 85 and older than the National and State average.



## Mendocino County Public Outreach Plan

**Table 4: Race and Ethnicity of Mendocino County**

<b>RACE</b>	<b>Percentage</b>
<b>White</b>	<b>86.2%</b>
<b>Black/African American</b>	<b>1.1%</b>
<b>American Indian/Alaska Native</b>	<b>6.3%</b>
<b>Asian</b>	<b>2.2%</b>
<b>Native Hawaiian and other Pacific Islander</b>	<b>0.3%</b>
<b>Two or more races</b>	<b>3.9%</b>
<b>ETHNICITY</b>	
<b>Hispanic or Latino</b>	<b>25.6%</b>
<b>White, Not Hispanic or Latino</b>	<b>64.7%</b>

Source: 2014-2018 American Community Survey 5-Year Estimates, U.S. Census

In Mendocino County, both Native Americans and Hispanics encompass the largest ethnic groups amongst the older adult residents. Local service providers believe the number of elderly Hispanic/Latino seniors living in the County is higher than the census data indicates. Planning and outreach efforts will need to be bilingual to ensure emergency communication reaches this population.

Source: 2019-2020 Area Plan Update PSA26 AAA 2016-2020 Four-Year Planning Cycle

## Mendocino County Public Outreach Plan

### Poverty Rates

Federal poverty thresholds are set every year by the Census Bureau. The poverty rate is a general indicator of a region's economic health and well-being. As delineated in Table 5 below, from 2007-2016, Mendocino County's poverty rate was higher than the statewide average.

**Table 5: Mendocino County Poverty Rates**

<b>Year</b>	<b>Mendocino County</b>	<b>California</b>
2007	<b>15.4%</b>	<b>12.4%</b>
2008	<b>17.7%</b>	<b>13.3%</b>
2009	<b>17.5%</b>	<b>14.2%</b>
2010	<b>19.6%</b>	<b>15.8%</b>
2011	<b>20.2%</b>	<b>16.6%</b>
2012	<b>21.3%</b>	<b>17.0%</b>
2013	<b>20.9%</b>	<b>16.8%</b>
2014	<b>18.8%</b>	<b>16.4%</b>
2015	<b>20.3%</b>	<b>15.4%</b>
2016	<b>19.0%</b>	<b>14.4%</b>

Source: U.S. Department of Commerce, Bureau of the Census, Small Area Income and Poverty Estimates

As demonstrated below, from 2010-2014, one-fifth of Mendocino County residents of all ages were living below the poverty level which was higher than both the State and National average. Whereas, the percentage of County residents 65 years of age and older living below the poverty level was consistent with the National average and slightly lower than the State average.

## Mendocino County Public Outreach Plan

**Table 6: Population with Income Below Poverty Level**

	<b>United States</b>	<b>California</b>	<b>Mendocino County</b>
<b>Residents of All Ages Below Poverty Level</b>	<b>15.6%</b>	<b>16.4%</b>	<b>20.2%</b>
<b>Residents 65 years and Older Below Poverty Level</b>	<b>9.4%</b>	<b>10.2%</b>	<b>8.9%</b>

Source: 2010-2014 American Community Survey 5 Year Estimates. Selected Characteristics of People at Specified Levels of Poverty in the Past 12 Months, U.S. Census.

In 2018, the Federal Poverty Level for individuals was calculated as a single person living on less than \$12,140 per year, and a family of four with income less than \$25,100. The percentage of the population with incomes below 200% of the Federal Poverty Level (FPL) in the County in 2018 was approximately 17% for men, and 21% for women. When categorized by race/ethnicity, 42% of African Americans living in Mendocino County in 2018 had incomes below 200% of the FPL, followed by Hispanic/Latino 27%, Native Americans 25%, Caucasians 15%, Asians 14%, and Pacific Islanders 14%.

Source: U.S. Census Bureau, 2013-2018 American Community Survey 5-Year Estimates

Source: 2010-2014 American Community Survey 5 Year Estimates. Selected Characteristics of People at Specified Levels of Poverty in the Past 12 Months, U.S. Census.

### Language Spoken

**Table 7: Language Spoken at Home**

<b>Language other than English Spoken at Home for Individuals 5 years and older (2013-2017)</b>	21.85%
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Source: U.S. Census Bureau 2017 American Community Survey 5-Year Survey

78.15% of Mendocino County residents only speak English, while 21.85% speak other languages. The non-English language spoken by the largest group is Spanish, which is spoken by 18.95% of the population.

## Mendocino County Public Outreach Plan

### Disabled Population

**Table 8: Percent of U.S. People with a Disability by Age**

Location	Percent With Disability
<b>United States- All ages</b>	12.6
<b>Mendocino County- All ages</b>	17.6
<b>Mendocino County- Population under 65</b>	12.1
<b>Mendocino County- Population aged 65 and over</b>	40.3

Source: U.S. Disability Statistics by County 05-30-2017

**Table 9: Mendocino County Disability Characteristics**

Population Characteristic	Total Population Estimate	Population with Disability	Percent Population with Disability
<b>Population under 5 years</b>	5,141	7	0.1%
With a hearing difficulty		0	0.0%
With a vision difficulty		7	0.1%
<b>Population 5 to 17 years</b>	13,718	996	7.3%
With a hearing difficulty		60	0.4%
With a vision difficulty		29	0.2%
<b>Population 18 to 34 years</b>	16,704	1,617	9.7%
With a hearing difficulty		270	1.6%
With a vision difficulty		111	0.7%
With a cognitive difficulty		798	4.8%
With an ambulatory difficulty		342	2.0%
With a self-care difficulty		135	0.8%
With an independent living difficulty		480	2.9%

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*Category Five Professional Consultants, Inc.-Public Outreach Plan for Mendocino County- July 2020*

## Mendocino County Public Outreach Plan

<b>Population 35 to 64 years</b>	32,845	5,210	15.9%
With a hearing difficulty		1,746	5.3%
With a vision difficulty		727	2.2%
With a cognitive difficulty		1,391	4.2%
With an ambulatory difficulty		1,733	5.3%
With a self-care difficulty		545	1.7%
With an independent living difficulty		2,082	6.3%
<b>Population 65 to 74 years</b>	11,980	3,071	25.6%
With a hearing difficulty		1,969	16.4%
With a vision difficulty		983	8.2%
With a cognitive difficulty		160	1.3%
With an ambulatory difficulty		1,133	9.5%
With a self-care difficulty		238	2.0%
With an independent living difficulty		593	4.9%
<b>Population 75 years and over</b>	6,880	4,197	61.0%
With a hearing difficulty		1,905	27.7%
With a vision difficulty		674	9.8%
With a cognitive difficulty		901	13.1%
With an ambulatory difficulty		2,183	31.7%
With a self-care difficulty		834	12.1%
With an independent living difficulty		1,730	25.1%

Source: 2017 American Community Survey 1-Year Estimates, Disability Characteristics, U.S. Census

## Mendocino County Public Outreach Plan

### V. COMMUNITY OUTREACH

The Consultant has conducted community outreach activities for the purpose of soliciting public feedback to ascertain the general needs and worries of community stakeholders and the general public regarding wildfire safety and emergency evacuation. This feedback has been incorporated into the planning process and will be used to address the community's concerns while concurrently educating residents about the newly developed evacuation plans and to enable them to gain confidence in local first responder agencies managing a disaster.

#### A. Web Based Outreach

To ensure that wildfire safety and preparedness and evacuation planning address the needs and fears of residents throughout Mendocino County, community outreach was achieved through the use of a web-based survey. This survey was distributed to Technical Advisory Group (TAG) members and also to residents of Mendocino County to solicit feedback on areas of concern and also individual needs if an emergency evacuation were to occur. Instead of using multiple choice or yes/no answers, the survey was designed to encourage the public to provide detailed responses. Feedback received from the public survey was prioritized and incorporated into planning decisions, as applicable.

#### **The following questions were presented to the general public:**

- What area of the community do you reside in?
- What areas of your community do you feel are most vulnerable to wildfire?
- What challenges do you see in preventing your community from reducing its fire risk?
- What challenges do you feel your community faces if an evacuation was necessary?
- What personal concerns do you have for yourself or family members if an evacuation was necessary?
- Are you aware that the County has an emergency alert and notification system- MendoAlert? Have you enrolled in this system?
- What is the best way to alert you of an evacuation notice?
- When is the best time to hold public meetings to maximize involvement?
- What is the best location in your particular community to hold public meetings that will maximize involvement in emergency evacuation planning?

## Mendocino County Public Outreach Plan

- Do you have concerns regarding the availability of telephone and broadband service in your area?

Mendocino County residents were made aware of the survey as it was posted on:

- Mendocino Voice Facebook page with a paragraph explaining the project and the survey's purpose. The Mendocino Voice is an online newspaper widely read throughout the County.
- Mendocino County Office of Education website with a paragraph explaining the project and the survey's purpose.
- All Mendocino County School District websites
- Mendocino Council of Governments website

### **B. Public Input Summary**

The survey ran for six weeks and 252 survey responses were received (232 online plus 20 hand written). Respondents provided a thorough representation from all areas of the County. This information was used to address public concerns and improve communication to area residents during a wildfire or other major emergency. Additionally, applicable recommendations were used in evacuation planning efforts.

#### ***Primary issues uncovered include:***

Mendocino County residents feel the entire County is vulnerable to a significant wildfire threat with danger to the unincorporated community of Brooktrails ranking as the greatest concern. Additionally, Ukiah, East of Fort Bragg, Albion/Navarro Ridge, Willits, Anderson Valley and West Hills are deemed vulnerable. Residents are particularly concerned with the risk to highway corridors from wildfire. These include Highways 1, 20, 101, 128 and 162 and the danger inherent in the Wildland Urban Interface. Residents throughout the County also expressed tremendous anxiety over the many communities that have only one way in and out fearing the exits will be compromised by wildfire. They also expressed concern over the lack of proper street identification and addressing.

Area residents conveyed that a large number of challenges prevent their community from significantly reducing their wildfire risk. Of greatest concern is the lack of dedicated funding to support wildfire prevention and response efforts. Additionally, the accumulation of fuels present in many areas of the County coupled with what many respondents feel is a local opposition to fuel reduction and the lack of sufficient hazard abatement ordinances has

## Mendocino County Public Outreach Plan

understandably engendered tremendous fear. Similarly, people were concerned with the inability of fire agencies in performing prescribed burns due to increasing restrictions and residents' inability to conduct local backyard burning of accumulated fuels.

Many individuals expressed that wildfire prevention mitigation was inhibited for bureaucratic reasons and the result of complacency by local government. Residents also feel that many property owners/absentee landlords provide substandard housing, fail to meet building code standards and are delinquent in taking appropriate measures to reduce the fuel load surrounding their properties.

The absence of a local evacuation plan and fire and evacuation education was a concern voiced by many respondents. Also, the need for defensible space and secondary access was a frequently expressed challenge. Many respondents want the ability to enter private properties when the need for secondary access becomes essential.

With respect to the obstacles the community faces if an evacuation was deemed necessary, more than half of respondents worry about the fact that most County areas have one way in and one way out. Road congestion during an evacuation was voiced by many residents particularly in light of the recent Camp Fire in Paradise, California which left many evacuees stranded in their unmoving vehicles. There was also concern that they would have limited or blocked access to evacuation routes.

Residents again were apprehensive over the absence of a local evacuation plan and particularly their lack of knowledge regarding evacuation routes and where they should go to. Many felt existing alerting systems are inadequate and feared they would not be notified with sufficient time to safely evacuate. A large number of respondents are either unaware or confused about the MendoAlert and Nixle systems. Two-thirds of respondents have not enrolled and many claim these notification systems do not work or fail when the power is down. Compounding this notification concern is the unreliable cell phone coverage that exists in many areas of the County, spotty broadband service, and the recent increase in public safety power shutoffs (PSPS).

Regarding the best way to notify individuals of a major emergency, the majority of residents prefer to be contacted via cell phone/text. Additionally, a large number of residents prefer contact via telephone landlines. However, local fire chiefs estimate that only 5-8% of rural residents possess landlines. An area wide siren system is also strongly preferred in addition to an improved version of MendoAlert and Nixle.

When queried about personal concerns if an evacuation was necessary, a large number of respondents worried about what would happen to their pets and livestock. Additionally, there was anticipated worry over family members and particularly disabled and elderly relatives.



## **Mendocino County Public Outreach Plan**

The remaining questions were used to ascertain the best time and locations throughout the County to hold public education forums in order to reach as many residents as possible. Respondents provided a variety of locations throughout the County to hold Public Forums and feel late afternoon/evening and weekend meeting times are optimal.

*Survey responses can be found in Appendix A.*

### **VI. CURRENT COMMUNICATION CAPABILITIES**

The County of Mendocino and the individual incorporated cities have comprehensive websites that provide current emergency information as it becomes available. The local Fire Departments will typically utilize their city websites to update citizens during an emergency event. Most local Fire Departments do not have the capability/staffing to facilitate their own individual detailed websites.

In reviewing the County's policies and procedures on public outreach, it became evident that a formal Public Information Plan does not exist. To develop communities of prepared and informed residents, a coordinated approach needs to be taken amongst the County's various departments and divisions. The different departments have designated a number of Public Information Officers (PIOs) with varying degrees of training and experience, who all follow different procedures. The development of a uniform Public Information Plan will enable PIO's to provide a clear and cohesive public outreach response throughout the County.

#### **Emergency Event Communications**

Upon reviewing local communication systems, it is evident that CAL FIRE has a robust and well exercised public information program. When the existing County resources are insufficient, this consultant recommends that the Office of Emergency Services and/or the responsible fire agency request assistance through the California Mutual Aid System for qualified Public Information Officer(s). These highly trained individuals are capable of delivering both multi-lingual event information and messages that are coordinated and consistent throughout the County.

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### VII. FUTURE OUTREACH ACTIVITIES

The following methods will be used to solicit public feedback and to educate the general public about wildfire safety and preparedness in addition to informing them about evacuation planning and primary and alternate evacuation routes. Additionally, it will provide a means for directing preparedness and evacuation information to the County's vulnerable populations.

#### A. Public Forum

To further engage and educate residents throughout Mendocino County, a general public forum addressing fire safety and evacuation planning took place on June 22, 2020. Originally, four public forums were going to be held at different locations throughout Mendocino County. However, given the unanticipated COVID-19 pandemic occurring, it was decided for the sake of public safety, to conduct a single countywide public forum using Zoom Webinar. This method still enabled the general public to participate and ask questions. To inform the community about this event, a news release was developed which explained the nature of the project.

This news release was distributed by the Sheriff's Office to several thousand recipients using Mailchimp. Additionally, it was publicized through the following venues:

- Mendocino Council of Government's website
- Mendocino Voice
- Mendocino Voice Tips
- Anderson Valley Advertiser
- Fort Bragg Advocate News
- Independent Coast Observer
- KOZT radio
- KWNE radio
- KZYX News
- Willits News
- Willits Weekly
- Ukiah Daily Journal

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The Public Forum had ten presenters with a corresponding PowerPoint presentation followed by a question and answer period. The following topics were covered:

- Recent fire history and problems encountered
- Fire safety and evacuation planning that has occurred
- Fire safety preparedness
- Evacuation planning and preparedness
- Authority to issue evacuations
- Evacuation management decision points
- Evacuation of access and functional need populations
- Evacuation of pets and livestock
- Emergency Alerting Systems
- Recovery planning
- Local Fire Safe Councils

In addition to the Community Outreach conducted by CFPC, the consultant suggests the following year-round outreach activities be pursued by the Mendocino County first responder community to improve fire safety and evacuation planning communication year-round. Recommendations include:

### **B. Public Safety Announcement (PSA) Program**

To develop communities of prepared and informed residents, a coordinated approach needs to be taken amongst local fire departments, Mendocino County OES and local government agencies. As firefighters tend to be well respected in their communities, it is advantageous for local fire departments to provide routine education to citizens about preparing for wildland fire threat and creating situational awareness. It is recommended that the Fire Departments throughout Mendocino County, acting under the lead of the County Office of Emergency Services and in conjunction with key public safety stakeholders (Local Fire Safe Councils, American Red Cross, Utility Companies, Law Enforcement Agencies and the County Health Department) develop a Fire Safety Community Outreach Program where different agencies take turns providing monthly public education programs aimed at reducing the risk of wildfires and preventing property damage.

It is recommended that throughout the year, participating public safety organizations take turns providing seasonally appropriate public safety messages for the entire County. The following schedule is proposed:

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**Table 10: Public Safety Announcement Program Schedule**

Month	Responsible Agency	Public Safety Announcement Goal
<b>January</b>	Tbd*	Cooking and Heating
<b>February</b>	Laytonville Fire Department	CPR/AED Training
<b>March</b>	CAL FIRE	Debris Burning Safely
<b>April</b>	CAL FIRE	‘Ready Set Go’
<b>May</b>	South Coast Fire Department	Defensible Space/Street Addressing
<b>June</b>	Little Lake Fire Department	Fire Works/Grilling
<b>July</b>	CAL FIRE	Roadside Fire Starts
<b>August</b>	County OES	Evacuation Preparedness
<b>September</b>	Tbd*	Smoke Detectors
<b>October</b>	Westport Fire Department	Earthquake Safety
<b>November</b>	Tbd*	Home Fire Safety/Candles
<b>December</b>	Tbd*	Holiday Season Safety

\*Local fire chiefs are currently considering involvement.

### C. Web Based Education

It is recommended that County OES and all fire departments within Mendocino County place on their websites educational materials to increase residents’ awareness of the local risk of fire danger while concurrently educating the public regarding ways to protect themselves, their families and their property. In addition to educating the general public, educational materials for access and functional needs populations is essential and should include the elderly, disabled, individuals living in institutionalized environments, children, non-English speakers, and those with limited access to transportation.

Additionally, each fire department should post on their websites area specific evacuation routes and shelter/welfare sites. To minimize the risk of fire death to older adults, who represent 15

## **Mendocino County Public Outreach Plan**

percent of the U.S. population but suffer 40 percent of all fire deaths, public service announcements and safety tips developed by the U.S. Fire Administration (USFA) can be used. These free safety materials are intended for adults age 65 and over and also for their caregivers.

Additionally, as a significant portion of the population live with physical and mental disabilities, it is necessary for this diverse populations to understand their fire risk, have an escape plan and practice their safety plan. Many organizations such as the USFA provide free safety materials that can be posted on each fire station's website.

*Please see Appendix B for links to General Public and Population Specific Outreach Materials.*

### **D. Educational Brochures**

The above listed general population and population specific educational materials are also available in brochure format through the U.S. Fire Administration. Local first responder agencies should also make sure that these population specific safety materials are distributed throughout their community. The easiest way to do this is to have a presence at existing community events. By increasing their visibility within their individual communities, residents will gain confidence in the first responder community's ability to handle a major disaster with the ultimate goal of improving public safety. It is recommended that the Fire Chief's Association adopt the CAL FIRE Ready Set Go! Program.

### **E. Public Notice Boards**

It is recommended that local Fire Departments and Cities utilize strategically placed Public Bulletin Boards to assist in the dissemination of fire safety information. Public Notice Boards are an inexpensive means of conveying concise messages to large numbers of people. The Ready Set Go! Program, managed by the International Association of Fire Chiefs, provides extensive bilingual fire safety related public notice materials in addition to other educational material formats. In addition to the Public Notice Boards currently present in local fire stations, we recommend placing two in Brooktrails-one at the entrance to the Brooktrails Community Center. The second one at the Sherwood Market in the community of Brooktrails.

### **F. Social Media**

Social Media is a powerful means of reaching a large percentage of the community and engaging the public. It's recommended that social media platforms such as Facebook be utilized by local first responder agencies to post both safety tips and emergency response information. Yet, postings should also be interactive and provide opportunities for residents to offer feedback.

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Additionally, these agencies should be on the lookout for community events that will enable them to tie in their safety messages on social media. People will be more likely to read the messages if they are associated with a local event. CAL FIRE, with the resources of a full-time Public information officer, has been able to develop a robust social media presence with an estimated 27,000 followers on Facebook and 8,000 followers on twitter.

### G. Roles and Responsibilities

To implement future outreach activities, the delineated agencies have been assigned and agreed to taken on the following specific roles and responsibilities:

**Table 11: Agency Roles and Responsibilities**

<b>Activity</b>	<b>Responsible Agency</b>	<b>Funding Source</b>	<b>Target Completion Date</b>
<b>Plan Maintenance</b>	County OES	None	Annually
<b>Evacuation Education Public Forums</b>	CFPC Consultants	Grant Funding	June 2020
<b>Public Notice Boards-Brooktrails</b>	Brooktrails CSD	Fire Safe Council	August 2020
<b>Social Media Evacuation and Fire Safety Outreach</b>	All Fire Agencies	General Fund	Ongoing
<b>Public Safety Announcement Program</b>	All Fire Agencies/ County OES	General Fund	Ongoing

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### APPENDIX A: GENERAL PUBLIC SURVEY RESULTS

252 responses received (232 online plus 20 handwritten) from all areas of the County

#### Q1 What area of the community do you live in?

Answer	# of Respondents
Fort Bragg-total	34
Ukiah	18
Fort Bragg- Mitchell Creek/Simpson Lane	16
Covelo	15
Willits	15
Laytonville	7
Redwood Valley/ Redwood Valley Rancheria	10
Philo	7
Round Valley	6
Anderson Valley	5
Boonville	4
Point Arena	3
Caspar	3
Comptche	3
Gualala	2
Hearst	2
Yorkville	2

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<b>Navarro</b>	<b>2</b>
<b>Hopland</b>	<b>2</b>
<b>Talmage</b>	<b>2</b>
<b>Calpella</b>	<b>1</b>
<b>Mendocino</b>	<b>1</b>
<b>Pine Mountain</b>	<b>1</b>
<b>Branscomb</b>	<b>1</b>
<b>Potter Valley</b>	<b>1</b>
<b>Spyrock</b>	<b>1</b>
<b>Icebox Canyon</b>	<b>1</b>
<b>Vichy Springs</b>	<b>1</b>
<b>Ten Mile Creek</b>	<b>1</b>
<b>Cleone</b>	<b>1</b>
<b>Albion</b>	<b>1</b>



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### Q2 What areas of your community do you feel are most vulnerable to wildfire?

Answer	# of Respondents
Entire County	43
Brooktrails	38
Ukiah	14
Wildland Urban Interface	13
Highway Corridors (including Highway 1, 101, 20, 128 and 162)	13
East of Fort Bragg	7
Any subdivision that's one way in/one way out	6
Albion/Navarro Ridge	5
Any area with fuel accumulation	4
Anderson Valley	4
Willits	3
West Hills	3
Pine Mountain	3
Point Arena	2
Redwood Valley (Hillside and Creek Bed)	5
Covelo	2
Mitchell Creek	2
Chicken Ridge	2
Pigeon Ridge	2
Vichy Springs	2

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<b>Rural and substandard housing</b>	<b>2</b>
<b>Areas east of Comptche</b>	<b>1</b>
<b>Deerwood</b>	<b>1</b>
<b>Regina Heights (lots of fuel)</b>	<b>1</b>
<b>Wind events</b>	<b>1</b>
<b>Woodman</b>	<b>1</b>
<b>Hopland</b>	<b>1</b>
<b>Pigmy Forest</b>	<b>1</b>
<b>Laytonville</b>	<b>1</b>
<b>Reeves Canyon area</b>	<b>1</b>
<b>Little Valley</b>	<b>1</b>
<b>The green belt</b>	<b>1</b>
<b>Southeast Mendocino County</b>	<b>1</b>
<b>Southwest side of the valley</b>	<b>1</b>
<b>Guideville Road</b>	<b>1</b>
<b>Mendocino National Forest</b>	<b>1</b>
<b>Downed power lines</b>	<b>1</b>
<b>Demonstration Forest</b>	<b>1</b>

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### Q3 What Challenges do you see in preventing your community from reducing its fire risk?

Answer	# of Respondents
Lack of funding	44
Accumulations of fuels	38
Complacency by local government/bureaucracy	19
Need for secondary access (including across private property)	16
Opposition to fuel reduction	13
Absentee landlords/Property owner complacency	9
Lack of defensible space	7
Lack of education of general public	7
Lack of an evacuation plan	5
Limited firefighting resources	5
Inadequate communications	4
Power lines	3
Hazard abatement ordinances	3
Building code compliance/substandard housing	3
Lack of water system	2
Locked gates	2
Illegal cannabis	2
Restrictions on burning	2

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Lack of control burns	2
Non-bilingual communication	2
Climate change	2
Gun range open in the summer	1
Hot dry climate	2
Inadequate prevention activities	1

### Q4 What challenges do you feel your community faces if an evacuation was necessary?

Answer	# of Respondents
One way in/One way out	118
Congested Roads	31
Lack of evacuation plan/evacuation routes	20
Communication inadequacies (cell phone, landline)	14
Poor government communications (MendoAlert, Nixle)	14
Elderly/Disabled	9
Not knowing where to go	6
Shelter/welfare area not identified	5
Lack of siren activation	3
Lack of gasoline resulting from PSPS	3
Limited Time to Evacuate	2
Complacency by local government	2

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<b>Plan to transport carless population</b>	2
<b>No carpool plan</b>	1
<b>Power lines</b>	1

### Q5 What personal concerns or special needs do you have if an evacuation was necessary?

Answer	# of Respondents
<b>Pets and livestock</b>	36
<b>Blocked/limited access</b>	31
<b>Timely notification</b>	27
<b>Elderly</b>	20
<b>Children/family</b>	16
<b>Physically handicapped/limited mobility</b>	16
<b>Communication concerns (cell phone)</b>	10
<b>Lack of knowledge of what to do or where to go</b>	9
<b>Extended travel times</b>	5
<b>Ability to evacuation Brooktrails/Sherwood Road</b>	5
<b>Poor County notification system</b>	4
<b>Traffic congestion</b>	4
<b>Place to stay</b>	3
<b>Lack of power</b>	2
<b>Hearing impaired</b>	2

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<b>Fuel for vehicle</b>	2
<b>Security of dwellings if evacuated</b>	1
<b>Lack of transportation</b>	1
<b>No evacuation plan</b>	1
<b>Mentally handicapped</b>	1

### Q6 What is the best way to alert you of an evacuation notice?

Answer	# of Respondents
<b>Cell phone/text</b>	143
<b>Landline</b>	82
<b>Area wide siren</b>	43
<b>MendoAlert/Nixle</b>	24
<b>Email</b>	16
<b>Social media</b>	13
<b>Radio</b>	8
<b>Door to door</b>	7
<b>Sheriff PA/siren system</b>	4
<b>TV</b>	3
<b>Ham radio</b>	2
<b>Town Cryer</b>	1

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**Q7 Are you aware that the County has an emergency alert and notification system? Have you enrolled in the system?**

Answer	# of Respondents
Yes	157
No	36
Enrolled	61
Comments:	
➤ Alert and notification system doesn't work	23
➤ There is confusion between MendoAlert and Nixle	17
➤ Not sure how to register	3

**Q8 What is the best time to hold public meetings to maximize involvement?**

Answer	# of Respondents
Evenings	101
Daytime	40
Weekends (Friday evening through Sunday)	52
Weekdays (Monday through Friday)	19
Friday afternoons	4

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**Q9 What is the best location in your community to hold public meetings that will maximize involvement in emergency evacuation planning?**

Answer	# of Respondents
Brooktrails	27
Willits (Community Center, Grange, Senior Center)	22
High Schools	10
Fort Bragg Community Center	8
Mendocino Community Center	7
Harwood Hall	6
Round Valley Community Room	6
Caspar	6
Board of Supervisors Chambers	5
Gualala Community Center	5
Anderson Valley	5
Comptche (Community Hall)	5
Mendocino County Office of Education	4
Albion School	4
Ukiah (City Hall/Civic Center)	7
Little Lake Grange	3
The Woods Community Center	3
Mendocino College	3
Fairgrounds	3



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<b>The Brew Pub-North Spur</b>	2
<b>Libraries</b>	2
<b>Grange Hall on East Road</b>	2
<b>Redwood Grange</b>	2
<b>Fire Stations</b>	2
<b>Tribal Office</b>	2
<b>Redwood Valley Rancheria</b>	1
<b>Point Arena City Hall</b>	1
<b>Redwood Coast Senior Center</b>	1
<b>Elk Community Center</b>	1
<b>Westport Community Center</b>	1
<b>Veterans Memorial Building</b>	1
<b>Potter Valley</b>	1
<b>Spyrock School</b>	1
<b>Gem and Mineral Society Building</b>	1
<b>Alex Thomas Plaza</b>	1

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**Q10 Do you have concerns regarding the availability of telephone and broadband service in your area?**

<b>Answer</b>	<b># of Respondents</b>
<b>Yes</b>	123
<b>No</b>	22
<b>Comments:</b>	
➤ <b>System failed when power went down</b>	31
➤ <b>Poor cell coverage</b>	23
➤ <b>Lack of Wi-Fi/internet</b>	14

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### APPENDIX B: EDUCATIONAL MATERIAL RESOURCES

#### ➤ Population Specific Safety Materials

Ready-to-use fire English-Spanish bilingual safety materials for the general public and special needs populations can be found on the U.S. Fire Administration (USFA) website at:

[https://www.usfa.fema.gov/prevention/outreach/education\\_programs.html](https://www.usfa.fema.gov/prevention/outreach/education_programs.html)

[https://www.usfa.fema.gov/prevention/outreach/older\\_adults.html](https://www.usfa.fema.gov/prevention/outreach/older_adults.html)

<https://www.usfa.fema.gov/prevention/outreach/disabilities.html>

#### ➤ Public Service Announcements

To increase fire prevention and safety awareness, free broadcast quality audio public service announcements are available at:

<https://www.usfa.fema.gov/prevention/outreach/media/audio.html>

These PSAs include the following topics:

- Young children
- Cooking
- Heating
- Fire escape planning
- Candle safety
- Holiday safety
- Winter safety

#### ➤ Social Media

Social media toolkits to increase fire prevention and safety awareness can be found at:

<https://www.usfa.fema.gov/prevention/outreach/media/>

They include free stock photos, videos and b-rolls. They address:

- Cigarette safety
- Candle safety
- Fire alarm replacement
- Carbon monoxide alarms

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- Appliance safety
- Heating safety
- Electrical safety
- Portable generator safety
- Cooking safety

This site also has pictographs to help spread education messages to high risk populations including individuals with language or literacy barriers.

### ➤ CAL FIRE

#### ✓ Educational Materials

CAL FIRE has extensive public safety information, fact sheets and a multi-media library containing extensive videos, photos and Public Service Announcements.

Educational materials and the multi-media library can be found at:

<https://www.fire.ca.gov/programs/communications>

#### ✓ Ready, Set, Go!

To help educate California residents and property owners about wildfire and evacuation preparedness, CAL FIRE has created a communications program that breaks down the necessary actions to be ready for a wildfire including:

- Be Ready: Create and maintain defensible space and harden your home against flying embers.
- Get Set: Prepare your family and home ahead of time for the possibility of having to evacuate.
- Be Ready to GO!: Take the evacuation steps necessary to give your family and home the best chance of surviving a wildfire.

Campaign toolkits can be found at: <https://www.readyforwildfire.org/prepare-for-wildfire/ready-set-go-campaign/>

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### ➤NFPA Educational Materials

The National Fire Protection Association also offers first responder agencies extensive free educational materials, seasonal information, videos, messaging and resources that have been created to inform at-risk audiences. Please visit: [www.nfpa.org/public-education](http://www.nfpa.org/public-education)

The NFPA also has extensive fire safety educational materials for special needs populations. These can be found at: <https://www.nfpa.org/Public-Education/Fire-causes-and-risks/Specific-groups-at-risk/People-with-disabilities/Educational-materials>

APPENDIX C  
HOUSING ELEMENT ANNUAL PROGRESS REPORT

The 2021 Housing Element APR was submitted on 3/21/2022.

The 2022 Housing Element APR was submitted on 3/29/2023, with an amendment submitted on 6/7/2023.

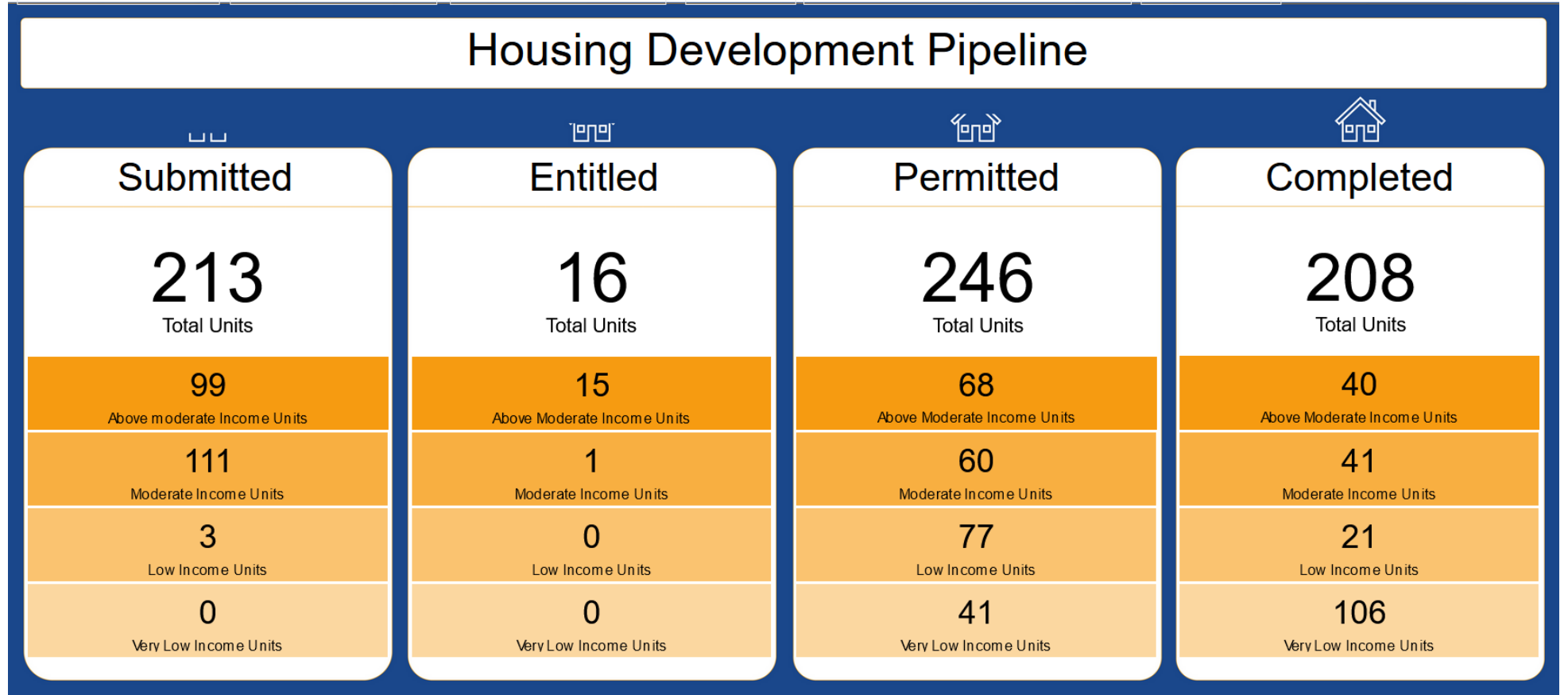
# Housing Element Implementation and APR Data Dashboard



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## Housing Development Pipeline

