

Accessibility and connectivity are essential components of the community’s vision for the future of Laytonville and its Town Center. The following chapter outlines potential improvements to Laytonville’s network of streets and corridors to create safe, multi-modal routes that provide accessibility and connectivity across the community for all of its users.

A. Locating the Dots

To increase connectivity and improve accessibility across Laytonville, it is essential to determine where the existing amenities, services and other common destinations are located. These key locations form nodes of activity within Laytonville and play an important role in the formation of the community’s current and future circulation patterns.

Through extensive community input and local observations, Harwood Hall, Cahto Rancheria, Laytonville Middle School, Laytonville High School, Geiger’s Market, Good Food Store, Post Office, Long Valley Health Center, Chevron and Albert’s were identified as primary destinations or gathering points for community members.

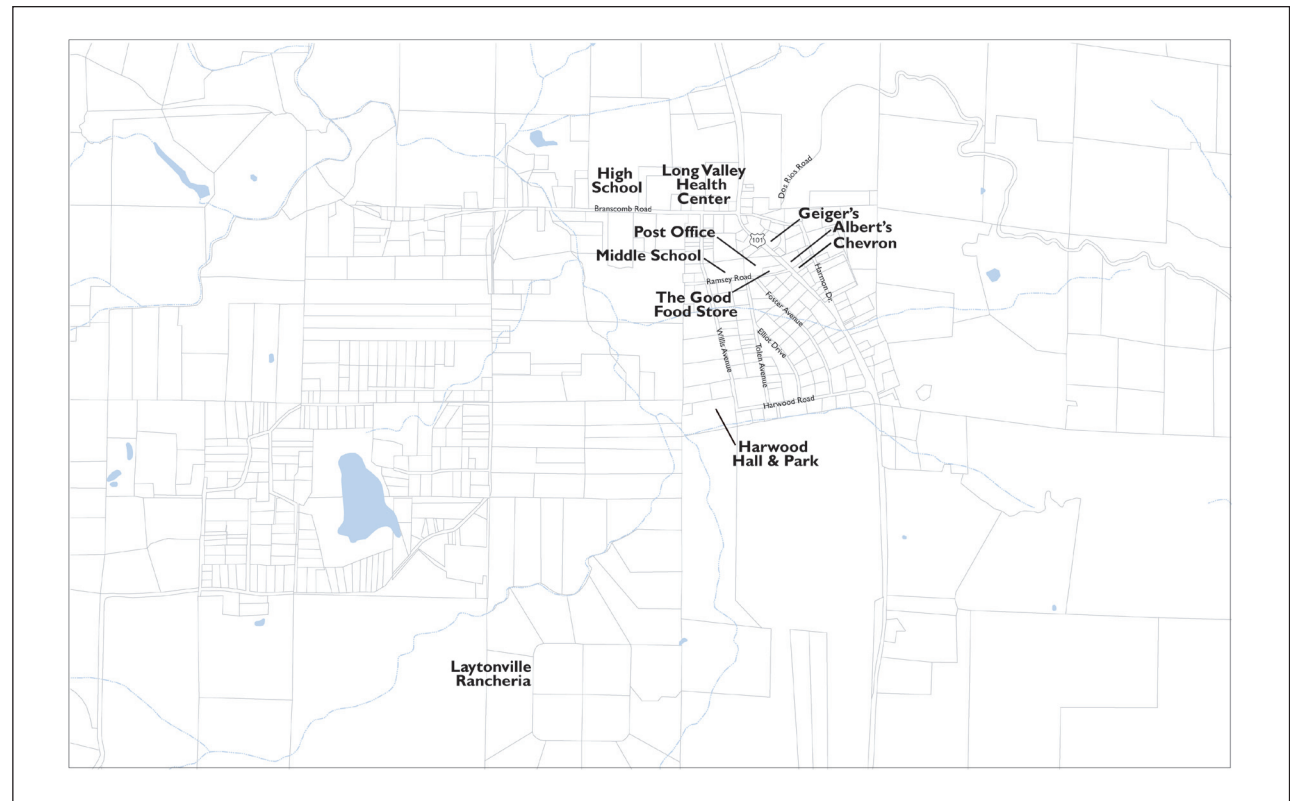


Figure 3-1 indicates the location of each of the key destinations described above and illustrates their relative position to each other within Laytonville.

B. Making Connections

Strategic improvements to Laytonville’s existing network of streets, system of trails and informal corridors will significantly improve accessibility to these key locations and enable residents to safely and efficiently access vital community resources. Establishing a strong multi-modal network across Laytonville, effectively connecting its existing activity nodes, will considerably enhance the Town Center’s economic and civic position within the larger community and foster new activity within Laytonville’s core.

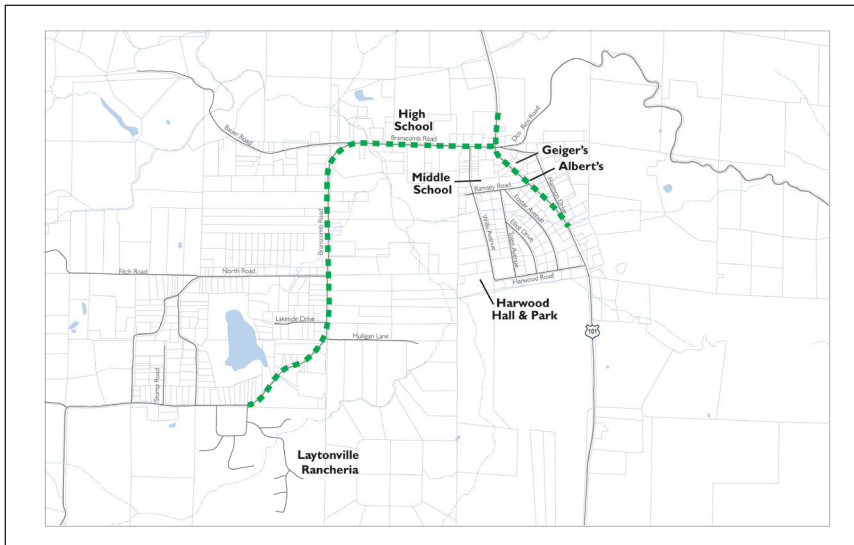


Figure 3-2 illustrates the primary route for local traffic through Laytonville and the relative position of each of the key destinations.

C. Recommendations

1. Establish a Multi-Use Trail along Branscomb Road

The following recommendations are based on information gathered during multiple field surveys, community workshops and public walking tours and are intended to improve the informal footpath connecting Reservation Road to Laytonville High School. Once completed, the multi-use trail will provide a safe and convenient connection for pedestrians, bicyclists and equestrians along Branscomb Road.

The trail will be constructed in phases, beginning with the Safe Routes to School Project outlined in Chapter 1. Phasing priority should be based on gaining the most benefit over the longest distance in order to improve pedestrian safety conditions. An additional benefit of this approach is that funding for small pedestrian facility gap closures is more probable in later phases of the project. Phasing priority is recommended as follows: 1) improve the walkway from the High School to the Cahto Rancheria per the specifications below, 2) add minimum 6’ sidewalks from Highway 101 to Laytonville High School (1300 feet), and 3) build a separate pedestrian/equestrian bridge over Ten Mile Creek.

For additional analysis and specific design recommendations, refer to Appendix A in Chapter 10 of this document for the complete report.

- Provide a continuous non-motorized connection between the Cahto Reservation and Route 101.
- Where feasible, follow the same alignment as the informal footpath, unless it is necessary to deviate from it in order to improve safety.
- Where possible, separate the walkway from the roadway to enhance user comfort and safety.
- Design walkway to be accessible to persons with disabilities (minimum width of four feet, with a desired width of six feet).
- Sustained grades should not exceed five percent. Above five percent, platforms (five feet by five feet) should be provided for every 30 inches of rise up to twelve percent.
- The walkway surface from the High School to the Cahto Rancheria should be crushed rock (compacted to ADA-required surface tolerances) for consistency with the community character.

2. Improve and Extend Coyote Trail

Coyote Trail provides an important pedestrian, bicycle and equestrian connection for residents of the Cahto Reservation, Mulligan Lane and the surrounding area.

Serving as an informal path between the Reservation and the High School, Coyote Trail currently extends east and north from Cahto Drive to the southwest corner of Harwood Park. During community workshops and focus groups, students, seniors and homeowners expressed interest in improving this trail system. Multiple land owners on Mulligan Lane offered to provide trail easements through their properties to accomplish improvements. As Coyote Trail serves as a nature trail along an important riparian corridor, it should remain unpaved.

- Where feasible and appropriate, widen and grade the existing trail to safely accommodate pedestrians, bicyclists and equestrians.
- Provide signage at entrances and access points to the trail.
- Incorporate design features (e.g. permanent gateway, bollards and signage) at trailheads to prevent the use of any motorized vehicles along Coyote Trail.
- Construct a bridge over the creek at the trail's existing termination point adjacent to Harwood Park to enable year-round access.

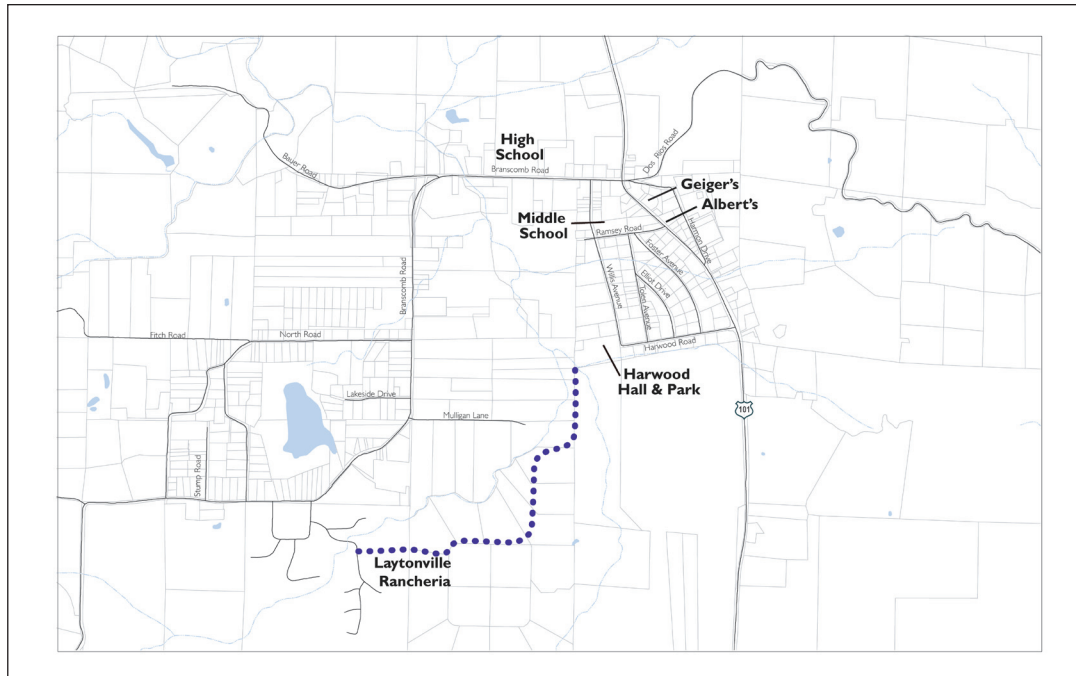


Figure 3-3 illustrates the current alignment of Coyote Trail.

3. Develop Ten Mile Creek Regional Trail Concept

The development of a regional trail linking Ten Mile Creek to the surrounding area will provide the Laytonville community with exciting new opportunities for recreation, regional connectivity and increased nature-tourism in the future. Additionally, the extension of Coyote Trail along Ten Mile Creek north and south through Long Valley will offer access to the area's abundant natural beauty.

- Extend the existing Coyote Trail north along Ten Mile Creek up to Branscomb Road and the High School.
- Coordinate with property owners and residential developers who will be developing properties adjacent to Ten Mile Creek.
- Analyze potential connections and alignments for a regional trail system.
- Collaborate with surrounding communities to determine greatest regional benefit.
- Develop a phased trail concept plan.

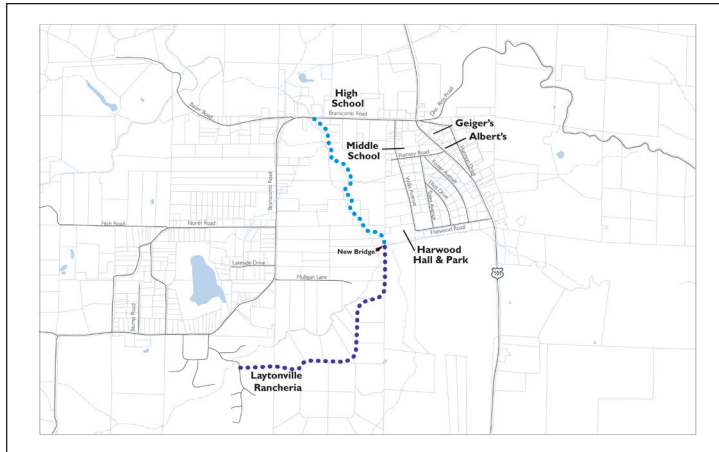


Figure 3-4 illustrates the proposed extension of Coyote Trail along Ten Mile Creek.

4. Expand Bus Service

Public transportation is an important component of an economically and environmentally sustainable community. Reducing vehicular traffic and congestion, parking demand and pollution, as well as enabling residents without private vehicles to access the Town Center, bus service is an important aspect of Laytonville’s continued success. As the Town Center develops and additional opportunities for retail, services and community-oriented amenities are realized, it will be important to expand the existing bus service to meet the area’s changing transportation needs.

- Consider modifying and expanding existing MTA bus routes to accommodate future uses.
- Increase frequency of bus service as the Town Center develops.

Since transit service priorities countywide are determined by the Mendocino Transit Authority (MTA), any request for expanded transit service would need to be submitted to MTA, or to MCOG at the annual “Unmet Transit Needs” hearing.

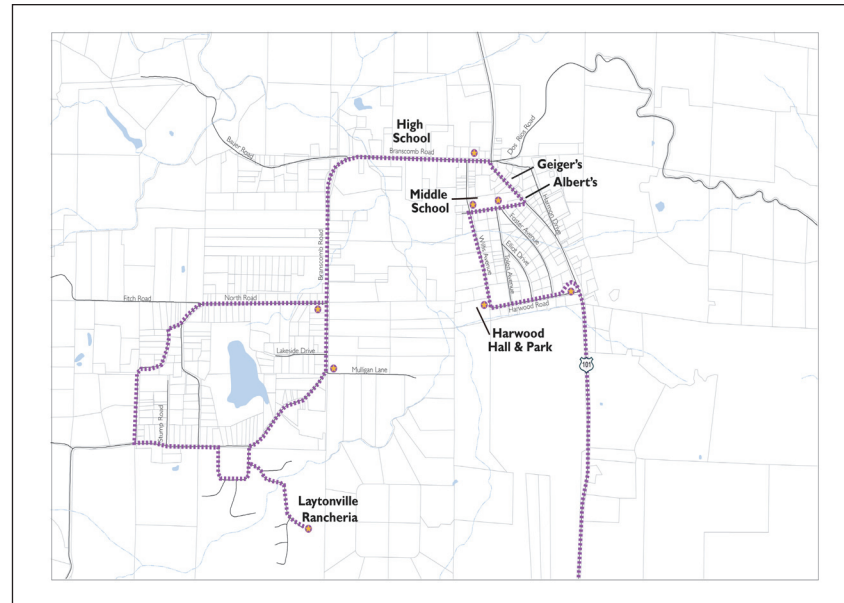


Figure 3-5 illustrates the existing bus service, indicating the current route and stops, within Laytonville.