

STATE HIGHWAY SYSTEM ELEMENT

SYSTEM DEFINITION

In Mendocino County, there are approximately 391 centerline miles of State Highway. This system is made up of major highway corridors of interregional significance as well as many miles of rural highways that still play a major role in the region as they act as Main Street to many communities. Exhibit 2 presents the region's State highway corridors.

Three highway corridors in Mendocino County are components of the Interregional Road System and are of regional significance as well:

US 101 The corridor of pre-eminent importance is the US-101 Highway Corridor, serving as the major north-south route connecting the region to the rest of the state. This corridor is quite literally the lifeline for economic and social activity in the region, and as such, improvements to this corridor have the most direct impact on residents of the County. US-101 is on the national Highway System (NHS) and is recognized in the 1998 Transportation Strategic Plan Report as a High Emphasis Route for roadway improvement.

SR 20 State Route 20 is also a corridor of interregional and regional significance, providing a generally east-west route from the coast near Fort Bragg to Interstate-80 in the Sierras, passing through Lake County on our eastern boundary. Route 20 is an essential link to the coastal areas for summer recreational travel; and is an important goods movement route connecting the US-101 Corridor with the I-5 Freeway in the upper central valley. The SR 20 segment between US-101 and Interstate-5 is also recognized as a High Emphasis Route in the 1998 Transportation Strategic Plan Report.

SR 1/SR 128 The third corridor of regional significance is a combination of two road segments: State Route 1 (SR-1) from the junction with State Route 128 (SR-128) north to the route's terminus at the Junction with US-101; and SR-128 from its junction with SR-1 along the coast to the Mendocino/Sonoma County line. This segment of SR-128 connects with US-101 to the east (near Cloverdale), passing through Anderson Valley to the coast. SR-1 is an important recreational access route and has also been designated as a Pacific Coast Bike Route.

In addition to the major highway corridors, there are a number of rural State highways that run throughout the county, many of which act as "Main Street" to some of the unincorporated communities of Mendocino County. Because of the role these highways play in local communities, their needs are sometimes just as critical as those of the major highway corridors.

NEEDS ASSESSMENT: ISSUES, PROBLEMS AND CHALLENGES

Two major principles emerge in addressing needs assessment for the State Highway corridors: Filling the gaps in the existing highway segments, and implementing high priority safety/mobility improvement projects on the existing highway system. The role of Highway US-101 is critically important to Mendocino County for economic and primary access needs. Indeed, this route is the very "lifeline of the North Coast", from the San Francisco Bay Area to the

Oregon border. The Route Concept Report for US-101 calls for the highway to be developed as a four-lane facility throughout Mendocino County. Planned improvements to this facility will consider the “route concept” and other factors such as environmental and fiscal constraints in developing improvement projects within the US-101 corridor.

US-101 Bypass of Willits

For many years, MCOG’s number one priority for State highway improvements has been the Willits Bypass. This project will relieve the bottleneck along US 101 through the city of Willits and by re-routing through passenger and large truck traffic from the heart of the community to a new facility just east of the city. Construction of Phase I of the project is expected as early as 2012, and expected to continue for four years. This first phase will provide a two lane bypass. Right-of-way and environmental clearance for the full four-lane facility will have been completed with Phase I. Construction funding is not expected to be available for Phase II within the short range period.

US-101 North Hopland Freeway/Expressway

The Hopland Bypass had been the region’s number two priority major State highway improvement project for some time. Caltrans had programmed funding for environmental review of the bypass as well as widening to four lanes of the North Hopland segment within a single environmental document. During the later stages of environmental review it became apparent that there will not be financial resources to build the bypass within the foreseeable future. The environmental document is now being amended to concentrate in the area north of Hopland where two-lane segments and at-grade intersections present safety and operational concerns. It is not anticipated that elements of the bypass component will be considered during the 20-year horizon of this plan; however it is anticipated that smaller scale projects that address safety and operational concerns in the North Hopland segment will be considered in the 10-20 year period.

US-101 through Richardson Grove (in Humboldt County)

It is recognized that there are environmental concerns with creating a four-lane section through Richardson Grove State Park into Humboldt County, however the preservation of rights-of-way and the protection of existing route designations is essential to the long-term well being of the region. Currently, minimal widening is planned through this area to accommodate STAA trucks. For the foreseeable future, it is unlikely that any other significant improvements will occur to the roadway through the State park.

State Route 20

Over the timeframe of this plan, there will be capacity and safety concerns on SR 20 (in particular the Principal Arterial segment into Lake County) that will need to be addressed. However, any significant improvements along this corridor are unlikely to become a priority during the 20 year period.

The State Highway as “Main Street”

In many Mendocino County communities, the State highway serves as “Main Street”. Community values must be balanced with transportation needs to ensure that these communities are truly “livable.” Willits, Boonville, Fort Bragg, Elk, Point Arena, Gualala and Laytonville may all benefit through the implementation of Context Sensitive Solutions and Livable Community concepts through partnership with Caltrans. Enhanced livability can be attained through a number of “traffic calming” features that may be considered in communities where the highway is “Main Street”:

- Reducing the number of travel lanes
- Reducing lane width
- Installing transverse “rumble strips”
- Installing visual clues such as gateways, landscaping, raised medians, etc.
- Incorporating roundabouts
- Lowering speed limits
- On-street parking changes
- Improving pedestrian and bikeway features
- Adding street furniture

US-101 Interchanges in the Ukiah Valley

The Route 101 Corridor Intersection Study (TJKM Transportation Consultants, 2005) identified short range and long range safety and capacity improvements needed for US-101 interchanges in the Ukiah area. The short range projects have yet to be programmed and will remain within the short range element of the RTP. All the long range projects will remain within the 20-year horizon of the RTP.

State Route 1 Improvements

The State Route 1 Corridor Study Update (W-Trans, 2008) is a periodic update of SR1 needs required by the California Coastal Act. The study identifies existing (2010) improvement needs as well as those identified for 2020 and 2030. It is expected that certain projects identified in this study will emerge as projects in both the short range and long range projects as funding resources are identified. The Simpson Lane junction at SR 1 has been a problematic location, but is currently planned for improvements within the next year through a combination of the Caltrans Minor A program, County, and State Transportation Improvement Program and Partnership Funding provided through MCOG.

Other Areas

As regional growth occurs, safety and operational concerns become identified at locations where State highways and local streets and roads intersect. Improvements to geometrics or traffic control should be considered to mitigate these concerns.

ACTION PLAN: PROPOSED PROJECTS

Short-Range Projects (10 years)

Short-range is defined as a time frame of one to ten years into the future. However, given the amount of time involved in developing funding, preparing planning studies, integrating project design and environmental impact and mitigation actions, and then implementing construction of a highway facility, it is difficult to deliver a major project in less than ten years.

Men-101 (43.7/54.8) – Willits Bypass Phase I of the US 101 bypass of Willits is expected to be under construction during the first half of the Short Range period. Phase I includes two initial travel lanes as well as right-of-way and environmental mitigation for the complete four-lane project. Although the Environmental Impact Report/Environmental Impact Statement calls for a full four-lane facility to meet the project Purpose & Need, funding has yet to be identified for the construction of Phase II. It is likely that Phase II will be constructed as a Long Range project.

Men-101 (13.0/17.6) – North Hopland Upgrade Project Environmental studies are nearing completion for the North Hopland component of a combined environmental study of the Hopland Bypass and North Hopland project. The State-funded environmental study has revealed that the Hopland Bypass segment is not now fundable and is likely to remain un-fundable through the scope of the 2010 RTP. Caltrans has restructured remaining environmental studies to support smaller, more readily fundable segments of the North Hopland component. Projects that are expected to develop from this effort will address safety and operational issues associated with existing two-lane segments and at-grade intersections in the North Hopland segment. It is anticipated that projects will be developed for funding consideration during the Short Range period of this plan, but funding will not likely be considered until the plan reaches the Long Range.

Men-101 (Various) – Ukiah Area Interchanges The US 101 interchanges in the Ukiah area have, for many years, been plagued by operational problems caused by outdated design, improper spacing, and other issues. A study has been completed (*Route 101 Corridor Interchange Study*) that analyzed and recommended improvements to these interchanges to improve operation, safety, and circulation in the Ukiah area. The study contained the following recommended short term operational and/or safety improvements (cost estimates shown are in 2005 dollars). Completion of these projects, as funding permits, will be a priority.

- E. Perkins St./Southbound Ramps Signal - \$230,000
- E. Perkins St./Northbound Ramps Signal - \$230,000
- Re-stripe/add a lane on Route 101 at N. State Street - \$160,000
- North State St./Southbound Ramps Signal - \$230,000*
- North State Street/Southbound Ramps Signal - \$240,000*

*Caltrans has since re-evaluated North State Street/US 101 operations and has concluded that geometric improvements at this site would produce more favorable operating conditions than ramp signalization

Men-101 Laytonville (68.78-69.51) In January 2008, the *Laytonville Traffic Calming and Downtown Revitalization: Planning for a Livable Community* plan was adopted. It was the product of a Caltrans Community Based Transportation Planning Grant administered through MCOG and involving Caltrans District 1, the Laytonville Municipal Advisory Committee, Mendocino County, the Local Government Commission, and the Cahto Tribe. Although the plan addresses a wide range of elements, some of the improvements planned involve the State right-of-way along US 101. It is expected that specific projects involving US 101 may be developed during the short range to implement elements of this plan.

Men-SR-20 (Various) In 2009 Caltrans completed a Project Study Report for 3 passing lane projects on SR 20 between Fort Bragg and Willits. Due to the high cost of construction and competing local priorities, MCOG has recommended that Caltrans consider the extension of existing turnouts and the construction of new turnouts be pursued to improve operational characteristics on the Minor Arterial segment of SR 20.

Men-SR 1 & Simpson Lane Intersection (59.25) A roundabout project is planned at this intersection to reduce travel delays and to enhance safety. The intersection currently experiences heavy left and right turn movements that cause delays to the traveling public. Caltrans is currently working on the environmental document for the project. Construction is scheduled for the 2011 construction season. The project is funded through a combination of regional State Transportation Improvement Program, Mendocino County Intersection Improvement, MCOG Partnership Funding, the Caltrans Minor A program.

Men-SR-1 – Fort Bragg Main Street Merge/Hwy 1 Safety Improvements Project limits are from Oak Street on the south to Laurel Street on the north. Improvements for this proposed project will consist of improvements as follows: Relocate the existing merge lane for north bound traffic from between Redwood Avenue and Laurel Street to between Oak Street and Alder Street creating a right turn only trap lane onto Alder Street; (Alder Street has been redirected as One Way east from a previous construction project in anticipation of the upcoming Main Street Project) install new ADA compliant sidewalks with additional width as right of way allows and bulb-outs at corners where design allows this feature within project limits; install landscaped center median strip on SR 1 where access allows and create an enhanced striping center median in other areas; create left turn pocket at Alder Street for south bound traffic; install bicycle lanes on west side of Main Street and use Sharrows on the east side (northbound) and install new striping to improve safety. This project is funded with a combination of \$2,276,000 in Regional Improvement Program funds and \$310,000 in regional Transportation Enhancement funds and is planned for 2013/14. The city is paying for design of the project with local funds. The City plans to expand the project to include the block between laurel Street and Pine Street. However, that block is not currently funded.

Men-SR-1- Point Arena (14.69–16.17) The *Point Arena Community Action Plan* was completed in May 2010. It was funded through a Community Based Transportation Planning Grant awarded by Caltrans. Community transportation improvement priorities will largely entail improvements to the SR 1 highway corridor. These include traffic calming features, scenic beautification, crosswalks improvements (including bulb-outs), walkway improvements, bike lanes, parking, lighting improvements, street furniture, and school area pedestrian improvements. Projects that

involve improvements to the State Route 1 right-of-way have already been proposed and are expected to be funded within the short range time frame of this plan.

Men-SR-1- Gualala (0.00-1.02) In March 2009, the *Gualala Downtown Design Plan (RRM Design Group)* was completed and accepted by MCOG. This was the second of two Community Based Transportation Planning Grants acquired through Caltrans and administered by MCOG. The *Gualala Downtown Design Plan* identifies community priorities for the downtown streetscape that include driveway consolidation, turning bays, median islands, crosswalks, sidewalks/pedestrian paths, parking, and bikeways. Virtually all of the priority improvements entail use of or encroachment upon SR 1 right-of-way. It is anticipated that specific projects involving SR 1 will be developed during the Short Range to implement elements of this plan.

2010 State Highway Operations and Protection Plan (SHOPP) Projects

SHOPP projects by definition are short-range program improvements. These projects are from funding identified expressly for safety, operations, maintenance, or rehabilitation needs on the state highway system. The SHOPP includes four years of programming and is adopted simultaneously with the State Transportation Improvement Program (STIP) every two years. Although MCOG is allowed input in development of the SHOPP, the State has sole discretionary authority over the use of SHOPP funds. Table 1 lists major SHOPP projects identified for Mendocino County in the 2010 SHOPP:

Table 2
2010 SHOPP Projects
on Significant Highway Corridors

Route	P.M.	Project Description	Year	Cost \$ in 1000s
Major Damage Restoration				
1	88.7/92.8	Near Ft Bragg, from 18.6 to 22.7 miles north of Ten Mile River Bridge. Required mitigation (fish passage/culvert rehabilitation). Also includes \$2.4 mil of Phase II Seismic Retrofit funds.	11/12	\$3,552
1	2.4/2.5	Near Gualala, from 0.1 to 0.3 mile north of Big Gulch Rd, Repair slide.	12/13	\$3,140
1	38.5/38.8	Near Elk, from 1.8 to 1.4 miles south of Navarro River Bridge. Repair slipout.	10/11	\$5,279
101	82.0/R84.0	Near Leggett, at various locations 0.5 mile south of Empire Camp Rest Area to Rattlesnake Creek Bridge. Repair slipouts.	10/11	\$4,032
101	R98.9/R100.8	Near Leggett, from 1.6 miles south of Red Mountain Creek to 0.3 mile north of Red Mountain Creek. Decommission existing roadway.	10/11	\$11,104
128	34.5/35.5	Near Boonville, from Shearing Creek Bridge to 0.7 mile west of Maple Creek Bridge. Repair slipout.	12/13	\$16,320
253	7.2/8.3	Near Boonville, from 4.1 to 4.3 miles east of Soda Creek Bridge. Repair slipouts.	10/11	\$6,579
Collision Reduction				
20	4.7/4.9	Near Fort Bragg, from 2.4 to 2.6 miles east of Gravel Pit Road. Widen shoulders, install open-graded asphalt concrete, and construct metal beam guardrail and retaining wall.	10/11	1,806
101	81.3/84.7	Near Leggett, from 0.1 mile south of Rattlesnake Creek Bridge to the south end of Cummings Road. Install rumble strips.	10/11	\$489

1	40.1/40.9	Near Albion, from 0.1 mile south to 0.6 mile north of Navarro River Bridge; also on Route 128, from 0.0 mile to 0.2 mile east of Navarro River Bridge. Install metal beam guardrail and rumble strips.	12/13	\$4,830
VAR		In Mendocino County – at various locations; reconstruct metal beam guardrail	13/14	\$11,782
Bridge Preservation				
1	33.4/33.9	Near Elk, at Greenwood Creek Bridge #10-123. Replace bridge (scour).	10/11	\$21,145
Roadway Preservation				
20	13.8/R32.0	Near Whiskey Springs and Willits, from south of South fork Noyo River to west of Cropley Lane; also on Route 1 (PM 3.9/47.2) and on Route 101 (PM 48.9). Rehabilitate drainage.	12/13	\$5,504
101	46.2/R84.6	Near Willits, from 0.3 mile north of Baechtel Creek Bridge to 0.1 mile south of Cummings Road. Rehabilitate culvert.	13/14	\$6,584
128	0.2/11.1	Near Navarro, from east of Route 1 to west of Flynn Creek Bridge #10-0079. Rehabilitate culverts.	13/14	\$6,959
128	14.3/40.6	Near Boonville, from west of Mill Creek Bridge #04-0139 to east of Beebe Creek Bridge #10-0052. Rehabilitate culverts.	12/13	\$9,055

Long-Range Projects (10 to 20 years)

Long-range projects are those that might be implemented within the next twenty years, but in all likelihood will not be acted upon until well past the twenty-year time frame. These projects are, however, still needed and form the basis of anticipated long-range projects that MCOG would recommend if additional funding becomes available.

US-101 Corridor Projects

Men-101 (43.7/54.8) – Willits Bypass Phase II Phase I of the US 101 bypass of Willits is expected to be completed by 2017. Although funding needed to complete Phase II has not yet been identified, the second phase needs to be identified in the Long Term project range in order to be consistent with the EIR/EIS that states that the project shall be a four-lane facility. With right-of-way and environmental mitigation funded in Phase I, design and construction funding will be required for Phase II.

Men-101 (Various) – Ukiah Area Interchanges As mentioned previously, a study has recently been completed to analyze the functionality and recommend improvements for US 101 interchanges in the Ukiah area (*Route 101 Corridor Interchange Study, TJKM Transportation Consultants, 2005*). While minor operational/safety improvements can be pursued in the short term, large scale construction projects will necessarily take place in the long-range timeframe of this plan or beyond. These projects will be a priority in order to protect US-101 capacity and operating characteristics and maintain good quality connections to the local roadway system as the population of the Ukiah Valley inevitably grows. The following long range improvements were identified in the study:

- Route 101 at Lake Mendocino Drive
 - Signal at 101 Southbound Ramp/Lake Mendocino Drive intersection
 - Increase acceleration lengths for both N. bound and S. bound on ramps
- 101 at North State Street
 - Realign southbound on and off-ramps to meet at single signalized intersection
 - Increase acceleration length for southbound on-ramp merge onto southbound mainline
- 101 at East Perkins Street
 - (preliminary alternative) – Close southbound ramps at East Perkins and relocate to Orchard Avenue at Brush Street. Add westbound through-left lane and southbound right turn lane to East Perkins/Orchard Ave. intersection to alleviate congestion caused by relocation of southbound ramps.
 - 101 at East Perkins – Increase acceleration length of northbound on-ramp
 - Add auxiliary lane connecting northbound off-ramp with upstream northbound on-ramp from East Gobbi St interchange
 - Widen East Perkins Street Overcrossing as needed
- 101 at East Gobbi Street
 - Add auxiliary lane connecting northbound on-ramp with downstream northbound off-ramp at East Perkins Street interchange
 - Widen East Gobbi St Overcrossing as needed
- US 101 at Talmage Road (SR 222)
 - Add signals to northbound and southbound ramp intersections
 - Widen Talmage Road Overcrossing as needed

Men-101 (13.0/17.6) – North Hopland The environmental document that covers the North Hopland area is not yet complete. It is expected that one or more projects will be developed to address safety and operational concerns on two-lane segments and at at-grade intersections in the North Hopland corridor. These projects will likely be in a state of readiness to consider for funding during the Long Range time frame of this plan.

Men-101 Laytonville (68.78-69.51) In January 2008, the *Laytonville Traffic Calming and Downtown Revitalization: Planning for a Livable Community* plan was completed. It was the product of a Caltrans Community Based Transportation Planning Grant administered through MCOG and involving Caltrans District 1, the Laytonville Municipal Advisory Committee, Mendocino County, the Local Government Commission, and the Cahto Tribe. Although the plan addresses a wide range of elements, some of the improvements planned involve the State right-of-way along US 101. It is expected that specific projects involving US 101 will be developed for implementation and funded during the Long Range time frame of this RTP cycle.

State Route 1/State Route 128 Projects

Bridge Projects Two bridges—the Albion River Bridge and Salmon Creek Bridge—are planned for replacement and are currently in the preliminary engineering stage. In addition, four bridge rail replacement projects on Route 1 are planned for bridges at Little River, Jack Peters Creek, Russian Gulch, and Pudding Creek. In addition to new bridge rails, 8-foot shoulders will be added.

Men SR-1 (Various) The *State Route 1 Corridor Study Update (W-Trans, 2008)* is a periodic update of SR1 needs required by the California Coastal Act. The study identifies existing (2010) improvement needs as well as those identified for 2020 and 2030. It is expected that intersection and highway segment projects identified in this study for 2020 as well as those that remain incomplete from 2010 will be considered for funding in the Long Range time frame.

Men SR-1 (Various) Safety and operational projects at various locations on State Route 1 based on regional and local agency priorities. These improvements may include shoulder widening, pavement overlay, drainage improvements, and, where possible, realignment to improve sight distance deficiencies

Men SR-1 (Various) Projects at various locations on State Route 1 based on regional and local agency priorities. These improvements may include geometric improvements, driveway consolidation, crosswalk enhancements, scenic beautification, walkway and bikeway improvements, and other “livable community” features.

Men-SR-1- Gualala (0.00-1.02) In March 2009, the *Gualala Downtown Design Plan (RRM Design Group)* was completed and accepted by MCOG. This was the second of two community planning grants acquired through Caltrans and administered by MCOG. The *Gualala Downtown Design Plan* identifies community priorities for that downtown streetscape that include driveway consolidation, turning bays, median islands, crosswalks, sidewalks/pedestrian paths, parking, and bikeways. Virtually all of the priority improvements entail use of or encroachment upon SR 1 right-of-way. It is expected that specific projects involving SR 1 will be considered for funding during the Long Range that will implement elements of this plan.

Men SR-1 (59.8/62.3) Operational improvements through the City of Fort Bragg, including two-way left turn lanes, widening, signal installation, roadway lighting, and asphalt overlay on SR-1 from Junction with SR-20 to 2.5 miles north.

Men SR-1 (62.1/64.1) Construct a two way left turn lane on State Route 1 from Pudding Creek to 0.1 mile south of Odom Lane.

Men SR-128 (Various) Operational improvements, including barrier stripe mitigation projects, turnouts for slow vehicles, shoulder widening at critical locations, and selective realignment projects will be programmed and constructed based on regional improvement priorities.

PERFORMANCE MEASURES

The State of California has invested a great deal of time and energy in developing applicable performance measures for California’s transportation system. However, for the most part these measures are aimed at the large metropolitan areas, with their accompanying problems of traffic congestion, complex roadway systems and significant capacity constraints. The following performance measures are suggested to evaluate corridor goals and objectives:

**Table 3
State Highway Corridors Performance Measures
Mendocino County**

Performance Measure	Indicator(s)	Data Source(s)
Safety/Security		
Improve Traffic Accident Rates for Corridor segments which exceed the statewide average (for comparable facility type) by more than 25% of the base rate to the statewide average or lower.	<ul style="list-style-type: none"> ➤ Reduce number of motor vehicle accidents of all categories, (Fatalities, Injuries, Property Damage) over four-year plan lifetime. ➤ Reduce severity of collisions over four-year plan lifetime. ➤ Implement traffic safety improvement projects from prioritized list of safety enhancement projects, reducing number of high accident locations. 	Accident statistics collected by Caltrans, District 01, Safety Division; accident reports from California Highway Patrol (CHP). Accident data from Mendocino County Department of Transportation coincides with CHP.
Install roadside telephone call boxes on corridor routes as part of implementation of Mendocino SAFE Program on all applicable highway routes.	<ul style="list-style-type: none"> ➤ Fully operational call boxes located at appropriate distances along the designated corridors of Regional Significance; and meeting all design criteria for call box location. 	MCOG management reports for call box performance; contractor progress reports for installation of call boxes throughout Mendocino County.
Mobility/Accessibility		
Number of new lane miles of full design standard facilities based on Facility Concept Plan and/or miles of operational improvements (or number of locations where operational improvements have been made).	<ul style="list-style-type: none"> ➤ Lanes of new highway capacity added to existing highway routes that are programmed for construction. ➤ Miles of highway improvements that widen shoulders, construct shoulders, construct truck lanes, construct passing lanes, or provide vehicle turnouts that are programmed for construction. 	Caltrans, District 01 planning and programming documents for project improvements in Mendocino County; MCOG RTIP projects; and Caltrans, District 01 Contractor Progress Reports for implementation of corridor projects.
Traffic flow on highway segments and congestion/delay associated with intersections and/or peak hour traffic demand. The action sought in terms of this measure is to improve traffic flow and reduce congestion at critical points on the system.	<ul style="list-style-type: none"> ➤ Determination of Level of Service on highway segments and seconds of delay at highway intersections per 2000 Highway Capacity Manual and modifications by Caltrans, District 1. Reference to highway intersections level of service can be modified to reflect a goal of maintaining LOS at a minimum of D and the LOS on highway segments at LOS C (unless constrained by topographical and/or environmental factors) in rural areas and D in urban areas. Where intersection turning movement data is not available, the entering volume on each leg of the intersection methodology can be used 	Results of baseline (2000) analysis of corridor segments compared with analysis of same corridor segments at end of RTP update time period. The analysis will use QRS II modeling, selected ground counts, HCP 2000 software for applicable LOS calculations.
Travel time on highway segments along Corridors of Significance between major origin and destination points within each corridor. The action sought in terms of this measure is the reduction of travel time by physical improvements to the system or improvement of traffic flow by altering traffic demand.	<ul style="list-style-type: none"> ➤ Delays during adverse weather conditions and due to major highway construction on corridor facilities. Number of instances of delays will be reduced by 25% by correction of historical weather related maintenance locations and strict adherence to construction zone traffic management plan actions. 	Incident reports from Caltrans and the Highway Patrol will be compiled for the base year and at the end of the RTP planning period.

Corridor Reliability		
Highway closures and delays due to construction and/or repairs on highway facilities that form Corridors of Significance.	➤ Traffic flow delay. For intermittent highway closures, the maximum time delay will be twenty minutes or less. For temporary highway closures of an extended period, detour routes and/or traffic management programs shall not increase travel time by more than twenty minutes.	Highway closure notices and reports from Caltrans, District 01 maintenance and incident response units; closure requests and records from Caltrans highway construction contractors. Data from existing and past highway interruption incidents will be compared with data from the next four years for the RTP planning period.
Environmental Quality		
Environmental impacts, both short and long term, related to highway corridor operation, programmed improvements, and/or proposed improvements should be fully considered and analyzed; and adverse impacts avoided or mitigated consistent with the environmental review process. This measure is achieved by fully complying with environmental law and regulations.	➤ Environmental Assessment Reports, Environmental Impact Reports, focused environmental documents, and program level EIR findings for RTP elements. These documents, upon adoption, approval or a more formal Record of Decision (ROD) become the objective measures of environmental compliance.	California Office of Research and Planning Clearinghouse for environmental documents; local agency "lead agency" compliance reports; Caltrans, District 01 environmental division documents and reports.
Maintain Air Quality Standards at current levels of emissions, meeting EPA and CARB requirements for designation of MCOG as an Air Quality attainment region. The performance measure of "prevention of significant degradation" of air quality will be the key to maintaining Mendocino County's air quality position.	➤ Several emission particulate and compounds can serve as indicators of environmental health. These include: PM 10 particulate (dust), carbon monoxide (CO), and ozone precursors nitrogen oxides (NOX) and volatile organic compounds (VOC). The California Air Resources Board (CARB) has determined that Mendocino County is in non-attainment for PM-10, primarily because of the high amount of unpaved roads in the county.	Air Quality Emissions Almanac, annual publication of the California Air Resources Board, Air Quality Studies from Mendocino County Air Quality Management District.

ACCOMPLISHMENTS SINCE LAST REGIONAL TRANSPORTATION PLAN

- Construction of two major bridges over Eel River and new highway segment on US-101 to avoid historic landslide area at Confusion Hill
- Replacement of bridge over Ten Mile River on SR-1
- Completion of operational and safety project on SR-20 to improve driveways, increase sight distance, provide turn pockets and bike lanes east of the SR-1 junction.
- Certification of the EIR/EIS for the Willits Bypass project
- Laytonville Highway Safety Improvement Project – vertical curve realignment, lighting, sidewalks, intersection improvements at Branscomb Rd

COUNTY MAINTAINED ROADS AND CITY STREETS ELEMENT

SYSTEM DEFINITION

The local street and road system is composed of streets within the incorporated cities and roads within the unincorporated areas of the County, both paved and unpaved. Facilities may range from narrow residential roads, to highly travelled thoroughfares and roadways providing primary connection and access into a community. They range from fairly extensive in the City of Ukiah to minimal in the City of Point Arena or the unincorporated community of Gualala. While most local streets are two-lane roadways, some four-lane roadway segments have been constructed in response to higher traffic demands in more populated areas.

NEEDS ASSESSMENT: ISSUES, PROBLEMS AND CHALLENGES

Rehabilitation and Maintenance

One of the greatest needs for the local street and road system is to address the backlog of deferred roadway rehabilitation and maintenance. The overriding need of the local communities, both incorporated and unincorporated, is to address the deteriorated state of the local serving road and street system. The 2010 Pavement Management Program update, indicated that over 60% of the County road system was in “poor” or “very poor” condition. An estimated expenditure of \$215 million over the next 10 years would be needed to bring the road system to a “good” rating. The city of Ukiah has approximately 54% of their system in the poor or very poor category with a \$37 million 10 year budget need. Roughly 54% of the Willits street system is in poor or very poor condition with a 10 year budget need of \$12 million. The need to find a reliable funding source to bring our local roads and streets up to a “good” rating is deemed to be a high priority.

While the need for maintenance and rehabilitation of the roadway system has overwhelmed other issues and concerns, there are, nevertheless, other transportation issues that impact the local and regional backbone roadway system. Some of the needs are related to completing gaps in the roadway system, some deal with traffic congestion at specific points on the roadway system and some needs are related to long range planning for changes in the overall roadway system.

Unsurfaced County Roads

Dirt (unsurfaced) roads constitute approximately 35% of the County’s road network and are an often overlooked yet vital component of the County Maintained Road System. The County Director of Transportation has characterized the dirt roads as Resource/Recreation Access Roads, Very Low Volume, Remote Residential Roads, Higher Volume Residential Roads.

Resource/Recreation Access Roads (approximately 60 centerline miles) – Such roads typically support non-residential access needs and are truly dirt roads with little gravel surfacing. They were historically used by a relatively small number of land owners to conduct forest or agricultural activities, and limited or no winter access was acceptable. In general, the roads were

minimally maintained by the County and were often worked by the land owners as they had need. The roads were historically accepted into the public system, such that public easements assured the owners rights to access their land.

These roads have now become magnets for 4-wheelers and the roads have become “recreational” in the wintertime. Presently, about half of the roads are closed each winter to prevent unauthorized, recreational usage. Some of these public roads are considered valuable as second emergency routes and there are many people who would like to see these roads improved to gravel road/all-weather status. Proponents also (rightly) point out that if these roads were improved, they would no longer be magnets for 4-wheelers, as the "fun" would be gone.

Very Low Volume, Remote Residential Roads (approximately 250 centerline miles) – These gravel roads serve homes on large lots that are very spread out and lead to private road systems that have additional residences. Historically, the County has applied a little more effort to these roads, as they need to accommodate users year-round. A cost-benefit analysis done by the County Department of Transportation (MCDOT) has shown that surfacing these roads would save maintenance costs and recoup the investment within 10 to 20 years. Although paving these roads is desirable, return on investment is marginal.

Higher Volume Residential Roads (50 centerline miles) – Such gravel roads historically served homes on larger lots, however, higher density development has been allowed in these areas thereby increasing traffic volumes. Some of these roads also serve public lands or private subdivisions. This has started to convert the functionality of the roads from "local road" to "minor collector" status. Generally, these roads require very frequent grading and gravel application. A cost-benefit analysis has shown that surfacing these roads would save maintenance coats and would recoup the upgrade investment within 5 to 10 years. The County would like to pave these roads, as they yield the best return on investment.

Vehicle Wear and Tear

Dirt roads develop chuckholes and washboards, which are hard on vehicles. Such conditions can re-emerge in a short time after grading. The County attempts to grade, compact and treat various roads with dust suppressant in the summer to help hold the surface together. Winter weather quickly degrades the surface of these roads, creating the need for grading in the springtime.

As long as these roads are gravel, maintenance crews can run the grader over deteriorated segments and efficiently fill multiple chuckholes. Gravel roads that are to be surfaced need to have adequate pavement structural sections built under them, either an asphalt pavement surface or multiple layers of chip seals applied at frequent intervals towards the beginning of the surfacing process. Otherwise, the newly-surfaced road won't hold up and would have functioned better as a gravel road.

Environmental Considerations

All dirt road surfaces produce sediment that migrates to streams. Recent analyses shows that only about 15% of the County's road system is in close proximity to aquatic resource (blue line) streams. Limited resources necessitate that the Department prioritize efforts to first address

sediment reduction in the more sensitive 15% portion of the road network. In general, the County aims to reduce sediment production from *all* County Maintained Roads. There is no way to eliminate sediment production from a dirt road. Surfacing would greatly reduce sediment, however, sediment production can never be 100% eliminated. Additional information on the County's procedures pursuant to the Clean Water Act can be found in Appendix D.

Major Improvements

Although there are many minor improvements that are needed on County Maintained Roads, the following key capacity increasing and operational and/or safety improvements have been identified.

- Redemeyer Road extension across the Russian River is a project identified to complete a gap in a parallel route to US-101. The route will connect to Lake Mendocino Drive or North State Street on the north and to Old River Road on the south at the intersection with Talmage Road. This project will require a bridge across the Russian River and construction of a two-lane arterial with paved shoulders.
- North State Street Improvements: The first phase of this project is nearing completion, which will widen and improve the roadway, including bridges from the US-101 interchange to Lake Mendocino Drive. Later phases of the project will extend improvements to Pomo Lane. The ultimate plan for this portion of roadway is two travel lanes, a continuous left-turn lane, paved shoulders and bicycle lanes. Improvements to North State Street and the Redemeyer Road extension construction will provide continuous facilities paralleling US-101 that will serve local activity centers on both sides of the freeway. This will be important for preserving future capacity of the freeway corridor through Mendocino County.
- Brooktrails Second Access – Initiate preliminary design and construction cost estimates, including final alternatives analysis and adoption of recommended alternative. This project should be fully coordinated with the environmental and design studies for the Willits Bypass project for US-101. This project will 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.
- An additional unresolved issue is the problem of flooding on SR 1 at the Garcia River. This segment of highway must be closed during times of heavy rains and high tide, preventing people from traveling to and from their homes, schools, shopping and employment. This can occur several times a year for hours at a time. While the problem actually exists on the State highway, the most likely solution lies on the County road system. Due to environmental and topographical constraints in this area, modifying SR 1 to avoid flooding would be extremely difficult and cost prohibitive. A bridge on Windy Hollow Road over the Garcia would provide a second route in times of flooding. The Manchester-Point Arena Rancheria recently conducted a feasibility study for a bridge at this location through an Environmental Justice grant, which is also discussed in the Tribal Transportation System Element of this plan. The feasibility study determined that a new bridge could be built at the site using conventional bridge types and construction methods.

Other needed improvements and issues that have been identified on the local street and road systems are as follows:

- Develop additional north-south routes parallel to US-101 to serve future traffic demand in the Ukiah Valley. Routes will include extensions and improvements to existing City and County roads. Candidate roadways will include Orchard Avenue, Bush Street, Redemeyer Road, and South Main Street.

ACTION PLAN: PROPOSED PROJECTS

What can actually be done to address the needs of the local communities and the problems on the backbone circulation system is constrained by the amount of total funding available and the restrictions of the various programs from which funding is available. These issues will be explored in detail in the section dealing with financing and funding for transportation improvements. The action plan is divided into a short-range and long-range set of proposals. In general, the short-range program refers to projects that can be implemented in ten years or less, while the long-range has a time frame of approximately twenty years into the future. Historically, much of the short-range program improvements become the long-range program due to funding shortfalls, impacts of weather, engineering staff work load, and project priorities.

Short-Range Improvement Program (10 years)

During the last several years, STIP funding has become scarce. Few new projects have been programmed and existing projects have been delayed into future years. The following table represents projects on local streets and roads currently programmed in the STIP. State highway projects and Transportation Enhancement projects in the STIP are listed in other sections of this document.

Table 4
Currently STIP Programming
On Local Street and Road Systems

Project	Agency	Construction Yr	STIP Funding (\$ in 1000s)
Brooktrails Second Access (project development only)	County	TBD	\$599
East Side Potter Valley Road Reconstruction	County	13/14	\$6,850
East Commercial Street Rail Crossing Rehab	Willits	10/11	\$142
Total			\$7,591

County of Mendocino

Table 5 lists projects that have been identified as priorities for the County of Mendocino Department of Transportation in the short-range improvement program. It is unlikely that the entire list of projects can be implemented within the time frame of the short-range improvement program. Although there is a funding source identified for all these projects, in cases where the funding source is severely inadequate due to rapidly rising project costs, projects may need to be dropped from the programs identified.

**Table 5
Mendocino County
Short Range Projects**

Project/Location	Description	Potential Funding Source	Cost \$ in 1000s
County-wide	2010 Chip Seal program	ARRA	\$640
Countywide	Chip Seal Programs, 2011-2019	1	\$3,000
Countywide	Asphalt Concrete Overlay Programs, 2011-2019	1	\$8,000
Countywide	Improve unsurfaced roads, 2011-2019	1	\$4,000
Redwood Valley Area	Replace School Way Bridge	2	\$5,300
Calpella Area	Seismic Retrofit-Moore Street Bridge	2	\$2,200
Point Arena Area	Replace Eureka Hill Road Bridge	2	\$3,900
Countywide	Replace Four Deficient Bridges	3	\$12,000
Countywide	Transportation Enhancement Projects	4	\$2,500
Brooktrails Area	Brooktrails Second Access – PS&E	4	\$600
Ukiah Area	Redemeyer Road Extension – PS&E	5	\$500
Fort Bragg Area	Mitchell Creek Area Second Connection – PS&E	5	\$500
Ukiah Area	Orchard Avenue Extension – PS&E	5	\$600
Fort Bragg Area	SR 1/Simpson Lane Intersection Improvements (Also identified in State Hwy Element)	6	\$800
Ukiah Area	US 101/Perkins Street Interchange Improvements (also identified in State Hwy Element)	1	\$300
Ukiah Area	US 101/North State Street Interchange Improvements (also identified in State Hwy Element)	1	\$300
Total			\$45,140

Funding Sources: 1 = Proposition 42 & HUTA 4 = STIP
 2 = Highway Bridge Program & Proposition 1B 5 = STIP and Developer's Fees
 3 = Highway Bridge Program 6 = Proposition 1B

City of Ukiah

The City of Ukiah has identified the projects shown in Table 6 for the short-range programming period. The projects reflect the immediate needs of the City of Ukiah and the priorities for local street system improvements.

**Table 6
City of Ukiah
Short Range Projects**

Project Location	Project Description	FY	Estimated Cost
Perkins & Orchard	Perkins Street Right Turn lane	10/11	\$64,018
Gobbi/Oak Manor/Babcock	Intersection Realignment	10/11	\$205,401
Redwood Business Park	Redwood Business Park Transportation Improvements – add 2 nd left turn lane on Talmage Road, repair Airport Park Blvd, widen Hastings at S. State St, construct traffic signal at Airport Park & Commerce Dr	10/11	\$5,015,058
S. Dora St., Phase 1	ARRA Street Rehabilitation	10/11	\$582,539
Washington Ave	Street Rehabilitation	10/11	\$400,000
Clara Ave	Storm Drain, Street rehabilitation, sidewalk curb & gutter	10/11	\$520,000

Gobbi Street – State St. to Main St.	Street Reconstruction	10/11	\$350,000
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City of Willits

In 2004, the City of Willits passed a ½ cent sales tax for transportation. The sales tax has made it possible for Willits to accomplish a number of transportation system improvements that would otherwise have been impossible. Additional funding to address the City’s street system maintenance and improvement needs includes the local share of the gasoline sales tax and the various Federal and State programs. Unfortunately, staffing levels at the City will still limit what can be done to some extent.

The following improvements are a realistic appraisal of the City’s needs and highest priority projects:

**Table 7
City of Willits
Short Range Projects**

Road / Project	Project Description	Year	Estimated Cost	Fund Source
West Commercial St Rehab & Improvements	Roadway rehab and reconstruction	2010/11	\$752,707	ARRA & local sales tax
West Mendocino Ave & North Street Storm Drain Rehab	Drain replacement and rehabilitation	2010/11	\$238,686	D1 funds
Railroad Ave Bridge Replacement Project	Replacement of bridge	2010/11	\$880,000	HBRR/ Prop 1b/Redevelopment
Central Street Rehab & Improvements	Roadway rehab and reconstruction	2011/12	\$511,000	Local sales tax
Total			\$2,382,393	

City of Fort Bragg

The City of Fort Bragg also has a ½ cent sales tax for transportation improvements. The revenues generated by this sales tax are to be used primarily for rehabilitation and improvements to the existing transportation system. Projects are selected using a number of different factors, including the recommendations of the Pavement Management Program.

The following improvement projects listed below have been identified by Fort Bragg:

**Table 8
City of Fort Bragg
Short Range Projects**

Project	Description	Year	Estimated Cost	Funding Source
Street Resurfacing Project; Phase II	Structural street repairs and three layer resurfacing utilizing rubberized chip seal on various streets	2011	\$800,000	City Street Sales Tax
South Street Reconstruction	Reconstruct South Street, including all required ADA pedestrian improvements from Main Street to River Drive	2011	\$881,000	ARRA/City Street Sales Tax
Highway 1 Safety &	Realign Main St. (State Rte 1) to move north bound	2013-	\$3.7 million	STIP/TE/D1/

Circulation Improvements	merge between Alder & Oak; install bicycle and pedestrian friendly improvements.	14		To be Determined
Total			\$5,381,000	

City of Point Arena

The City of Point Arena also has a ½ cent sales tax for transportation improvements. The City has identified the following projects for inclusion in the short-range improvement program:

**Table 9
City of Point Arena
Short-Range Projects**

Project Location	Project Description	FY	Potential Fund Source	Estimated Cost
School Street/Lake Street	Intersection Improvements	2011-12	SRTS	\$90,000
Main Street/Iversen Avenue	Iversen Avenue Intersection Bulbout and Improvements	2010-11	TE	\$52,000
Total				\$142,000

Long-Range Improvement Program (20 years)

Maintenance and rehabilitation will continue to be a need in the long range timeframe. In addition to preserving the existing system, the key priorities will be the focus for improving the functionality and safety of the local systems. The programming of improvements for the long-term is tied to the funding cycles and estimates of funding availability for the State Transportation Improvement Program (STIP), fund estimates for State gasoline sales tax revenues, completion of updates to local jurisdiction General Plans, completion of Route Concept Reports, and direction from the District System Management Plan.

County of Mendocino

Addressing the backlog of deferred maintenance and rehabilitation projects will continue as a high priority for the County in programming long-range improvements. Specific improvements for the expansion of the County roadway system to meet future needs include:

- Second access road to Brooktrails Township. A preferred route and right-of-way location has not yet been identified. The implementation of a second access route will be coordinated with the implementation of the Willits bypass (US-101) in order to create a seamless freeway/county road interface. Estimated cost is \$3,800,000. Funds have recently been allocated by the California Transportation Commission to begin the environmental review process for this project.
- North State Street, from MP 0.55 to MP 2.20. Improvement will include widening and repaving the traveled way, paving shoulders, and widening/replacement of bridges over Masonite Road and Ackerman Creek (incorporating HBRR funding). Estimated cost is \$7,000,000. A first phase of these improvements has been funded through the STIP and is nearing completion.

- Redemeyer Road Extension. This project will require construction of a bridge over the Russian River and the extension of Redemeyer Road to Lake Mendocino Drive or North State Street. Project distance is approximately 0.3 mile and cost estimated at \$1,600,000.
- Sherwood Road, from MP 0.00 to MP 1.65. Widen roadway, pavement reconstruction, grade and pave shoulders; and reconstruct drainage facilities. Estimated cost is \$3,000,000.
- East Side Potter Valley Road, from MP 4.70 to MP 6.40. Phase II improvements include roadway widening, pavement reconstruction, grading and paving shoulders, and reconstruction of drainage facilities. Estimated cost is \$5.9 million.

City of Ukiah

The draft Ukiah Valley Area Plan, January 2000, identifies future conceptual roadway improvements for the plan area. Recommendations for projects that will fill gaps in the street system, expand capacity where future congestion levels are anticipated and development of parallel north/south facilities to US-101 are identified in the Circulation and Transportation section (pgs. 14-16) of the plan. The plan area includes the City of Ukiah and the adjacent unincorporated areas of the County of Mendocino. The implementation of these projects will be tied to development impact fees, governmental funding programs, and local area assessment programs. Adoption of the Ukiah Valley Plan will provide guidance for long-term transportation investment for the twenty-year horizon time frame.

City of Willits

The City of Willits will face many challenges in the long range planning time period. Following the implementation of the Willits bypass on US-101, the existing downtown commercial district will undergo a major transformation. The improvement of circulation access through downtown Willits, coupled with the implementation of a second access connection to the Brooktrails Township will provide the City with unprecedented opportunities for shaping future growth and development. The identification of long-range transportation projects will be guided by six documents. The Willits General Plan Revision–Vision 2020 (August 12, 1992), Circulation Study for the City of Willits Downtown Specific Plan (June 2, 2000), the Willits Circulation and parking Improvement Plan (December 2002), the Baechtel Road – Railroad Avenue Corridor Community Design Study (June 9, 2004), the City of Willits Bicycle and Pedestrian Specific Plan (June 24, 2009), and the Safe Routes to School Plan for the City of Willits (July 2, 2009) provide recommendations for the City’s local circulation system for both short-term and long-term improvements. Recommended improvements focus on providing parallel north/south access to the US-101 freeway and enhancement for the internal circulation for downtown Willits, including improvements for bicycle and pedestrian safety along Main Street, when the US-101 bypass is completed or before completion of the Bypass where feasible. The timing and funding of improvements will depend on the progress of downtown redevelopment and funding availability from State and Federal sources. Traffic impact fees from future development projects may also play a role in the implementation of identified mitigation improvements. Concurrent with the Willits Bypass project, the City of Willits and Caltrans are working to identify reconstruction and rehabilitation needs within the Main Street right-of-way from Highway 20 to the northerly City limit as part of the North Main Street Relinquishment process.

City of Fort Bragg

Long-range transportation improvements for the City of Fort Bragg will be focused on closing the gap in meeting the backlog of deferred maintenance and rehabilitation projects. Development in the City of Fort Bragg is severely restricted due to the lack of fresh water resources and coastal zone restrictions. Long-range projects include:

- The need for a parallel facility to SR 1 route will be dependent on the future development patterns in the Fort Bragg area and the increases in seasonal traffic associated with tourism in the north coast region. Georgia Pacific is nearing completion of a Specific Plan for build out of the old mill site, and one of the major components of the plan is traffic and circulation. The plan takes into consideration major tie in routes to the central business district and access to and from Main Street (State Route 1). As development on the old mill site occurs infrastructure will be installed to address additional traffic movements and create a new north/south alternate to Hwy 1.
- Providing turnarounds or, with the acquisition of right-of-way, connecting dead end streets to the Fort Bragg circulation system. These improvements will be implemented as funding becomes available or by using development environmental mitigation requirements.
- The provision of a second emergency access route to the Noyo Harbor has also been identified as long-range project. The harbor is currently accessed by North Harbor Drive from its intersection with SR-1. The road is a narrow, winding route down to the water's edge and harbor facilities. The City of Fort Bragg has a recorded easement over Georgia Pacific right-of-way under the Noyo River Bridge that will eventually become a permanent secondary access to the harbor and would ensure that the harbor does not become isolated due to a road closure. At this time, the easement could be used as emergency access with minor improvements if necessary.

City of Point Arena

Long-range projects for the City of Point Arena will focus on improving access to the cove and pier (which could include secondary access to the cove) associated with recreation and tourism, and continuing to fund deferred maintenance and rehabilitation projects to the local street system.

Important possible long range projects include:

- The reconstruction of Mill St. and related improvement of Center Street which joins Mill at the Point Arena Medical Center.
- A round-about at Hwy. 1 and Lake, as described in the 2010 *Point Arena Community Action Plan*.

PERFORMANCE MEASURES

While the appraisal system performance for the backbone circulation and local access system is similar to the identification process used for the Significant Highway Corridors performance measures, there will be key differences in the type of traffic evaluated, the number of agencies involved, and the data collected. Traffic on the county and local roadway system will be more

likely to have both trip origin and destination within Mendocino County. The County of Mendocino and the four incorporated cities have responsibility for roadways. In some cases, the County collects data and is responsible for technical evaluations for the smaller cities. The County and cities will be encouraged to begin collecting necessary data, (if they are not already doing so) so that critical performance measures can be implemented.

Table 10
County Roads & City Streets System
Performance Measures

Performance Measure	Indicator(s)	Data Source(s)
Safety/Security		
Improve Traffic Accident Rates for the Backbone and Local Street System for roadway segments that exceed the statewide average accident rate (for comparable facility type) by more than 25% to the statewide average rate or lower.	<ul style="list-style-type: none"> ➤ Reduce number of motor vehicle accidents of all categories (fatalities, injuries, property damage) per million vehicle miles over four year plan period. ➤ Implement traffic safety improvement projects (from priority list of safety enhancement projects), reducing number of high accident locations. 	Accident statistics from Caltrans, District 01, Safety Division; Accident reports and cumulative statistics from Police Departments and California Highway Patrol accident data; statewide traffic accident data reports; programmed safety projects in biannual STIP process; programmed safe routes to schools projects in STIP allocation to local agencies.
Mobility/Accessibility		
Traffic flow on roadway segments and congestion/delay at key intersections measured at peak hour time periods and total 24-hour time period. Level of Service determinations for the selected roadway segments and intersections will be based on Caltrans and Local Agency criteria.	<ul style="list-style-type: none"> ➤ Level of Service (LOS) estimated for selected roadway segments, using appropriate planning level methodology and intersection LOS values for selected inter-sections. Changes in LOS values can be used to evaluate traffic flow conditions. A goal of LOS C (unless constrained by topographical and/or environmental factors) for roadway segments and LOS D for intersections as minimum levels for PM peak hour performance will be maintained. 	Results of the (2000) baseline analysis of roadway segments compared with traffic volumes at end of RTP update time frame. The analysis will use QRS II modeling, selected ground counts, and applicable LOS methodology and software.
Sustainability/System Preservation		
Pavement Condition for selected segments and routes of the local roadway system. The postponement of needed maintenance results in deterioration of pavement surface and increased cost of repair. Pavement condition is only one measure of roadway system quality.	<ul style="list-style-type: none"> ➤ Pavement Condition Index (PCI) from Pavement Management Program (PMP) updates as required to maintain PMS database and track progress in improving overall pavement quality. ➤ Adoption of a funding strategy and multi-year financing plan for roadway / pavement maintenance and rehabilitation in conformance with PMS guidelines. 	Pavement Management System (PMS) Report and report updates from consultant and/or local agency sources. The Metropolitan Transportation Commission's PMS software was used for the Mendocino County Region's PMS study.
System Reliability		
State highways, county roads and local street closures and/or delays due to construction, road repairs, utility installation, and roadside maintenance.	<ul style="list-style-type: none"> ➤ Traffic flow delay: for occasional roadway closures of temporary nature, a time delay of twenty minutes or less would be the goal. For roadway closures of an extended nature, detour routes and/or traffic management programs shall be implemented that do not increase travel time by more than thirty minutes. 	Caltrans, District 01 construction and maintenance traffic control plan reports and filings. Caltrans, District 01 incident management response reports and CHP incident reports; Mendocino County Sheriff's Department, DOT reports; local agency Police Department records and detour plans filed by private contractors and traffic surveillance reports from all law enforcement agencies.

ACCOMPLISHMENTS SINCE LAST REGIONAL TRANSPORTATION PLAN

Mendocino County

- North State Street Corridor Widening and Improvements
- West Road Overlay
- Pudding Creek Road Overlay
- Comptche Ukiah Road Overlay

City of Ukiah

- Completion of Gobbi/Oak Manor/Babcock Lane Realignment
- Completion of Orchard Avenue Extension and Bridge
- Completion of Downtown Circulation & Design Plan

City of Willits

- East Commercial Street Improvement and Enhancement Project
- Baechtel Road Rehabilitation and Reconstruction Project
- Baechtel Grove School Safe Routes to Schools Improvement Project
- West Commercial Street Rehabilitation

City of Fort Bragg

- Rehabilitation of Harold Street & Dana Street
- Pudding Creek Road Reconstruction

City of Point Arena

- Completion of Point Arena Community Plan, accepted May 3, 2010

