

Section

5



Circulation and Transportation

Circulation and Transportation

GOAL CT-1

Provide for efficient and safe circulation networks throughout the Ukiah Valley.

GOAL CT-2

Enhance pedestrian, bicycle, and transit connectivity between land use types.

GOAL CT-3

Coordinate transportation planning needs, developer obligations, and construction responsibilities.

BACKGROUND

The relationship between circulation and land use is very strong. The transportation network influences where and how land develops. At the same time, every land use type is responsible for the generation of trips. How this network functions impacts drivers, pedestrians, bicyclists, and transit users. It also impacts air quality, plant and animal habitat, storm water runoff, noise, energy consumption, and greenhouse gas emissions. The UVAP Circulation and Transportation Section, in conjunction with the Land Use Section, addresses transportation infrastructure issues in an integrated manner.

The need for an efficient transportation system to carry existing and future traffic is of critical importance. Since the circulation network crosses jurisdictional boundaries, it is important for the County to work together with the City of Ukiah, Mendocino Council of Governments (MCOG), and the California Department of Transportation (Caltrans) to develop a Valley wide network that benefits all modes of transportation. It is important that this section and future collaborative transportation documents are coordinated with adopted MCOG transportation



A pedestrian-friendly residential street that incorporates stormwater management elements.

plans such as the Mendocino County Regional Transportation Plan and Mendocino County Regional Bikeway Plan.

Since road improvement financing methods are limited and vary depending on whether improvements are necessary to alleviate existing deficiencies or accommodate new traffic flows, other funding mechanisms may need to be considered.

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As a consequence, many communities have turned to development impact fees as a means of generating funds to pay for improvements that are necessitated by proposed projects. It should be noted that this method of financing cannot be used to correct existing deficiencies. An impact fee may be imposed on a project in relation to the project's proportionate impact on an intersection or road segment.

In addition to building new roads, other methods of improving traffic flow also exist. These can include changing the frequency and type of intersection control (e.g. stop sign, signal, traffic circle) and routing traffic to avoid conflicts (e.g. reducing the number of driveways and the use of center turn lanes and medians). Providing safe routes for bicycles can also help move traffic safely and efficiently through the Valley.

Alternatives to road expansion should be considered during the planning process, prior to undertaking expensive and environmentally impacting road construction projects. Alternatives to the automobile for travel from home to work, retail, and recreational locations should also be included where feasible when undertaking road construction projects. Historically, minimal attention has been given to the needs of pedestrians, bicyclists and public transit riders in both existing and newly developing areas. Several policies and implementation measures contained in this section will help prioritize these alternatives.

THE ROAD CLASSIFICATION SYSTEM

The term "road classification" refers to the hierarchy by which roads are grouped according to the type of service that they provide. The Ukiah Valley is served by a transportation system

consisting of State highways, City and County roads, and private roads. This system can be described according to a hierarchy of functional classifications which assist in linking road capabilities and land uses. Map 5.1 depicts the current and proposed road network for the Ukiah Valley.

The State highway system includes U.S. 101 and State Routes 20, 222 and 253. U.S. 101 (State Route 101) is an important north-south arterial between the City of Ukiah and communities in the Valley. The freeway has four lanes where access is controlled and limited to freeway interchanges. State Route 20 (Highway 20) within the Ukiah Valley is an east-west, two lane arterial connecting U.S. 101 west of Calpella with Interstate 5 (I-5) and the North Sacramento Valley. State Route 222 (Talmage Road), a major collector between U.S. 101 and Talmage, was designated a state highway when it served the former State Mental Hospital (now the City of the 10,000 Buddahs) in Talmage. State Route 253, also known as Boonville-Ukiah Road, links Ukiah with Highway 128 and ultimately State Route 1 on the Mendocino coast. This two lane connector intersects U.S. 101 at the South State Street interchange.

The County road system extends from the State highway system to serve the unincorporated areas of the County. The County road system is primarily a network of two lane roads including paved and unpaved roads. This system consists of arterials, collectors, and local roads.

Finally, some local rural or residential roads in Mendocino County are not maintained by the County Department of Transportation, but rather by the property owners whose properties they serve. Other private rural roads are operated by commercial, industrial,

or timber operations and extend outward from the existing road network. Aside from the timber haul roads, the remaining private roads function as local roads.

Level of Service

Level of Service (LOS) is a metric that allows comparison of traffic volumes between different types of roads and intersections. The LOS ratios and corresponding letter names were established by the Institute of Traffic Engineers (ITE) and is explained in Table 5.1 below. Road segment level of service is the relationship of traffic volume to the capacity of a segment of road between two defined points. Intersection level of service defines traffic congestion at an intersection, and is expressed as the traffic volume in relation to intersection capacity. Both measures of level of service are important in determining whether the road network is capable of handling the additional traffic generated by a proposed project. Level of Service F operating conditions occur when the number of vehicles trying to use a particular road segment or intersection exceed its design capacity.

Future Road and Circulation Patterns

To accommodate the future growth projected under full buildout within the planning area and to improve circulation patterns, the Mendocino County Department of Transportation in conjunction with the Mendocino Council of Governments (MCOG) has identified a series of new roads or road extensions that may be needed over the life of the UVAP.

U.S. 101 is the major north-south arterial, serving not only interregional travel but widely used for travel in the local Ukiah Valley. U.S. 101 has nine interchanges serving the Ukiah area including Burke Hill Road; South State Street/State Route 253; Talmage Road; Gobbi Street, Perkins Street/Vichy Springs Road;



Traffic waits to pass through the intersection of Gobbi Street and Waugh Lane.

Softball Fields (Northbound only); North State Street; Lake Mendocino Drive; and Moore Avenue.

Although U.S. 101 has no capacity issues now or in the future, Caltrans has indicated that the several interchanges do not meet current engineering guidelines for safety or capacity. Of particular concern are the North State, Perkins, Gobbi and the Talmage intersections. All have ramp configurations that pose potential safety concerns due to their placement in respect to surface street intersections, line of sight issues, and interaction with private driveways. The close distance between the Gobbi and Perkins interchanges leads to safety concerns for traffic on U.S. 101 itself. There are also capacity concerns with the southbound off ramps at North State Street and Talmage as well as both directions at Perkins.

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Table 5.1 - Level Of Service Traffic Volume Criteria		
LOS	Generalized Description	Criteria
Road Segments		
	2 Lane Roads	4 Lane Roads
A	Free flow, low volume at unrestricted speeds.	< 2,700
B	Stable flow with some restrictions on speed.	2,701-5,500
C	Speed and maneuverability more closely controlled and restricted.	5,501-8,700
D	Unstable flow.	8,701-12,100
E	Volume at or near capacity.	12,101-15,000
F	Forced flow above capacity.	>15,000
Signalized Intersections		V/C Ratio
A	Free flow, no vehicle waits longer than one signal indication.	0.00-0.60
B	Stable flow, drivers rarely wait through more than one signal.	0.61-0.70
C	Stable flow, drivers intermittently wait through more than one signal and backups may develop behind turning vehicles.	0.71-0.80
D	Approaching unstable flow. Drivers restricted in changing lanes. Delay to approaching vehicle may be substantial during the peak hour.	0.81-0.90
E	Unstable flow. Traffic volume at or near capacity on arterial. Long queues may create long delays, especially for left turning vehicles.	0.91-1.00
F	Congested, forced flow. Downstream backups restrict or prevent movement; volume may vary widely depending on downstream backups.	> 1.00
Unsignalized Intersections		Reserve Capacity
A	Little or no delay.	> 400
B	Short traffic delay.	300-399
C	Average traffic delay.	200-299
D	Long traffic delay.	100-199
E	Very long traffic delay, extreme congestion.	0-99
F	Extreme delay and queuing.	0
<p>Notes: Volumes are expressed in average daily traffic. For 5 or more lane roads, proportionally adjust to 4 lane volumes. Vehicle/capacity ratio (V/C) is the percent of average daily traffic in relation to the capacity of the intersection (0.90 means 90%)</p>		

The UVAP establishes a Level of Service threshold, which identifies the ITE category at which traffic conditions are to be maintained. For State Routes and all County of Mendocino arterials and collectors the LOS threshold is set at D. For all local roads the LOS threshold is set at C. The plan institutes a series of policies governing actions that should be taken to maintain those levels of service and what to implement if those levels are exceeded. Due to the lengthy time period required to make transportation improvements and upgrades, proper prioritization and coordination of planning efforts is essential. The County may consider a variety of options to maintain acceptable conditions. These include placing a priority on improving road segments and intersections that currently operate above their LOS thresholds, directing new development to areas that operate below their LOS thresholds, road or intersection improvements to increase capacity, constructing another road to relieve crowded conditions, reducing traffic through alternative transportation or traffic management methods, or disallowing additional development.

During the development process, the impact of a project upon level of service will be evaluated by a traffic study or use of the guidelines in the Area Plan. Generally, projects which reduce the LOS below the thresholds listed above may be considered to have a potentially significant environmental impact. In this case additional information may be required as part of the application, and mitigation measures to reduce the impacts may be placed as conditions on project approval. The County may also require development impact fees to fund the project's proportionate share of the required road improvements.

The Mendocino County Department of Transportation identifies an additional north-south link on the east side of the Ukiah Valley as an existing need. The establishment of a new connection such as the Redemeyer Road extension could improve existing area wide circulation patterns, relieve existing congestion at the Perkins Street intersection, facilitate emergency access, and support the increased development where appropriate in the eastern hills.

The Conceptual Future Roads and Road Extensions shown in Table 5.2 and Figure 5.1 represents Mendocino County Department of Transportation recommendations as to how circulation could be improved. The route descriptions and visual depiction are conceptual only and are subject to change. The final routes will require a thorough evaluation to determine need and feasibility.

It is important to note that it is the County's intent to continue to coordinate with state, regional, and local jurisdictions and agencies to ensure that transportation plans, standards, and improvements are consistent and compatible across jurisdictional lines.

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Table 5.2 - Conceptual Road Extensions

Road Name	Location	Classification
Orchard Avenue	Extend northward to Lake Mendocino Drive	Major Collector
Hensley Creek Road	Extend eastward to new Orchard Ave extension	Local Road
Orr Springs Road	Extend east to new Orchard Ave extension	Minor Collector
Redemeyer Road ¹	State or Lake Mendocino Dr to Redemeyer Rd	Minor Collector
North State Street	Widen North State from Hwy 101 to Lake Mendocino to be 4 lanes	Major Collector
W. Lake Mendocino	Widen between Hwy 101 and North State	Minor Collector

NOTE: ¹The County Department of Transportation (DOT), with consulting engineer assistance, has completed a feasibility study for the Redemeyer Road Extension, located in the eastern portion of the Ukiah Valley. Part of the study effort included two community meetings. Once a preferred route has been selected by the County Board of Supervisors, a detailed planning, funding, and construction process will commence.

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OTHER MODES OF TRANSPORTATION

Mendocino County is heavily dependent on the use of single-occupant vehicles for transportation. As a result, almost thirty percent of all land in urban areas is typically dedicated for circulation purposes, most of which goes to accommodate motor vehicles. Acquisition of land for new roads and widening existing roads is expensive and has social and environmental implications. This Area Plan envisions that the County, City and other agencies will be proactive in facilitating the use of alternative modes of transportation such as walking, bicycling, ride-sharing and increased public transportation use.

Encouraging alternatives to single occupant vehicles delivers a number of benefits to the Valley. Fewer vehicles on the road helps to maintain air quality by reducing emissions. It can also defer the

need for road widening or other improvements. By having additional non-vehicular transportation options, households may also be able to lower their transportation expenses by driving less.

Improving intermodal transportation (the use of more than one method of travel in a single trip) is important to improving connectivity within the Valley and beyond. The Circulation Section addresses intermodal by identifying integrated transportation corridor which includes the Valley arterials, rail, major north-south bus lines, and air transportation.

A bicycle and pedestrian network that is integrated into the transportation system can enhance the quality of life in the Ukiah Valley. Both transportation plans and development proposals should incorporate the needs of bicyclists and pedestrians into their documents. By including these facilities into a plan, a more balanced transportation network that encourages people to leave their cars can be developed. Several planning documents that attempt to improve bicycle and pedestrian access already exist. The Mendocino County Regional Bikeway Plan provides a coordinated system in the Valley. The City of Ukiah has adopted a Bicycle and Pedestrian Master Plan which includes the Rail Trail, a bicycle and pedestrian path within the portion of the North Coast Rail Authority right-of-way located within the City limits. Based upon information contained on the North Coast Rail Authority (NCRA) web site, the NCRA is not opposed to bike and pedestrian paths on its right-of-way. Extension of bikeways to the north could provide an important link to Mendocino College, Lake Mendocino and beyond. Easy to use paths, with convenient secure bicycle parking and safe travel ways will encourage people to use bikes or walk on short trips and errands. A bicycle and pedestrian system can be combined for both transportation and recreational purposes.

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Traffic calming measure on a residential street.

Improving the safety, location, access, and connectivity can increase and encourage walking for short errands or to reach another mode of transportation such as the bus. Sidewalks with shade reduce heat reflection from paved areas. Separating pedestrian paths from the roadway with landscaping, or even a bicycle lane or parking, provides walkers with a greater sense of safety. Walking can be encouraged by providing sidewalks within and between residential neighborhoods and commercial areas. Providing shortcuts between areas not interconnected by roads can also promote walking.

Complete Streets

In order to facilitate increased use of alternative modes of transportation, to reduce reliance upon the automobile and

to improve community health, it is important to provide the infrastructure that creates an environment that is safe and enjoyable to pedestrians and bicyclists.

The Ukiah Valley currently has many portions of road that do not offer bicycle lanes and some that do not even provide pedestrian access. As a result of the lack of infrastructure, many people do not currently feel safe biking or walking as a regular means of transportation. By creating complete streets, which meet the needs of multiple modes of transportation, the County can increase the comfort people have with walking and bicycling, for commuting and recreation. Increasing bike lanes and paths and developing a connected route for bicycle travel will allow for greater use of the bicycle as a more commonly used mode of transportation. Providing sidewalks, crosswalks, and safe resting points in medians for pedestrians crossing larger streets, and the inclusion of traffic calming devices also increases the ability for pedestrians to safely access more of their community.

In addition to addressing safety concerns, aesthetics play an important role in increasing pedestrianism. Including landscaping, street trees, benches, and wide sidewalks for pedestrians provides a more enjoyable experience. Landscaping may be used in conjunction with traffic calming measures, such as roundabouts, and bulb-outs, to increase safety as well as provide an attractive environment for drivers, bicyclers, and pedestrians alike.

In addition to aesthetics, landscaping may also provide opportunities to address stormwater runoff as well. By integrating Best Management Practices for stormwater management into landscape design for road construction or improvements, many benefits to the community may be achieved at once.

By developing “Complete Street” guidelines and incorporating them into Mendocino County Road Standards document, pedestrian, bicycling and stormwater needs can be met when a road improvement or development project is undertaken. Complete streets also helps meet other goals and policies included in this document such as reducing energy consumption, preserving and protecting our water resources, increasing community health, and creating beautiful places to live in.

Public Transportation

The Mendocino Transit Authority (MTA) provides a local and county-wide bus transit service. Currently, a fixed route service serves the Ukiah area and other Mendocino County communities within the Valley including Calpella and The Forks. MTA also operates Dial-a-Ride service. The service runs as a “taxi” seven days a week and serves the entire Ukiah area. Other limited regional bus service is offered by Lake Transit, Greyhound and Amtrak Thruway Motorcoach service.

Rail Transportation

Rail transportation is an excellent alternative to truck based freight. One freight car removes 4 big rigs from Highway 101. One gallon of diesel can move one ton of freight over 400 miles. In addition to environmental benefits, rail service is good for the economy. Businesses that are able to utilize rail freight can ship and receive goods from farther away at lower rates when compared to trucking.

The North Coast Railroad Authority (NCRA) was signed into law in 1989 to ensure the continuation of railroad service on the Northwestern Pacific (NWP) rail line. In creating the NCRA to restore and preserve rail service, the Legislature recognized that California’s North Coast region suffers from restricted access and limited transport options. The NWP Company is the common

carrier contracted to handle all freight service, and passenger excursion trains on the NWP line between Lombard (national rail interchange) and Willits.

Severe damage caused by the El Nino storms of 1997-1998 resulted in the shut-down of the entire railroad. Repairs to signals, bridges, and trackwork on the first section of the Russian River Division (Lombard – Windsor) have mostly been completed. Once the railroad’s EIR is certified and FRA completes safety inspections in summer 2010, freight operations are scheduled to commence from Lombard to Windsor in the fall. Repairs North of Windsor to Cloverdale and on to Willits will take place in 2011-2012 with federal and private funds. Restoration of freight service could occur shortly thereafter. No plans have been made to reestablish rail service north of Willits.



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It is anticipated the earliest customers of the reactivated rail line will be local jurisdictions interested in municipal waste disposal.

Air Transportation

The City of Ukiah owns and operates the 165-acre Ukiah Municipal Airport located west of Highway 101 just south of State Route 222 in the southern part of Ukiah. The airport was built in the 1930s for military use and has been owned and operated by the City of Ukiah since 1942. According to the City's Airport Master Plan, there are no plans for expansion.

The Airport provides many services which are considered beneficial to the local Community such as daily freight operations (annual air freight processed exceeds an estimated three million pounds), access by business executives as well as emergency services such as fire suppression and medivac. The annual number of takeoff and landings was 35,000.

The Land Use section (Chapter 3) of the UVAP addresses land use issues within the Airport Comprehensive Land Use Plan (ACLUP) which extends in an approximate one mile radius from the runway. The County's ACLUP (as amended) will be

incorporated into the UVAP. The airport serves as a vital aspect associated with the connection of the Ukiah Valley with outlying regions.

Note:

For additional policies that may apply, please see the County of Mendocino General Plan, adopted August 2009.

GOAL CT1

Provide for efficient and safe circulation networks throughout the Ukiah Valley.

Policy CT1.1: Promote the development of an integrated transportation corridor through the Valley.

CT1.1a Identification of Integrated Transportation Corridor

Work with local and regional agencies to define and develop an integrated transportation corridor. The integrated transportation corridor shall encompass U.S. Highway 101, major thoroughfares, rail, air and public transportation to proactively manage travel demand by identifying underutilized capacity in the corridor and shift travel demand accordingly.

Policy CT1.2: Maintain an acceptable level of service conditions on existing roadways.

CT1.2a Coordination with General Plan Policies

Coordinate County road improvement planning and budgeting with the priorities and policies established in the General Plan. The potential for traffic management measures or improvement projects on roads that exceed or are within 10 percent of exceeding the level of service thresholds will be included in the evaluation of potential projects.

CT 1.2b Roadway and Intersection Improvements

When possible, improve existing roadways and intersections in favor of building new transportation facilities.

CT1.2c Alternatives to Road Widening

Where increased capacity is deemed necessary on existing road segments, consider alternatives to road widening, such as through measures that improve system efficiency and capacity. Examples of alternatives include:

- Replacing traffic signals with roundabouts;
- Incorporation of adequate turning radii in intersection design;
- On-street parking controls; and
- Signing or re-striping for turn channels.

CT1.2d Roads Improvement Program

When mitigation is not sufficient to maintain Levels of Service, extend existing roads or construct new roads to meet traffic demands. For a conceptual list of potential road extensions, see Table 5.2

Policy CT1.3: Improve freeway access.

CT1.3a Interchange Improvements

Work with the Mendocino Council of Governments and Caltrans to improve the interchanges of U.S. 101 at Gobbi, Perkins and North State Street to allow access in all directions.

CT1.3b Hook Ramp Improvements

Work with the Mendocino Council of Governments and Caltrans to develop a hook ramp, or other similar designs, at Perkins Street via Orchard Avenue to provide access to Brush Street.

Policy CT1.4: Comprehensively plan for the future of the Ukiah Valley rail corridor.

CT1.4a Rail Needs Plan

Develop a plan defining the Ukiah Valley's rail needs, including potential station locations to enhance the economic vitality of the Valley.

CT1.4b Freight Rail

Work with agencies and the private sector to ensure that freight transportation by rail is not discouraged or eliminated.

Work with agencies and the private sector to increase utilization of freight transportation by rail as a regional approach to decreasing truck traffic and improving air quality.

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CT1.4c Passenger Rail Planning

Actively participate in the evaluation and planning of passenger rail services through the Ukiah Valley to ensure that County interests are considered in the process.

Project approvals shall not create land use or other conflicts that hamper or preclude passenger rail service in the Ukiah Valley.

CT1.4d: Rail Trail

Maintain the option of developing bicycle trail facilities within the railroad right-of-way, and look for opportunities to link with the City's Rail Trail program.

CT1.4e: Acoustic Studies

Applications for residential development within 500 feet of the railroad tracks shall require an acoustic study to show how noise levels at residences can be reduced to a level consistent with the Exterior Noise Limit Standards included in the Zoning Ordinance.

CT1.4f: Notification of Rail Activity

New residential development approved within 1,000 feet of the railroad will include a disclaimer that the owner and any occupant is aware of and agrees to accept any inconvenience, discomfort or disturbance associated with train traffic (including but not limited to noise, vibration, railroad crossing safety, dust, and potential risk of spills and releases of a wide variety of materials). This disclaimer will be filed with the deed for each property.

GOAL CT2

Enhance pedestrian, bicycle, and transit connectivity between land use types.

Policy CT2.1: Integrate pedestrian access into the circulation system of the urbanized areas of the Ukiah Valley.

CT2.1a: Pedestrian Access Standards

The land development code shall develop pedestrian access design standards that address:

- Accessibility to the disabled, with appropriate grades, ramps and curb cuts;
- Separation of sidewalks or paths from auto travel lanes by an appropriate combination of grade separations, parking lanes or landscaping when feasible;
- Requirements for landscaped areas and tree shading when appropriate and with respect to solar access; and
- Streetscape amenities such as lighting

CT2.1b: Pedestrian Walkways

To the extent allowed under state law, require private development projects provide pedestrian walkways that provide direct access between key destinations.

CT2.1c: Pedestrian Connectivity

When considering new development projects, the County shall require pedestrian and bicycle access across the property to provide connections for a route between the center of Calpella

(along North State Street) and the Brush Street Triangle or between the City and the center of Talmage. The County will request that MCOG develop a map of these pedestrian linkages and include that map in the next Regional Transportation Plan update.

Policy CT2.2: Develop a safe and integrated bicycle transportation system in order to promote the use of bicycles as a viable and attractive alternative to the automobile.

CT2.2a: Bicycle Route Standards

The land development code shall include standards for safe bicycle lanes or paths, as appropriate, for development projects. Consider bicycle safety in the design of roadways, intersections, and rights-of-way encroachments.

CT2.2b: Bicycle Route Requirements

Require that roads linking residential areas with schools, shopping, services or employment be designed to include bicycle lanes.

CT2.2c: Bicycle Route Construction

- Construct and maintain bicycle routes and lanes in accordance with the Area Plan Bicycle Route map and the Mendocino County Regional Bikeway Plan.
- Seek funds through the Mendocino Council of Governments for the construction of bicycle lanes on routes identified in a County bicycle plan, including in conjunction with County road improvement or widening projects.



- Ensure that bicycle routes connect residential, retail and employment centers.
- Work with HHS in applying for funding to plan and implement bicycle projects.

CT2.2d: Bicycle Parking

Adopt and implement standards for safe and secure bike storage in new development. Develop incentives to place bike storage facilities at existing places of employment and parking lots.

CT2.2e: Bicycle Route Updates

Periodically update plans to extend the system of bicycle lanes and routes in appropriate locations throughout the Ukiah Valley.

Policy CT2.3: Increase public transportation use by improving services.

CT2.3a: New Transit Routes

Work with the Mendocino Transit Authority to assess the feasibility of new bus routes serving new development areas.

CT2.3b Transit Schedules

Work through Mendocino Council of Governments to develop programs designed to increase use of the Mendocino Transit Authority services, including improved coordination of transit schedules and Ukiah Valley work force hours.

CT2.3c: Transit and Bicycle Compatibility

Encourage the Mendocino Transit Authority and other public transportation providers to make bus routes that connect Ukiah with other areas that are bicycle accessible.

CT2.3d: Bus Stops and Shelters

Allow the use of County rights-of-way for on-street bus stops and passenger amenities such as shelters and benches.

Develop design standards that include provisions for safe, convenient bus stop locations and turnouts.

Work with Mendocino Transit Authority to ensure that project design maximizes potential ridership through use of shelters, passenger amenities and service schedules.

GOAL CT3

Coordinate transportation planning needs, developer obligations and construction responsibilities.

Policy CT3.1: Work with Mendocino Council of Governments and the City of Ukiah to maintain an updated Regional Transportation Plan and traffic model including a system for evaluating multiple modes of transportation.

CT3.1a: Traffic Studies

Coordinate with Regional Transportation Plan preparation to assess:

- Trip distribution;
- Transportation modes; and

- Projected transportation infrastructure and right-of-way needs (based on long-term automobile, transit bicycle and pedestrian access.)

CT3.1b: Update Plans to Reflect Current Needs

Using data gathered from traffic studies, update the projected transportation infrastructure and right-of-way needs in relevant planning documents.

CT3.1c: Guidelines for Roads Classifications and Land Use Compatibility

The County will classify the road system consistent with the Federal Highway Administration Functional Classification System.

CT3.1d: Level of Service Monitoring

Work with Mendocino Council of Governments to monitor traffic on roads that currently have levels of service C or D, and incorporate findings into regional transportation plans and updates.

CT3.1e: Intermodal Travel Model

Work with the Mendocino Council of Governments to develop a computer-based intermodal travel model.

CT3.1f: Transit Hub

Work with the Mendocino Council of Governments and the City of Ukiah to establish an intermodal transit hub.

Policy CT3.2: Evaluate proposed new development impacts on roadways.

CT3.2a Maximize Existing Road Capacity

Prioritize development applications that rely on appropriately classified existing roads with available capacity, over proposals that would require new transportation facilities and infrastructure.

CT3.2b Required Studies

Require that major discretionary project applications include generalized traffic and circulation information, including bicycle and pedestrian impacts. The County may require a traffic study prepared by a licensed professional, which may include an evaluation of project and cumulative average daily traffic, impacts on level of service, safety and the area-wide transportation system, consistency with General Plan policies, and adopted Caltrans and City of Ukiah transportation planning documents if applicable, and projected mitigations.

CT3.2c Approval Conditions

Only approve projects if they can provide adequate mitigation to maintain defined level of service standards. Where new discretionary development proposes to rely on existing roads, the following approval conditions should be utilized.

- The project should be served by roads appropriate for the intended use consistent with the Federal Highway Administration Functional Classification System.
- Development affecting roads (excluding local roads) with level of service E or F should not be approved unless mechanisms or offsets to prevent further degradation are secured or in place.

- Rights-of-way must be adequate to serve the project and accommodate multiple transportation modes consistent with General Plan policies and applicable plans and standards adopted by the County.
- The road system must be adequate to serve the project consistent with the General Plan policies and applicable plans and standards adopted by the County.
- Projects impacting State or City transportation systems or right-of-way should be consistent with adopted Caltrans or City transportation planning documents as applicable.

CT3.2d Mitigation and Impact Fees

Require development impact fees, development agreements and other secured funding sources where necessary to fund transportation improvements to maintain an acceptable level of service on County roads and for all other transportation modes.

Work with the City of Ukiah to coordinate funding and implementation of transportation improvements, utilizing the AB 1600 traffic nexus study.

CT3.2e Travel Demand Management Strategies

Mitigate trips generated by new development using travel demand management strategies, such as: free transit passes, mixed use development with concentrated employment centers and residential communities, efficient walking and bicycle connections.