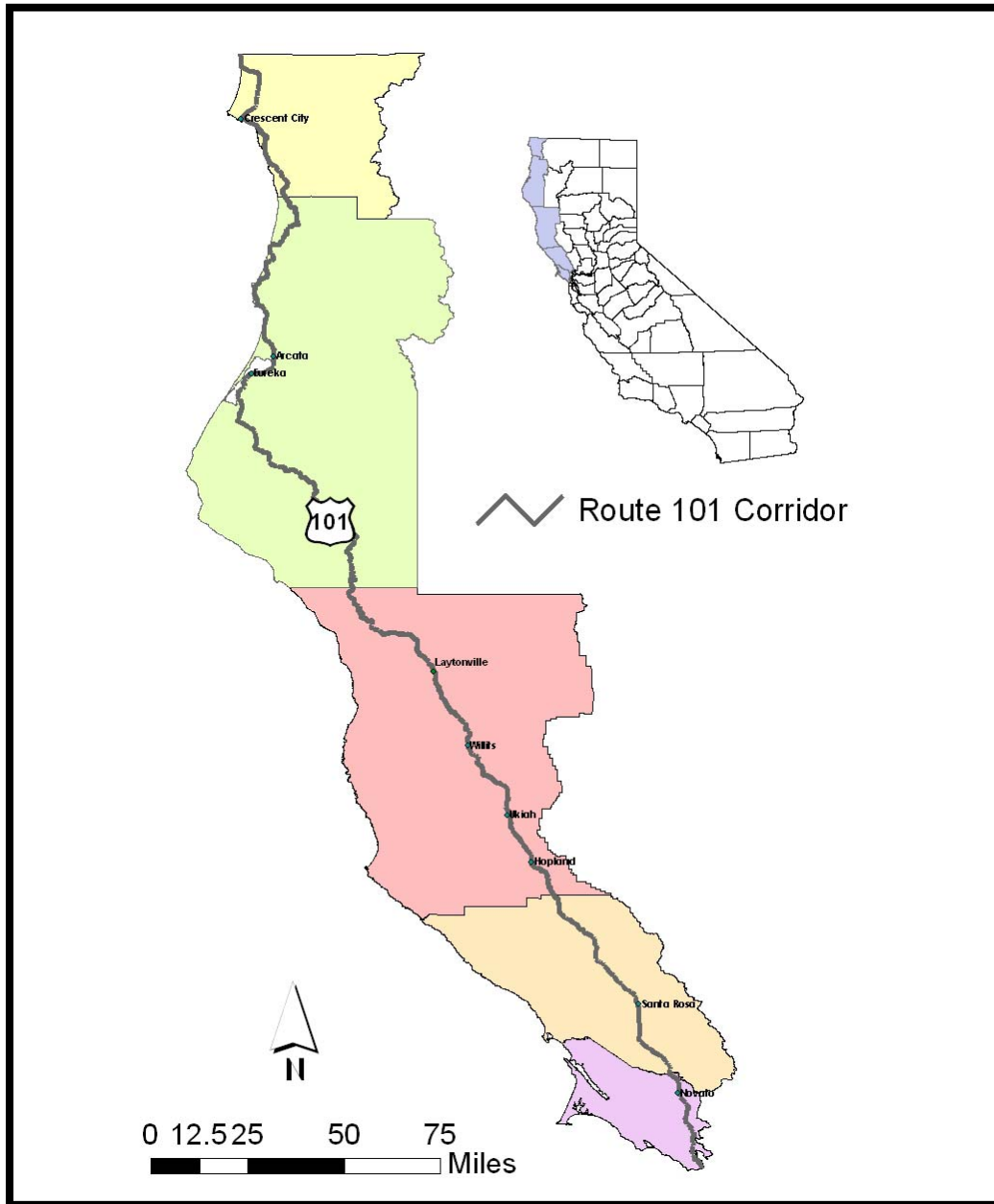


Corridor Management Plan

Route 101: Golden Gate-Oregon Border

District 4 – 101 – MRN – PM 0.00/ District 1 – 101 – DN – PM 46.49



What is a Corridor Management Plan?

A Corridor Management Plan is a document that identifies the recommended system management strategies for a given State Highway System facility based on comprehensive performance assessment and evaluation. The strategies are phased and include both operational and more traditional longer range capital expansion strategies. Moving away from the traditional approach of identifying localized freeway problem areas and finding solutions that are often expensive capital improvement focus, this project focuses on the corridor management plan approach with greater emphasis on performance assessments and operational strategies that yield higher benefit to cost results.

Executive Summary

The Route 101 Corridor extends from the Golden Gate Bridge in Marin County to the Oregon/California state line in Del Norte County. This route serves as the "life line to the North Coast" as it is the only North/South arterial route west of Interstate 5. As a single route dependent region, the North Coast relies heavily on the Route 101 Corridor for movement of goods, services and people. It is also a major route for access to tourism and recreation opportunities, including access to State and National Parks, the Pacific Coast Bike Route and the California Coastal Trail.

The ultimate corridor concept for the Route 101 is continuous 4-Lane Freeway/Expressway. For much of the corridor length this concept has been achieved. However, due to environmental constraints, short segments of 2-Lane Conventional Highway will remain in some areas over the 20-year planning horizon. With the completion of the Willits and Hopland Bypass projects, approximately 15 miles will be added to the existing freeway/expressway system, and gaps in the freeway/expressway system will be closed for approximately 132 miles north from the Golden Gate Bridge.

Gaps in the Freeway/Expressway system are the primary cause of congestion and delay in the northern, rural segments of the corridor, while gaps in the HOV system are the primary cause of delay in the southern, urbanized segments of the route. Consequently, commitments to improvements are heavily focused toward the completion and preservation of these systems.

A. Corridor Description & Characteristics of Travel

1. Corridor Limits:

[Define the corridor by description and county, route, postmiles.](#)

The Route 101 corridor extends from the Golden Gate Bridge in Marin County in District 4 (MRN 101 - PM 0.0) to the Oregon Border in District 1 (DN 101 - PM 46.49). The Route 101 corridor passes through Marin, Sonoma, Mendocino, Humboldt, and Del Norte counties.

2. Corridor Width:

[Describe the corridor by the major transportation elements such as the state route and any other parallel or other major local roads having a larger impact on corridor productivity and reliability.](#)

Route 101 serves as the "lifeline to the North Coast", and is the only major North-South arterial for the northwest region of state, connecting southern and central California with communities along California's north coast and Oregon's southern and central coast. A rail line owned by the North Coast Railroad Authority lies adjacent to the Route 101 corridor from Arcata to Lombard. This rail line is currently non-operational, however there are plans to resume goods movement on the southern portion of the line within the next decade.

3. Corridor Function:

[Describe the function of the corridor for all concepts.](#)

Route 101 is essential for connectivity and mobility of goods and services throughout the region and north into Oregon. It is a principal arterial serving interregional and interstate traffic, with relatively high traffic volumes and heavy use by both truck and recreational/tourist traffic including bicyclists traveling the Pacific Coast Bike Route and hikers accessing the California Coastal Trail.

Route 101 is the only North-South principal arterial route west of the Central Valley (I-5). It is designated as a High Emphasis Focus Route in the State Interregional Transportation Strategic Plan (ITSP). The route also services other modes of transportation including port access at Humboldt Bay and Crescent City Harbor, and regional and local airports. Route 101 is the principal route to many north coast recreational areas. There are several towns that still utilize Route 101 as their "mainstreet". Conflicting needs for local traffic and pedestrians with those of interregional traffic result in congestion and delay. The highest priority projects for this corridor address the areas of congestion relief, safety, mobility, and goods movement.

4. Corridor Inventory:

[Describe the route type and current operational elements such as remote changeable message signs or ITS elements.](#)

For much of the corridor length, Route 101 is a 4-lane Freeway/Expressway, with short segments of 2-4-lane Conventional Highway in various locations and multi-lane Freeway/Expressway in the Bay Area. The ultimate concept for the Route 101 Corridor is a 4-lane Freeway/Expressway with short segments of existing 2-lane conventional highway in particular locations. While this concept has been achieved throughout most of the corridor, segments of the route in Mendocino County remain to be converted to 4-lane freeway/expressway.

Traffic Cameras (CCTV) are located in various locations throughout the Route 101 Corridor. Many monitor the Changeable Message Signs (CMS) for verification of sign message and operation. The CMS generally display road closure/road condition information. In addition, ITS are used for Crash Prevention & Safety and Freeway Management through technologies such as Dynamic Message and Warning signs.

5. Traffic Volumes and Type:

Identify current AADT, numbers of 5 axle trucks, peak hour AADT, 10 and 20-year AADT forecasts. Identify any unique factors influencing corridor performance such as seasonal recreational or agricultural traffic.

The Route 101 Corridor encompasses nearly 363 miles through both urban and rural population areas. Due to this high degree of variability vehicle volume information has been provided for segments within each county.

Table 1: Corridor Traffic Volumes

County	Segment Postmile Limits	2005 AADT (LOS)	2005 Peak Hour AADT	5+ Axle Trucks (2004)	10 – Year AADT	20 – Year AADT
MRN	AADT Data for Marin & Sonoma Counties to be verified with District 4					
MRN						
SON						
SON						
MEN	0.10/47.27	14000	1280	680	17500 ()	21000
MEN	47.27/55.90	7000	1100	515	8050	9100
MEN	55.90/104.15	6000	900		6900	7800
HUM	0.00/51.84	6400	900	630	6720	7040
HUM	51.84/100.71	21700	2200	720	24950	28210
HUM	100.71/137.14	4400	310	215	4840	5280
DN	0.00/23.85	4900	720	185	5390	5880
DN	23.85/39.98	9000	1070	250	10350	11700
DN	39.98/46.49	7700	910	165	9240	10780

Table 2: Corridor Level of Service

County	Postmile Segment	Description	Current LOS (2005)	10 – Year LOS w/ existing facility (2015)	20 – Year LOS w/ existing facility (2025)	10 – Year LOS w/ Improvements	20 – Year LOS w/ Improvements	Existing Facilities
MEN	0.0/9.1	SON/MEN Co. Line to South of Hopland						4-L F/E
MEN	9.1/17.6	Near Hopland						2-L C
MEN	17.6/43.5	Near Hopland to South of Willits						4-L F/E
MEN	T43.5/55.2	South of Willits to Arnold						2 & 4-L C
MEN	55.2 /64.7	Arnold to South of Laytonville						4-L E
MEN	64.7/81.4	South of Laytonville to Bell Springs Road						2-L C
MEN	81.40/T91.2	Bell Springs Road to Jct. Rte. 1 at Leggett						4-L F/E
MEN	T91.2/100.3	Jct. Rte. 1 to Red Mtn. Creek						2-L C
MEN	100.3/106.8	Red Mtn. Creek to MEN/HUM Co. Line						4-L F/E
HUM	0.0/R5.6	MEN/HUM Co. Line to North of Richardson Grove						2-L C
HUM	R5.6/74.6	North of Richardson Grove to South Eureka Urban Boundary						4-L F/E
HUM	74.6/79.6	South Eureka Urban Boundary to Near North Eureka City Limits						4-L C & Couplet
HUM	79.6/109.4	Near North Eureka City Limits to Big Lagoon						4-L F/E
HUM	109.4/R125.8	Redwood Natl. Park Bypass						2-L C
HUM	125.8/R137.1	Redwood Natl. Park Bypass						4-L E
DN	M0.0/R3.6	HUM/DN Co. Line to Kamp Klamath						4-L F/E
DN	R3.6/12.5	Del Norte Redwoods State Park						2-L C/E
DN	12.5/24.4	Wilson Creek to South Crescent City						2-L C w/ PL
DN	24.4/27.8	South Crescent City to North of Crescent City						4-L C & 2-L C Couplet
DN	27.8/31.6	North of Crescent City to Jct. Rte. 199						4-L F
DN	31.6/46.49	Jct. Rte. 199 to Oregon Border						2-L C/E

 = Current Facility does not meet Route Concept for this segment/a portion of this segment

B. Corridor Performance, Management Assessment and Maintenance

1. Current Corridor Performance:

Identify current LOS; travel time and variability (if avail.), delay by cause if avail. (Rock slides, incidents), and accident history. Delay caused by signal controls and bottlenecks caused by change in route configuration (fwy./expswy. Gaps) should be described and quantified to the extent possible. This should be sketch level analysis only ... unless more refined data is available.

LOS for segments of the Route 101 Corridor are provided above in Table 2.

Gaps in the Freeway/Expressway system are a major cause of congestion and delay within the corridor. For example, in a Traffic Study conducted for the Willits Bypass project, Overall Peak Hour Delay was expected to increase from 105 hours to 485 hours without improvements. This type of delay is not uncommon along segments of the corridor where the route concept has not been achieved. Interregional traffic is delayed, impeding the efficient movement of people and goods, while local traffic is faced with significantly longer travel times for local trips including commercial deliveries and emergency vehicle response.

Geologic instability has also historically been an issue along segments of the Route 101. The Confusion Hill Landslide in Mendocino County is perhaps the best known, and has also been a common cause of delay during the winter months in recent, however a bypass of this area is currently under construction (estimated date of completion 2009). Due to the regional geologic instability, District 1 [discuss monitoring and response measures implemented].

As the corridor is a major route for goods movement and recreational/tourism traffic, closure or delay along this corridor have significant economic impacts.

2. Corridor Management Assessment

Basic corridor operations information on incident management for collisions, closures for natural causes, uses of remote weather sensors, and changeable message signs.

INPUT FROM MAINTENANCE & OPERATIONS

When road closures are required due to collision or natural causes Changeable Message Signs (CMS) systems are used inform roadway users of the road closure, and if applicable, existing traffic control (e.g. one-way controlled traffic) and estimated amount of delay.

3. Corridor Maintenance and Preservation

Describe current maintenance and preservation practices in the corridor (such as shoulder grading, pavement rehab.)

INPUT FROM MAINTENANCE & OPERATIONS

The current rehabilitation strategy for the Route 101 corridor in District 1 is to maintain and rehabilitate existing 4-lane segments at present width and where feasible, widen 2-lane conventional highway sections to current standards with pavement rehabilitation projects.

Protective betterments, which include non-capacity increasing improvements such as tieback walls, reinforcing the toe of slopes, or realignments will be necessary at unstable areas.

C. Corridor Performance, Management Assessment and Maintenance

1. How corridor is managed or rec. to be managed considering local government along the corridor and other agencies. **Any agreements for conditions of local development based on the future route concept.**

For the past several years, the Regional Transportation Agencies in District 1, including Mendocino Council Of Governments (MCOG), and the North Coast Counties Supervisors Association (NCCSA), a group of county Board of Supervisors from Marin to Southern Oregon, have recognized the Route 101 Corridor as the highest priority for improvements. The RTPA's have consistently placed highest priority on projects that improve the reliability and capacity of the corridor, making the bypass projects for the Willits and Hopland bypass projects the number 1 and 2 priorities respectively.

2. Commitments to operational strategies to improve performance (changeable message signs or additional ITS)

Currently, vehicle detection along this corridor is limited to the southern portion of the corridor in Sonoma and Marin counties. In these two counties 127 detectors are located along the Route 101 Corridor and transmit data to Performance Measurement System Software (PeMS). Vehicle detection in Mendocino, Humboldt and Del Norte counties is currently limited to directional traffic count stations, however the District is prioritizing locations for future vehicle detection.

The District Public Affairs office's, Toll-Free Road Information Number and Highway Advisory Radio Stations also provide road and weather condition information to motorists. In District 1, Dynamic Message Signs are used to warn motorists of wildlife crossings and safety corridors.

District 1 is currently participating in the California-Oregon Advanced Transportation Systems (COATS), a multi-phase bi-state research partnership to improve rural transportation

through the demonstration and evaluation of advanced technologies.

3. [Maintenance and preservation commitment to corridor for highest reliability.](#)

Virtually all of the right of way on Route 101 is either owned by the State or the State has acquired easements for the constructions and maintenance of the roadway. Right of way width is generally a minimum of 60 for two-lane sections, and approximately 120 feet for 4-lane conventional and expressway sections. Most recently constructed freeway sections have minimum right of way widths of approximately 140 feet. In mountainous terrain, right of way width of over 500 feet are not uncommon, particularly for freeway sections.

It is anticipated that long-term right of way needs will include the right of way required to convert 2 and 4-lane conventional highway to 4-lane freeway/expressway and the acquisition of right of way for the new alignments in the bypass areas.

D . Future Corridor Performance

1. [Describe 10 and 20 year forecasted corridor performance assuming all identified improvements are in place](#)

See Table 2: Level of Service

E. Ten Year List of Improvements, Strategies and Actions

1. [ID 10 year **prioritized** list of improvements, including operations and ITS as applicable, preservation projects, and strategies and actions to improve the route and manage for highest performance.](#)

See Tables 2 and 3.

2. [Corridor Completion](#)

Recognizing the importance of the Route 101 corridor for the movement of people and goods, closing existing Freeway/Expressway gaps is the highest priority within the Route 101 Corridor. The completion of the Willits and Hopland Bypass projects will add approximately 15 miles to the existing freeway/expressway system, and gaps in the freeway/expressway system will be closed for approximately 132 miles north from the Golden Gate Bridge. Discussion of these two projects and their role in corridor completion follows below:

Willits Bypass

Project Background

The Willits Bypass project history dates back at least to the early 1960's. As early as 1962 the Director of District 1 approved a project report recommending construction of a four-lane facility within the current project limits. Funding shortfalls and a shift in project philosophies halted further development of the bypass project until around 1987 when Caltrans began the current project development effort.

In the Willits area, Route 101 now serves and increasingly heavy commuter, recreational, and commercial traffic demand. The increasing traffic volumes combined with signalized intersections, on-street parking, frequent driveways and local roads, pedestrians and bicyclists all contribute to low travel speeds. Lack of capacity and congestion on Route 101 result in delays and lengthy traffic queues.

While the Willits Bypass project is primarily intended to improve the Route 101 Corridor connectivity and shore up the interregional Freeway/Expressway system, significant benefits of the project include significantly improved safety, enhanced community livability (mostly related to improved internal circulation throughout Downtown Willits on the existing facility), and congestion relief and reduced travel time/delay.

The Willits Bypass project is the number one priority identified in the Regional Transportation Plan for Mendocino County and has been recognized by the North Coast Counties Supervisor's Association (NCCSA) as a high priority improvement.

MAP 1



The project limits begin about 0.8 miles south of Haehl Creek Overhead and end about 1.5 miles north of the Reynolds Highway, a distance of approximately 9.2 miles.

Project Benefits

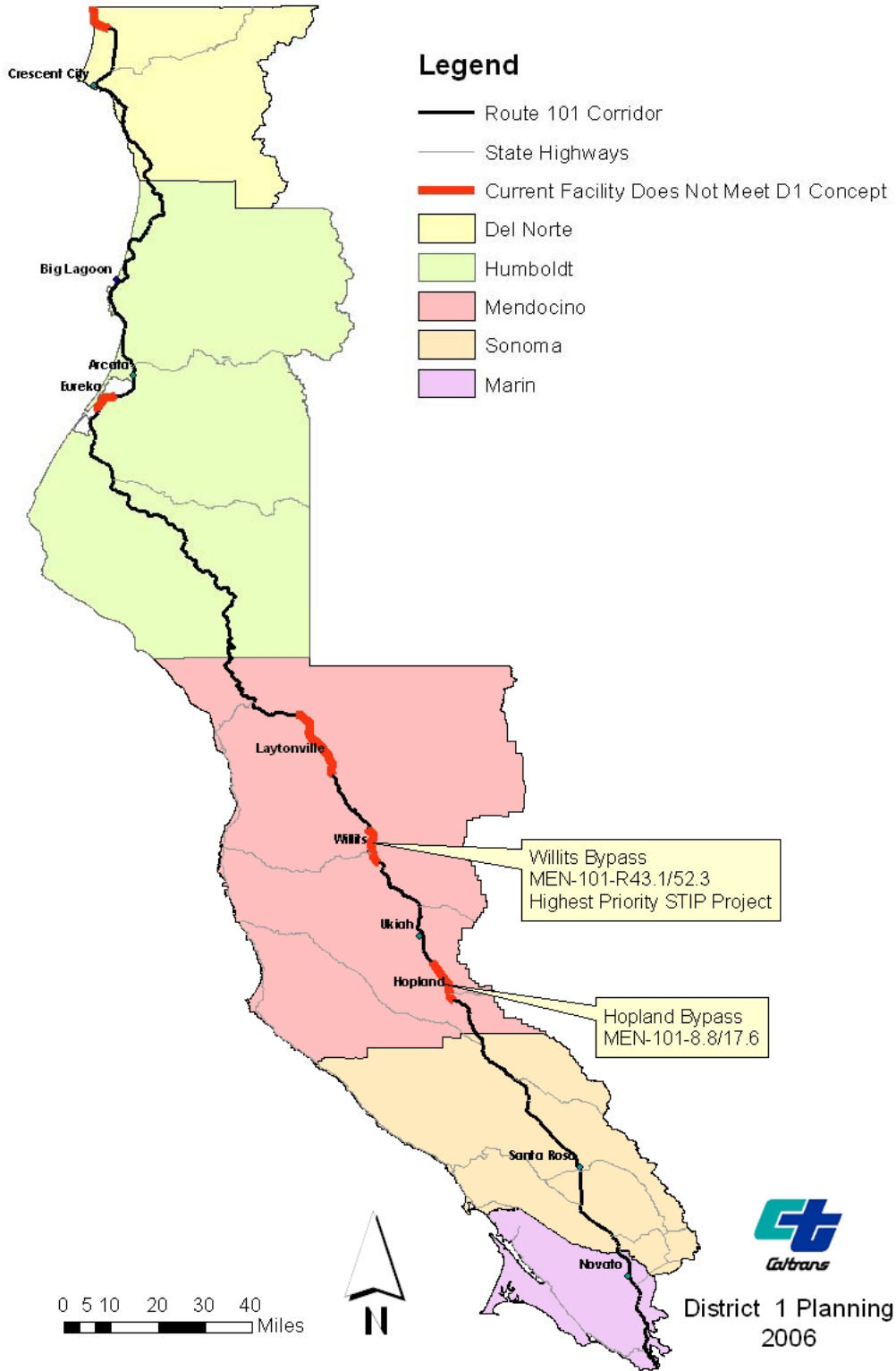
- Connectivity

When traffic volumes were much lower, many communities north of San Francisco had Route 101 passing through the middle of town on surface streets. As traffic volumes increased over time, most of these communities have been bypassed or had access controlled freeways built through them. Willits is the only incorporated city between San Francisco and Eureka that continues to have Route 101 traversing the city on surface streets.

Route 101 is identified as a high emphasis focus route in the 1998 Interregional Transportation System Management Plan (ITSP). In the ITSP, "focus routes" represent the corridors that should be the highest priority for completion to minimum facility standards (for most routes freeway or expressway) in the 20-year period to assure a statewide trunk system is in place and complete for higher volume interregional trip movements. Improvement to a continuous Freeway/Expressway facility north of Cloverdale through Eureka was specifically identified. As such, projects within the Route 101 Corridor that will close these gaps have the highest priority. Approximately 80 percent of the Corridor is constructed to concept as identified in the 1998 ITSP. With the construction of the Willits Bypass, approximately 6 miles of Freeway miles will be added to the corridor and, with the exception of a short segment of conventional highway in Hopland, there will be approximately 132 miles of continuous Freeway/Expressway from Willits south to the Golden Gate Bridge.

MAP 2

Route Corridor Gaps in the U.S. 101 Route Concept in District 1



- Safety

The number of total collisions, is expected to decrease from a current rate of 1.83 per million vehicle miles on the existing facility to a rate of .40 on the freeway bypass based on statewide average collision rates for similar facilities; a decrease of nearly 80 percent (Source: TASAS Table B Request).

Like other vehicles, interregional commercial truck carrying hazardous materials must also travel through Willits, passing high-density residential areas, schools and businesses, posing further risk to the community. The redirection of such vehicles to the bypass will eliminate much of the risk to the community associated with their travel on local streets.

Although no improvements to the existing facility have been proposed post construction of the bypass, the removal of a substantial numbers of automobiles and large trucks with interregional destinations is expected to improve conditions for pedestrians and bicyclist along the existing highway.

Various existing roadway conditions throughout Willits present difficulties for bicyclists, pedestrians and other non-motorized traffic. Many segments of Route 101 through the project area have a wide roadway, and long and infrequent marked crosswalks. The difficulties in crossing the multiple lanes of traffic are compounded by the sections of merging traffic, the two-way left-turn lane, and other turning movements. Additional conflicts for pedestrians and bicyclists arise in areas where on-street parking is also allowed. In particular, these issues make access within Willits difficult for less automobile-oriented groups such as children, the disabled and the elderly. While no specific non-motorized collision statistics were available, the June 2006 Mendocino County Bikeway Plan produced by MCOG stated that it is known that there are typically a few bicycle accidents in the city each year.

The completion of the bypass will also increase the range of options available to the City of Willits for further improving bicycle and pedestrian facilities, some of which may not have been feasible without the bypass.

- Community Livability (on existing Route 101 after construction of bypass)

Construction of the bypass will remove a significant amount of interregional traffic from the local road network in the City of Willits. This will benefit community livability by removing a major source of congestion and local travel delay, and will improve local traffic circulation overall in Downtown Willits. In addition, this will likely present many opportunities to improve non-motorized and transit facilities that may otherwise not have been possible (such as a

reduction in number of lanes and/or addition of bike lanes, and has the potential to improve community cohesion.

Neighborhood stability in Willits may be preserved by the removal of through traffic and associated noise and congestion from neighborhood streets. As the bypass draws traffic away from the existing Route 101, an improvement in the quality of life in Downtown Willits is expected, as measured by pedestrian accessibility and decreased congestion. Current traffic volumes separate east and west sides of the community. Because construction of the bypass would result in decreased traffic volumes along Main Street, community cohesion could increase. After construction of the bypass, a portion of the existing facility is expected to undergo the relinquishment process.

Livability will also be enhanced through improvements to air quality. The air quality study that was conducted for the alternatives considered in the Draft Environmental Document involved air quality modeling of Carbon Monoxide (CO) impacts of the bypass. The modeling methods included worst-case assumptions for meteorological conditions, so the results of the analyses yielded conservative results. The analysis yielded results between 3.0 and 4.0 parts per million (PPM), which is well below the California and National Ambient Air Quality Standard of 9.0 ppm. In addition to not increasing CO concentrations, the bypass benefits the City of Willits by reducing exposure to diesel exhaust.

Diesel exhaust is an issue on facilities with large volumes of truck traffic. It is known that exposure to diesel exhaust over time can have effects on health. The existing route travels through the center of Willits, which is primarily commercial with some residential areas. Three sensitive receptors have been identified along Route 101 through the town of Willits: Willits High School, Sanhedrin High School, and Howard Memorial Hospital. The trucks and automobiles that travel on this route are subject to continual stop and go traffic due to the traffic signals in town. It is known that diesel trucks will emit higher levels of emissions when the trucks stop and then start again. The Willits Bypass would redirect the interregional traffic to the outskirts of town on an access controlled freeway, thereby increasing the speed of travel and eliminating the stop and go traffic. Sensitive receptors would, therefore, be exposed to less diesel emissions as a result of the bypass.

- Congestion Relief

In Mendocino County, Route 101 traverses the City of Willits where it also serves as Main Street, State Route 20 on the south side of Willits, and a primary access to Route 20 westbound. No other continuous street parallels Route 101 within the City of Willits.

Lack of capacity and congestion on U.S. 101 has resulted in delay and lengthy traffic queues within the project limits. At times, Caltrans Maintenance forces have been called on to warn motorists that they are approaching a queue. A 2001 Traffic Study for the Willits Bypass project showed existing and projected vehicle delay and travel time through the project area for the existing facility, constructed bypass, and No-Build alternative. These projections are displayed below.

Traffic Congestion has been a concern within the City of Willits for a number of years, and has become more prevalent as traffic volumes have increased. The Route 101 segment through Willits remains a significant source of delay for interregional traffic. Northbound Route 101 approaching Route 20 in the City of Willits converts from four-lanes to two lanes resulting in a bottleneck effect, which causes traffic to back up. In addition, several access roads and driveways that intersect Route 101 cause additional delay for local and interregional traffic flow.

Comparison of Overall Peak Hour Delay Time

Alternative	Overall Total Delay (hours)	Total Delay (min/veh)	Stop Delay (min/veh)
1998 Existing	105	1.7	1.1
No-Build 2008	225	4.0	3.1
No-Build 2028	485	7.4	5.9
Preferred Alternative 2008	66	0.9	0.6
Preferred Alternative 2028	102	1.2	0.7

Source: Modified Valley Alternatives – Addendum to Willits Bypass Traffic Study Report. April 2001.

Average Peak Hour Speed and Estimated Travel Time for Northbound Route 101 Traffic for Project Study Area

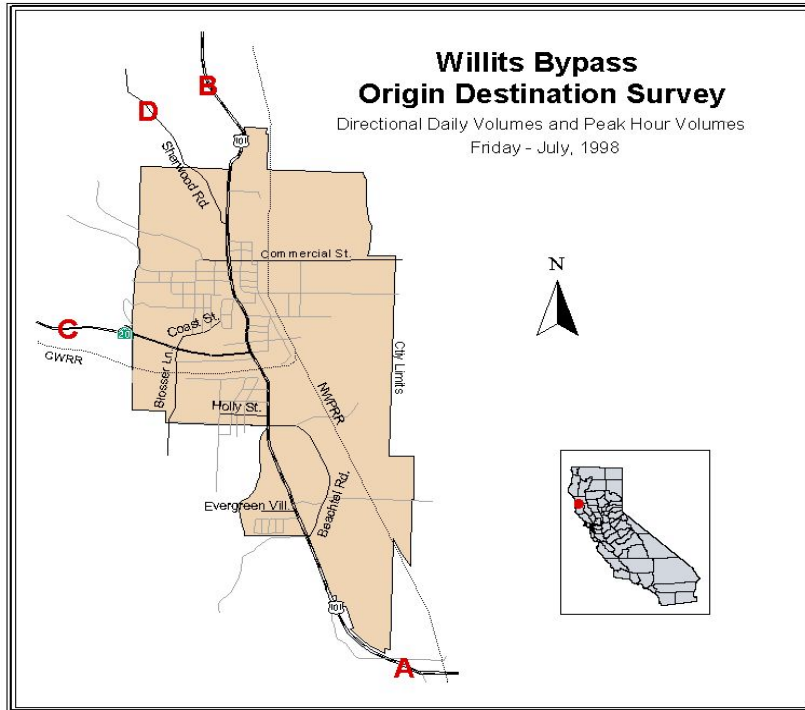
Alternative	Length (Miles)	Average Speed (mph)	Average Time (min)
Existing 1998	9.15	30	18.3
No-Build 2008	9.15	23	23.9
No-Build 2028	9.15	17	32.3
J-1 Alternative 2008/2028*	9.0	58/57	9.24/9.41

Source: Modified Valley Alternatives – Addendum to Willits Bypass Traffic Study Report. April 2001.

*Average speeds on the four-lane freeway segments are 64 mph for both 2008 and 2028. Average speeds on the two-lane highway segments north of Willits are 52 mph in 2008 and 50mph in 2028.

The added traffic volumes and conflict contributed by interregional traffic is a significant source of congestion and delay in the Willits area. An Origin Destination Study was conducted as part of the Willits Bypass Traffic Study Report to determine the percentage of local and through trips. During Peak Hour approximately 33 percent of northbound trips and 59% of southbound trips were interregional through-trips.

Origin Destination Survey Results



Origin	Destination	Average Daily % Through Volume Directionally	Peak Hour % Through Volume Directionally
A - South 101	B - North 101	32%	33%
B - North 101	A - South 101	61%	59%
A - South 101	C - Hwy 20	14%	12%
C - Hwy 20	A - South 101	51%	41%
B - North 101	C - Hwy 20	9%	6%
C - Hwy 20	B - North 101	21%	28%
A - South 101	D - Sherwood	14%	18%
D - Sherwood	A - South 101	40%	28%

Source: Willits Bypass Traffic Study Report. November 2000.

- Coordination w/ Local Partners

North Coastal Counties Supervisor Association (NCCSA)

For the past several years the Regional Transportation Planning Agencies (RTPAs) and the North Coastal Counties Supervisors Association in District 1 have recognized Route 101 as the highest priority for improvements and have identified the Willits area as a critical gap.

RTPA Support

The Willits Bypass project has long been identified as a top priority by the Mendocino Council of Government (MCOG) in their Regional Transportation Plan. MCOG programmed its entire \$17.3 million share of 1998 Regional Improvement Program (RIP) Funds to the Willits Bypass project, and an additional \$14.0 million of RIP Funds in the 2006 STIP cycle towards Willits Right of Way. Most recently, MCOG completed a Draft Corridor System Management Plan in coordination with the Sonoma County Transportation Authority and the Transportation Authority of Marin, identifying critical improvement projects within the Route 101 Corridor north of the Golden Gate through Mendocino County (see attached). Although improvements were not prioritized in this report, the Willits Bypass was identified as one of the critical gaps within the corridor.

Wine Country Interregional Partnership (WCIRP)

The Wine Country Four County Model is a multi-phased effort to provide useful and reliable traffic forecasting for the Wine Country Region. This study is a joint effort between Caltrans in coordination with local and regional planning agencies from Mendocino, Lake, Sonoma, and Napa Counties. Data on prevailing traffic patterns, population and employment was first collected. Following this, an Origin and Destination study was conducted for the four counties. In the current phase of the study, a microsimulation traffic model is being developed using TransCAD.

Richardson Grove STAA Truck Access Feasibility Study

This study will use a multi-disciplinary team approach to develop and consider alternative ways of providing safe and economically feasible goods movement, including Surface Transportation Assistance Act (STAA) truck access to Humboldt County. This study is a joint effort between Caltrans, Humboldt County Association of Governments (HCAOG), Mendocino Council of Governments (MCOG), Del Norte Local Transportation Commission (DNLTC), and a wide range of stakeholders.

City of Willits & Community of Brooktrails

The construction of the Willits Bypass project will be coordinated with the Brooktrails 2nd Access project. Brooktrails is an unincorporated residential

community immediately west of Willits with only one access to the community, Sherwood Road, which intersects Highway 101 within Willits. A new access to the Brooktrails community is planned to improve safety, reduce congestion, and improve emergency access to the area.

Hopland Bypass

Background

The Hopland Bypass project has been identified as a needed project in Caltrans documents and the Mendocino Regional Transportation Plan for over 25 years. The Hopland Bypass project was initiated to address existing and anticipated traffic congestion, on Route 101, in and near the Hopland area.

U.S. 101 is a two-lane rural highway through Hopland, and serves as Hopland's main street through town, with numerous at-grade public and private road connections to US 101. No parallel North/South streets exist in Hopland, and main street/U.S. 101 carries 70% interregional traffic. Increased interregional traffic and growth along the northern US 101 corridor has resulted in increased traffic through Hopland. Existing Peak hour LOS is "E".

Project Benefits

- Connectivity

The construction of the Hopland Bypass will add approximately 8.8 Freeway/Expressway miles to the corridor.

- Congestion Relief

According to an Origin & Destination study conducted by Caltrans in May 2000, over 70 percent of vehicles entering Hopland are interregional travelers. Peak-hour and recurrent holiday congestion create queues of several miles and can inhibit the passage of emergency vehicles and increase the likelihood of vehicle collisions. Although US 101 through Hopland is an interregional travel route, the current capacity of the facility is significantly reduced by an "in-town" speed limit of 35 mph that was implemented due to safety concerns associated with increased on-street parking and pedestrian activity.

- Community Livability

Similar to the Willits Bypass, a bypass of Hopland will improve community livability by reducing the overall number of interregional through-trips on

mainstreet and the associated congestion and conflicts with local and non-motorized traffic.

Pedestrian/vehicle conflicts are one of the factors contributing to traffic delay and congestion in Hopland. An "in-town" speed limit of 35 mph was implemented due to safety concerns associated with increased parking and pedestrian activity, which limited vehicle capacity.

Transportation System Management (TSM) strategies were analyzed as a potential alternative to a bypass that could address the purpose and need of the project, however the analyses revealed that of the feasible TSM alternatives for Hopland, an inverse relationship between livability and operations/safety issues existed. Restricting turn movements, for example, is likely to improve operations, however it presents entirely new safety and livability concerns. While this inverse relationship is not generally true of TSM solutions, the particular context of Hopland's simple and constrained existing road system limits both the opportunities and feasibility for more dynamic TSM improvements, and further supports a bypass of the community.

- Coordination w/ Local Partners

North Coastal Counties Supervisor Association

The Hopland Bypass has been recognized as a critical Level of Service gap and a top improvement priority of the North Coast Counties Supervisor's Association.

RTPA Support

The Hopland Bypass continues to be a short-range priority in the Regional Transportation Plan, second only to the Willits Bypass project. In the 2005 Regional Transportation Plan, MCOG agreed to fund the Hopland Bypass project at \$5 million per STIP cycle until the project is ready for construction. Like the Willits Bypass, the Hopland Bypass was also identified as a critical improvement project in the Draft Corridor System Management Plan developed by MCOG in coordination with the Sonoma County Transportation Authority and the Transportation Authority of Marin.

Table 3: 2006 STIP Projects

Priority	EA	County	Postmile	Location/Description	Project Need & Purpose
1	262000	MEN	T43.5/51.3	Near Willits (Willits Bypass) – Construct 4-lane Expressway on New Alignment	Congestion Relief/Collision Reduction/Connectivity of Freeway/Expressway System
2	2921UK	MEN	8.8/17.6	Hopland Bypass – Construct 4-lane Freeway/ Expressway on New Alignment with Truck Climbing Lane	Congestion Relief/Collision Reduction/Connectivity of Freeway/Expressway System
3	290300	HUM	57.0/58.8	Near Fortuna – Alton Interchange and Frontage Roads	Collision Reduction
4	36600K	HUM	79.8/85.8	Between Eureka – Arcata Upgrade 4-lane facility	Collision Reduction
	264000	MRN	R18.3/27.7	In Marin and Sonoma Counties – Marin Section: Widen 4-lane Expressway to 6-lane Freeway for HOV Lanes	Congestion Relief/Connectivity of HOV lane system
	264000	SON	0.0/7.5	In Marin and Sonoma Counties – Sonoma Section: Upgrade 4-lane Expressway to 6-lane Freeway	
	28111K	SON	3.8/4.8	North of Marin-Sonoma Narrows – Addition of Auxiliary Lane on Southbound 101	Collision Reduction
	129650	SON	14.5/15.5	Rohnert Park – Widen from 4 to 6 lanes for HOV	
	0A180K	SON	13.9/7.5	Rohnert Park/Petaluma – Widen from 4 to 6 lanes for HOV	
	0A100K	SON	29.4/22.2	Santa Rosa/Windsor – Widen from 4 to 6 lanes for HOV	
		MRN	9.7/12.7	San Rafael – From Cal Park to North San Pedro Road	
	245431	SON	19.5/21.6	Santa Rosa – Route 12 to Steele Lane: Follow Up Landscaping for the Route 101 HOV project	
	245421	SON	19.5/21.6	Santa Rosa – Street Improvements at Intersections of Route 101 at College Ave. and 6 th Street	
	263900	SON	21.7/22.2	Santa Rosa – Steele Lane: Widen to 6-lane for HOV and reconstruct interchange	
	272431	SON	13.6/23.1	Rohnert Park – Landscaping	
	245411	SON	19.5/21.6	Santa Rosa – Route 12 to Steele Lane: Widen from 4 to 6-lane for HOV	


 = Project Purpose, Description, and Priority to be verified with District 4

Table 4: 2006 SHOPP as Updated through July CTC Meeting

County	Postmile	Location/Description	Project Type	Program Year
DN	43.6/45.8	Smith River – Left turn channelization and shoulder widening	Collision Reduction	2006/07
DN	R4.4/9.4	Near Klamath – Rehabilitate Roadway	Roadway Preservation	2009/10
DN	T5.8/7.8	Near Klamath – Rehabilitate Roadway and raise grade	Roadway Preservation	2009/10
DN	14.8/15.6	Near Klamath – Construct Retaining Wall	Roadway Preservation	2008/09
HUM	79.8/87.8	Near Eureka – Rehabilitate Roadway	Roadway Preservation	2009/10
HUM	R48.7/56.3	In and near Rio Dell – Rehabilitate Roadway	Roadway Preservation	2008/09
HUM	0.0/0.0	Various Locations – Rehabilitate Roadside Rest Areas	Roadside Preservation	2008/09
MEN	R98.9/R100.8	Near Legget – Decommission existing roadway	Emergency Response	2009/10
MEN	69.4/69.6	In Laytonville – Realign Curve	Collision Reduction	2007/08
MEN	92.7/93.6	Near Legget – ITS Signing and OGAC Overlay	Collision Reduction	2006/07
MEN	R86.8/R88.2	Near Laytonville – Shoulder Widening and Guard Railing	Collision Reduction	2006/07
MEN	R0.1/R100.6	Various Locations – Reconstruct Guard Railing	Collision Reduction	2009/10
MEN	46.2/R84.6	Near Willits – Construct Tie Back Retaining Wall	Roadway Preservation	2009/10
SON	2.4/R50.0	Near Preston – Install MBGR	Collision Reduction	2008/09
SON	21.7/33.5	In Santa Rosa – Rehabilitate Roadway	Roadway Preservation	2008/09
MRN	5.7/6.3	Near Mill Valley – Widen Off Ramp for an Additional Lane and Auxiliary Lane	Collision Reduction	2006/07