

## California Department of Transportation

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November 12, 2021

1-HUM-101-91.47/92.99  
McKinleyville Town Center Zone

Mr. John Miller  
Planning  
County of Humboldt  
3015 H Street  
Eureka, CA 95501

Dear Mr. Miller:

Thank you for giving Caltrans the opportunity to review and comment on the McKinleyville Town Center Zone. The document regulates development within the McKinleyville Town Center Area, as mapped in McKinleyville Community Plan. These standards are intended to create a sense of place by defining physical relationships between people, buildings, and public spaces. This Zone identifies the uses allowed within the McKinleyville Town Center Area and establishes standards for the building site and building design.

Caltrans is partnering with the California Air Resources Board, the Governor's Office of Planning and Research, and other agencies to reduce greenhouse gases and attain carbon neutrality by the year 2045. To this end, the Department's Sustainability program seeks to *make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl*. We encourage the County to adopt land use strategies that complement sustainable transportation goals appropriate for local, regional, and interregional travel.

Land use principals that support more energy-efficient forms of travel, such as walking, bicycling and transit, include:

- a greater mix of land uses per acre,
- increased roadway connectivity,
- quality of the multimodal facilities,
- scale and design of the roadways,
- higher densities, and
- parking management, among other factors.

Please see the Governor's Office of Planning Research for information about sustainable transportation planning: <https://opr.ca.gov/planning/transportation/>.

Please note that the Complete Streets Act (AB 1358, Leno 2008) required all cities and counties to consider all users of city- and county-owned roads when they update their general transportation plans. Complete Streets provide safe access for all modes of travel. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a Complete Street.

### **Roadway Design**

Carefully consider the hierarchy of travel modes used to access the McKinleyville Town Center Zone: autos are currently the predominant mode of travel, public transit serves the transit dependent followed by bicycling then pedestrian.

Clearly designate roadway classifications for streets identified on the thoroughfares map, which could potentially include principal arterials, minor arterials, collectors, local streets, alleys, etc.

Consider the need for traffic calming measures to reduce speed, traffic volumes and increase user safety. Potential traffic calming features could include narrowing lane-width standards, the use of roundabouts, incorporating curb extensions, center medians, and re-designing intersections to promote walking and bicycling.

### **Parking Management**

Public parking can be regulated to support parking and transportation objectives:

- Regulate Time. Limit the maximum time a vehicle can park in more convenient spaces, to encourage turnover and shift long-term parkers to less convenient facilities. Time limits for the most desirable spaces typically range from 3 minutes for loading zones, up to 2 hours.
- Regulate Users. Limit the types of vehicles that may use certain parking spaces, including delivery vehicles, rideshare vehicles, and residents' vehicles.
- Regulate Certain Vehicles. Limit on-street parking of large vehicles or recreation vehicles, to ease traffic flow and discourage people from using public parking resources for long-term storage.

### **Pedestrian Travel**

We encourage the County to adopt a pedestrian oriented streetscape design and elements that promote pedestrian use in and around the Town Center, including:

- Wider, separated walkways. Consider where existing on-street parking spaces and zones may be converted to provide wider (8-12 feet), pedestrian friendly sidewalks and paths, potentially with space for trees/landscaping, sidewalk amenities, bicycle parking and pedestrian-level lighting.
- Limit or reduce parking. Identify where existing street parking spaces could be converted to parklets.

- Consider the use and installation of temporary street (alley) closure devices, such as removable bollards, to allow for pedestrian oriented special events.
- Limit the number of drive-through business sites approved.

Because the vast majority of trips begin and end on foot, designing walkable places will serve all travel modes (ped, bike, transit and auto). Streets and public spaces that are comfortable, safe, and interesting will increase walking, the healthiest and least expensive mode of transportation.

### **Bicycle Travel**

We encourage review of all potential locations to provide bicycle parking facilities, including within local street rights of way such as red zones or parking space conversion if appropriate.

### **Transit Planning**

We applaud the County for including a Town Center Transit Hub in the Zoning, Throughfare, and Open Space Maps. A hub that offers local/regional multimodal connections (ped, bike/bikeshare, micro-transit, mobility on demand, airport shuttle, park and ride, etc.) would be a tremendous asset for the community.

We suggest adopting provisions to ensure that the transit hub includes rentable, lockable short-term storage facilities for luggage/ shopping and weather protected bike lockers to encourage multi-modal use.

A Bus Rapid Transit from the Town Center transit hub to Arcata/HSU and Eureka that is competitive to the automobile in safety, efficiency and comfort would offer a meaningful transportation choice not only to the transit dependent populations, but to the majority of McKinleyville residents.

### **Zero emission charging infrastructure**

The Governor's Executive Order (N-79-20) calls for the prohibition of new internal combustion passenger vehicles by the year 2035. We recommend that the Town Center Zone be given due consideration for installing electric and zero emission charging infrastructure for parking areas in the Town Center, particularly in publicly owned parking lots and community facilities. Large commercial parking area should consider providing EV charging infrastructure.

### **Signs, Wayfinding, and Lighting**

We support accessible, attractive signage and wayfinding for the Town Center that includes Apps and specifically designed street signage. Night-sky and pedestrian friendly lighting would enhance the pedestrian and bike user wayfinding experience and safety at night.

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We welcome opportunities to collaborate with the County and others to plan for transportation and circulation for the McKinleyville Town Center and Community planning area. Please contact me with questions or for further assistance at <jesse.robertson@dot.ca.gov>, or by phone at: (707) 684-6879.

Sincerely,

*Jesse G. Robertson*

JESSE ROBERTSON  
Transportation Planning  
District 1 Caltrans