

# Summary of Key Issues and Review of Alternatives

## Chapter 7 Circulation Element


This Element covers transportation policy, relating to roads, transit, bicycle and pedestrian travel, and air, marine and rail transport.

| Chapter 7 Circulation Element   |  |  |   |  |
|---|--|--|---|--|
| Key Topics, Issues and Policies   | Plan Update Approach (Alternative B)   | Existing Framework Plan (Alternative D)  | Alternative A   | Alternative C  |
| <p><b>Transportation System-Condition, Capacity, Safety</b><br/>                     Safe and adequate roads, bicycle, and pedestrian routes are essential to accommodate growth. Land use planning must also complement transportation planning by locating uses in areas that can be efficiently served and by conditioning projects to mitigate impacts.</p> <p>How should the Plan ensure that appropriate transportation system improvements are in place to serve new development and that existing facilities are upgraded?</p> <p><b>Key Policies:</b><br/>                     P3 &amp; P4, P5 (with S3 and IM2), P9, Px</p> | <p>The proposed Plan provides for transportation system-condition, capacity, and safety through the consideration of transportation matters in land use planning and vice versa (C-P1-P3), requires that new development provide its fair share of on- and off-site transportation improvements (C-P4), and establishes multi-modal right of way (C-P11 and C-P25) and level of service standards for proposed developments in order to maintain adequate capacity (C-P12, C-P25).</p> | <p>The Framework Plan considers access to public transit, bicycle parking and carpool parking in circulation planning, but does not contain specific requirements for new development.</p> | <p>Alternative A expands programs relating to multi-modal uses to address overall transportation system condition, capacity, and safety</p> | <p>Alternative C addresses transportation system-condition, capacity, and safety in a manner similar to the existing Framework General Plan.</p> |


| Chapter 7 Circulation Element   |   |  |  |   |
|---|---|--|--|---|
| Key Topics, Issues and Policies   | Plan Update Approach (Alternative B)  | Existing Framework Plan (Alternative D)  | Alternative A  | Alternative C   |
| <p><b>Balanced Transportation Opportunities</b><br/>                     Emphasis should be placed on improvements for public transit, pedestrians, bicycles, equestrian</p> <p>What policies and programs are required to balance the needs of all types of transportation?</p> <p><b>Key Policies:</b><br/>                     P17 with IM10, P24 with S-3, P25, P27, P31, P34</p> | <p>The plan requires that multi-modal uses be increased prior to widening or constructing new roads (C-P14) and supports non-motorized planning as part of the U.S. 101 Safety Corridor improvements (C-P17). In addition, the Plan requires that bicycle and pedestrian facilities be included in the County's capital improvement program (C-P24) and includes multi-modal improvement standards in project review (C-P25-32).</p>                                    | <p>The Framework General Plan does not include multi-modal planning considerations</p>   | <p>Alternative A would specify additional criteria in multi-modal circulation planning, such as reducing drive-alone automobile use, developing a long term transit plan, and establishing additional standards to prioritize roadway capital expenditures</p> | <p>Alternative C would not establish additional policies or County requirements to balance the needs of all types of transportation</p> |
| <p><b>Interagency Cooperation</b><br/>                     Many agencies plan and operate local transportation system.</p> <p>What policies and programs should be added to provide for comprehensive coordination between transportation agencies and how should projects be prioritized?</p> <p><b>Key Policies:</b><br/>                     P35 (with IM12), P42, IM6</p>         | <p>The Plan encourages interagency coordination in many Elements and especially in regards to transportation planning and funding through the regional transportation planning process (C-P6, C-P-22, C-P35), the joint preparation of a travel demand model (C-P7), as well as planning with school districts (C-P18), inter-departmental transportation planning (C-P8), and regarding roadway funding through the Community Infrastructure and Services Element.</p> | <p>The Framework Plan contains policies that support the work of other agencies regarding transportation planning but does not provide for comprehensive coordination between transportation agencies.</p> | <p>Alternative A contains the same interagency coordination policies as the proposed Plan, but adds coordination with transit providers in the development of a long range transit plan.</p>   | <p>Alternative C would provide for inter-agency coordination in a manner similar to the existing Framework Plan.</p>                    |



## Plan Alternatives Comparison Chart Chapter 7 Circulation Element



| Plan Alternative |   |   |  | Chapter 7 Circulation Element  | Staff Remarks/<br>Implementation    | Position<br>R,M,D |
|------------------|---|---|--|--|-------------------------------------|-------------------|
|                  |   |   |  | <b>7.4 Goals</b>   |                                     |                   |
| A                | B | C |  | <b>C-G1. Circulation System Safety and Functionality.</b> A <u>safe and efficient multimodal</u> circulation system <del>that is safe, efficient, and provides good access</del> <u>that provides access</u> to all cities, communities, neighborhoods, recreational facilities and adjoining regions <u>for people of all ages and abilities.</u> | Recommended grammatical changes.    | <u>R, M</u>       |
|                  |   |   |  | <b>COMMENTS:</b>   |                                     |                   |
| A                | B | C |  | <b>C-G2. Balanced Transportation Opportunities.</b> A transportation system that <u>ensures choices among modes of travel by</u> <del>integrating</del> and <del>balancing</del> the needs of motorized vehicles, public transit, bicycles, and pedestrians <u>on all roadways and facilities.</u>   |                                     | <u>R, M</u>       |
|                  |   |   |  | <b>COMMENTS:</b>   |                                     |                   |
| A                | B | C |  | <b>C-G3. Interagency Cooperation.</b> Coordinated planning between transportation system service providers and HCAOG for improved <u>access and connectivity between modes through</u> system design, development, operations, and maintenance.  |                                     | <u>R, M</u>       |
|                  |   |   |  | <b>COMMENTS:</b>   |                                     |                   |
| A                | B |   |  | <b>C-G4. Healthy Active Transportation.</b> <del>Increased participation in</del> <u>Encourage walking, bicycling, horseback riding, and hiking activities transit use through improvements to the built environment to provide</u> <del>ing</del> physical, social, environmental, and economic benefits  | New recommended Alt. B (re-written) | <u>R, M</u>       |

| Plan Alternative |          |          |          | Chapter 7 Circulation Element  | Staff Remarks/ Implementation   | Position R,M,D |
|------------------|----------|----------|----------|--|---|----------------|
|                  |          |          |          | for County residents and tourists.   | version of Alt. D 4310.2. below)  |                |
|                  |          |          |          | <b>COMMENTS:</b>   |   |                |
|                  |          |          | <b>D</b> | <b>4220</b> To develop, operate and maintain a well-coordinated, balanced, circulation system that is safe, efficient and provides good access to all cities, communities, neighborhoods, recreational facilities and adjoining regions  |   |                |
|                  |          |          | <b>D</b> | <b>4310.1.</b> To provide guidelines for establishing a safe, efficient, and enjoyable County trails program for the transportation and recreation needs of bicyclists, equestrians, hikers, and joggers.  |   |                |
|                  |          |          | <b>D</b> | <b>4310.2.</b> To increase participation in bicycling, horseback riding, and hiking activities which can provide physical, social, environmental, and economic benefits for County residents and tourists.   |   |                |
|                  |          |          |          | <b>7.4 Policies</b>  |   |                |
| <b>A</b>         | <b>B</b> | <b>C</b> |          | <p><b>C-P1. Orderly Development.</b> Encourage development of a road circulation system that supports an orderly pattern of land use <del>by</del> through:</p> <p>A. Using minor collector roads to provide access to higher density residential areas, local commercial facilities, neighborhood parks, and schools, <u>while maintaining maximum bicycle and pedestrian connectivity and access.</u></p> <p><u>B. Limiting new fences and walls fronting any sidewalk or multiuse path to 3 feet in height to provide a safe visibility for pedestrians.</u></p> <p><u>B.C.</u> Designing access to residential areas to minimize disruptions to the flow of traffic <u>and user safety</u> on arterial or collector roads. Avoid, <del>when feasible</del>, direct residential driveway access off of arterials and <del>major</del> collectors.</p> <p><u>C.D.</u> Connecting <del>vity between</del> neighborhoods and destinations.</p> <p><u>D.E.</u> Locating retail, service and <del>industrial facilities</del>, community centers, <del>major</del> recreational facilities, employment centers, and other intensive land uses near</p> | <p>Recommended grammatical changes and addition of items F and G.</p> <p>Leg, S1-2, IM1</p>  | <u>R, M</u>    |

| Plan Alternative | Chapter 7 Circulation Element  | Staff Remarks/ Implementation | Position R,M,D |
|------------------|--|-------------------------------|----------------|
|                  | <p><del>major collectors or arterial roads.</del></p> <p><u>F. Locating industrial facilities and other intensive land uses near arterial roads.</u></p> <p><u>E.G. Use multimodal transportation improvements in roads to accommodate people's mobility needs around existing land uses served by a sub-standard road classification.</u></p> <p><u>F.H. Using multi-use transportation hubs to serve town-centers.</u></p> <p><u>G.I. Enhancing pedestrian and bicycle access to employment, services and recreation.</u></p> <p><u>J. Discouraging development and other public uses in areas not served by public transit.</u></p> <p><u>K. Encouraging multi-family housing, public uses such as libraries, schools and community centers and commercial uses in areas serviced by public transit.</u></p> <p><u>L. Organizing the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focal points for community activities.</u></p> <p><u>M. Through traffic routes should not split neighborhoods or pose barriers to movement among neighborhoods.</u></p> <p><u>N. Design minor and collector streets to slow vehicular traffic to 30 mph or less and 35 mph or less on arterials.</u></p> <p><u>O. Providing Class II bike lanes along all collector and arterial streets or providing Class I multiuse paths where appropriate except where physically infeasible.</u></p> <p><u>P. Bike and Pedestrian facilities should be developed as a network connecting significant destinations. (social and essential services, retail, community centers, open spaces)</u></p> <p><u>Q. Widening sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested and where residential densities are high.</u></p> <p><u>R. Ensure convenient and safe pedestrian crossings by minimizing the distance</u></p> |                               |                |


| Plan Alternative |          |          |          | Chapter 7 Circulation Element  | Staff Remarks/<br>Implementation  | Position<br>R, M, D  |
|------------------|----------|----------|----------|--|---|----------------------|
|                  |          |          |          | <a href="#">pedestrians must walk to cross a street.</a>   |   |                      |
|                  |          |          |          | <b>COMMENTS:</b>   |   |                      |
|                  |          |          | <b>D</b> | <p><b>4231.8.</b> Encourage the development of a road system that supports an orderly pattern of land use through:</p> <ul style="list-style-type: none"> <li>A. Using minor collector roads to provide access to higher density residential areas, local commercial facilities, neighborhood parks and schools.</li> <li>B. Locating lower density residential areas with frontage onto arterial or major collector roads away from through-traffic unless sufficient mitigation measures are used.</li> <li>C. Locating retail, service and industrial facilities, community centers, major recreational facilities, employment centers, and other intensive land uses near major collector, or arterial roads.</li> <li>D. Improving roads to accommodate land uses served by an inappropriate road classification</li> </ul> |   |                      |
| <b>A</b>         | <b>B</b> | <b>C</b> |          | <p><b>C-P2. Consideration of Land Uses in Transportation Decision Making.</b> <a href="#">The County shall base</a> Transportation decisions in urban and rural areas shall be based on a comprehensive planning approach that considers existing land uses and future land development as proposed in adopted County plans and plans of other governmental agencies. <a href="#">The transportation system should serve the mobility of people and as well as preserve or create desired activities and facilities for all sectors of the county's population and economy.</a></p>  | Leg, QJ, Min, IM4<br> | <a href="#">R, M</a> |
|                  |          |          |          | <b>COMMENTS:</b>   |   |                      |
|                  |          |          | <b>D</b> | <p><b>4237.1.</b> Transportation decisions in urban and rural areas should be based on a comprehensive planning approach that considers at a minimum existing land uses and future land development as proposed in adopted County plans and plans of other governmental agencies.</p>  |   |                      |



| Plan Alternative |          |          |          | Chapter 7 Circulation Element  | Staff Remarks/<br>Implementation   | Position<br>R,M,D    |
|------------------|----------|----------|----------|--|--|----------------------|
|                  |          |          |          | <b>COMMENTS:</b>   |  |                      |
|                  |          |          | <b>D</b> | <b>4237. 3.</b> Land use plans and policies shall be the basis for transportation facilities development.  |  |                      |
|                  | <b>B</b> |          |          | <b>C-P3. Consideration of Transportation Impacts in Land Use Decision Making.</b> Decisions to change or expand the land use of a particular area shall include an analysis of the impacts to existing and proposed transportation facilities and services so as to <a href="#">promote active transportation, orderly development and</a> minimize or avoid significant operational or economic consequences.   | Leg, QJ, Min, S3,<br> | <a href="#">R, M</a> |
|                  |          |          |          | <b>COMMENTS:</b>   |  |                      |
|                  | <b>A</b> |          |          | <b>C-P3. Consideration of Transportation Impacts in Land Use Decision Making.</b> Decisions to change or expand the land use of a particular area shall include an analysis of the impacts to existing and proposed transportation facilities and services so as to <a href="#">promote active transportation, orderly development and</a> minimize or avoid significant operational or economic consequences <a href="#">and promote healthful transportation alternatives.</a> | See <u>underline</u> text for differences with Alternative B.  | <a href="#">R, M</a> |
|                  |          |          |          | <b>COMMENTS:</b>   |  |                      |
|                  |          | <b>C</b> | <b>D</b> | <b>4237. 2.</b> Decisions to change or expand the land use of a particular area should include an analysis of the impacts to existing and/or proposed transportation facilities and services so as to minimize or avoid serious operational or economic consequences   |  |                      |
|                  |          |          |          | <b>COMMENTS:</b>   |  |                      |
|                  | <b>B</b> |          |          | <b>C-P4. Mitigation Measures.</b> New development shall be conditioned to proportionally mitigate significant traffic impacts through construction of on- and off-site improvements and dedication of rights-of-way.   | QJ, Min, S3<br>     |                      |



| Plan Alternative |          |  |  | Chapter 7 Circulation Element  | Staff Remarks/ Implementation  | Position R, M, D |
|------------------|----------|--|--|--|--|------------------|
|                  |          |  |  | <b>COMMENTS:</b>   |  |                  |
| <b>A</b>         |          |  |  | <p><b>C-P4. Mitigation Measures.</b> New development shall be conditioned to proportionally mitigate <del>significant</del> traffic impacts through construction of on- and off-site <u>multi-modal improvements that create "complete streets",</u> dedication of rights-of-way, <u>and/or</u> reduce <u>vehicular</u> transportation demand through mixed-use development. <del>or bicycle, pedestrian and public transit improvements.</del></p>  | See <u>underline</u> text for differences with Alternative B.<br>               | <u>R, M</u>      |
|                  |          |  |  | <b>COMMENTS:</b>   |  |                  |
| <b>A</b>         | <b>B</b> |  |  | <p><b>C-P5. Level/Quality of Service Criteria.</b> The County shall <del>strive</del> <u>maintain multimodal Level of Service operations on all roadway segments and intersections that balances the need for multimodal mobility and safety. Use objective Multimodal Level of Service and/or Quality of Service Standards; for example, the Bicycle Compatibility Index (Federal DOT), Florida Department of Transportation's "Quality/Level of Service Handbook" (FDOT, 2002) or the Transportation Research Board's "Highway Capacity Manual" (TRB, 2000) or Best Practices for Bicycle and Pedestrian Planning and Best Practices for Complete Streets (2005) to accommodate assess and plan the multi-modal use and capacity of county roads and intersections.</u></p> <p>A. <u>Vehicle Level of Service E and F are acceptable at peak times in main street commercial districts, near schools and transit stops and where pedestrian activity is high.</u></p> <p>B. <del>endeavor to manage its streets and highway system so as</del> <u>The County shall strive</u> to maintain <u>vehicle</u> Level of Service C operation on all <u>major arterials</u> roadway segments, except for <del>any portion of</del> U.S. 101, where Level of Service D shall be acceptable. <u>Level of Service 'E' for automobiles is sufficient for arterials and collectors (both intersection and segment operations) during peak traffic hours (e.g. rush hour). Level of Service 'D' for automobiles is sufficient for arterials, collectors and major intersections during non-peak traffic hours.</u></p> <p><del>Calculation of Level of Service shall be based upon V/C Ratios as described in C-</del></p> | Recommended grammatical changes removal of unnecessary text.<br>QJ, Min, S3<br> |                  |







| Plan Alternative | Chapter 7 Circulation Element   | Staff Remarks/ Implementation | Position R,M,D |
|------------------|---|-------------------------------|----------------|
|                  | <p><del>S4, or other methods acceptable to Public Works.</del></p> <p>C. Cumulative impacts to <u>target</u> levels of service shall also be considered in project review and addressed through the use of development impact fees.</p> <p>D. <u>The County shall use or require new development to use bicycle and pedestrian improvements to alleviate driving demand and counteract projected decreases in vehicle LOS.</u></p> <p>E. <u>Calculation of Vehicle Level of Service shall be based upon V/C Ratios as described in C-S4, or other methods acceptable to Public Works.</u></p> <p>F. <u>Public Works may broaden the vehicle LOS measures to consider vehicle volumes for an entire day.</u></p> <p>G. <u>LOS and QOS standard should be prioritized for each mode by context, such as pedestrian and bicycle considerations should have greater importance on local streets serving schools, daily retail needs and community amenities than on highways serving freight transfer facilities.</u></p> <p>H. <u>Design streets for a level of vehicle traffic that serves, but will not cause a detrimental impact on adjacent land uses, or eliminate the efficient and safe movement of transit vehicles and bicycles.</u></p> |                               |                |
|                  | <p><b>COMMENTS:</b> <u>-Have one LOS that counts all the modes. I.e. a Complete Street LOS. We recommend adding an implementation C-IMX.</u></p> <p><b><u>C-IMX. Safe and Convenient Pedestrian and Bicycle Access.</u></b></p> <p><u>A. Establish a Complete Street Level/Quality of Service standard that includes walking (pedestrians), bicycling, transit and car. Incorporate this standard into this General Plan when it is established.</u></p> <p><u>B. Implement an ongoing program to identify and eliminate hazardous and defiecent conditions to pedestrians and bicyclists.</u></p> <p><u>The County can use information technology to improve circulation:</u></p> <p><b><u>C-P. Information Technology.</u></b> <u>The County shall use information technology to create mobility management solutions to increase efficiency of vehicle traffic, reduce peak-</u></p>   |                               | <b>R</b>       |

| Plan Alternative |   |   |   | Chapter 7 Circulation Element  | Staff Remarks/ Implementation  | Position R, M, D     |
|------------------|---|---|---|--|--|----------------------|
|                  |   |   |   | <a href="#">hour automobile travel demand and make public transit more convenient and desirable.</a>   |  |                      |
| A                | B |   |   | <b>C-P6. Jurisdictional Coordination and Integration.</b> Use HCOAG, formal Memorandums of Understanding, and informal project level cooperation to integrate countywide land use and transportation planning and implementation efforts. <del>Work towards Jurisdictions and Caltrans shall</del> adoption of consistent <a href="#">multimodal</a> transportation standards and roadway functional classifications <a href="#">that define roads based on it's importance for each mode, between jurisdictions and Caltrans.</a> | Prog, IM4  | <a href="#">R, M</a> |
|                  |   |   |   | <b>COMMENTS:</b>   |  |                      |
| A                | B | C |   | <b>C-P7. Joint Use of Traffic Models.</b> Integrate transportation planning and analysis through joint use of area-wide traffic models such as the Greater Eureka Area Travel Model (GEATM). Support coordination with agencies to maintain the accuracy and utility of such models. <a href="#">Develop travel demand models with methods and inputs that incorporate walking, biking and transit.</a>  | Prog, IM4<br> | <a href="#">M</a>    |
|                  |   |   |   | <b>COMMENTS:</b> <a href="#">This model should incorporate demand management and multimodal inputs to effectively inform congestion and safety concerns, otherwise it will not be capable of balancing transportation among the many modes people use.</a>   |  |                      |
| A                | B | C |   | <b>C-P8. Coordination Between County Agencies.</b> County Public Works, Health and Human Services, and Community Development Services departments shall coordinate with each other to encourage uniform implementation of circulation polices.   | Prog, IM6  |                      |
|                  |   |   |   | <b>COMMENTS:</b>   |  |                      |
|                  |   |   | D | <b>4237. 5.</b> The Circulation corridor requirements shall be consistent with expected traffic volumes.   |  |                      |
|                  |   |   | D | <b>4237. 6.</b> County roads identified by the Public Facilities Plan Maps require improvements and roadway dedications as conditions of development as specified by Minimum Corridor Standards (see the standards 4240)   |  |                      |




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|------------------|---|---|---|--|---------------------|
|                  |   | D | <b>4237. 7.</b> New development shall only be approved which will not significantly create or aggravate safety, capacity or parking problems on County roads.   |  |                     |
|                  |   | D | <b>4237. 8.</b> Community Plans shall include a Circulation Plan which:<br>A. Establishes future locations of major roadways.<br>B Minimizes dead end roads.<br>C. Sets requirements clearly connecting future land use developments with the provision of an adequate circulation system.<br>D. Considers designation of parking districts where in-lieu fees may be collected for a specified parking area.   |  |                     |
|                  |   | D | <b>4237. 9.</b> All circulation planning shall be based on the County's very limited ability to construct new projects. To the maximum extent feasible, necessary circulation routes and facilities shall be obtained as a condition of approval for land development projects.   |  |                     |
| A                |   |   | <b>C-Px. Circulation Planning for Bicycles, Pedestrians and Transit.</b> Circulation planning and discretionary project review shall <del>include an assessment of</del> <u>assess the</u> quality of service for bicycle, pedestrian and public transit access.  | Leg, QJ<br>                               | <u>R, M</u>         |
|                  |   |   | <b>COMMENTS:</b>  |  |                     |
|                  |   | D | <b>4237. 10.</b> Access to public transit, bicycle parking and carpool parking should all be considered in circulation planning.  |  |                     |
|                  |   |   | <b>Roadway Infrastructure</b>   |  |                     |
| A                | B | C | <b>C-P9. Acceptance of Roads into the County Maintained Road System.</b> <del>Reads whose alignments are part of the Circulation Element (generally arterial and collector roads) that are roads, constructed to County standards, approved by the Department of Public Works shall be recommended to the Board of Supervisors for inclusion into the County Maintained Road System. Roads that are constructed to County standards and approved by the Department of Public Works that are not a part of the Circulation Element, and are not arterial or collector roads, Other roads shall not be recommended for acceptance into the County Maintained Road System unless an exception for public</del> | Edited for brevity.<br>Leg, QJ, Min<br> |                     |

| Plan Alternative |          |          |  | Chapter 7 Circulation Element   | Staff Remarks/ Implementation  | Position R, M, D |
|------------------|----------|----------|--|---|--|------------------|
|                  |          |          |  | interest is supported by Public Works and adequate funding for the future maintenance of the road and its associated facilities is provided. <del>subject to approval of the Department of Public Works.</del>  |  |                  |
|                  |          |          |  | <b>COMMENTS:</b>  |  |                  |
| <b>A</b>         | <b>B</b> | <b>C</b> |  | <b>C-P10. Right-of-Ways as Public Facilities.</b> Road and rail right-of-ways are hereby designated as Public Facilities (PF), as per the Land Use Element, whether or not specifically mapped.   | Leg  |                  |
|                  |          |          |  | <b>COMMENTS:</b>  |  |                  |
| <b>A</b>         | <b>B</b> | <b>C</b> |  | <b>C-P11. Roadway Functional Classifications.</b> Adopt and consistently apply <u>Complete Streets</u> roadway design and right-of-way standards according to functional classifications that <del>distinguish between the</del> <u>provide multimodal roadway designs for both needs of</u> Urban Development Areas and rural areas. <u>Safety and livability along roadways are primary concerns. Pedestrian and bicyclist use will occur and need to be provided for on all street classifications except freeways where non-motorized access is illegal.</u>      | Leg, QJ, Min, S1, IM1<br> | <u>R, M</u>      |
|                  |          |          |  | <b>COMMENTS:</b> <u>Complete Streets is among the most successful policies in the Country and would be a simple and effective means to meet the County's goals. In the rural setting Goat trails along roads with a green way buffer may work better than sidewalks but people still need a defined space for walking and biking. See IMXX Bicycle and Pedestrian Street Classification.</u>  |  | <u>R</u>         |
| <b>A</b>         | <b>B</b> |          |  | <b>C-P12. Level of Service Criteria.</b> The County shall specify and endeavor to maintain minimum <u>multimodal</u> Levels of Service (LOS) on County roads and use <u>multimodal</u> LOS criteria as a basis for analyzing impact fees and assessments, prioritizing congestion relief projects, and evaluating cumulative traffic impacts of discretionary development. <u>Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, or eliminate the efficient and safe movement of transit vehicles.</u> | QJ, Min, S3, IM2<br>    | <u>R, M</u>      |





| Plan Alternative |          |          |  | Chapter 7 Circulation Element  | Staff Remarks/ Implementation   | Position R, M, D     |
|------------------|----------|----------|--|--|---|----------------------|
|                  |          |          |  | <a href="#">pedestrians and bicycles.</a>  |   |                      |
|                  |          |          |  | <b>COMMENTS:</b>   |   |                      |
| <b>A</b>         | <b>B</b> | <b>C</b> |  | <b>C-P13. Prioritization of Investments.</b> Use objective criteria consistent with this Plan that can be applied uniformly and countywide to prioritize roadway capital and maintenance expenditures. <a href="#">Give priority to public transit and other alternatives to the private automobile as the means of balancing the transportation system and improving safety. Bicycling and walking, the quietest, cleanest and most energy efficient forms of transportation, should be promoted whenever possible.</a>   | Prog, S5-6,   | <a href="#">R, M</a> |
|                  |          |          |  | <b>COMMENTS:</b> <a href="#">-Many current policies focus on traffic congestion and are oriented toward roadway expansion (adding lanes for single occupant vehicles) this is inconsistent with the overall goal to improve safety and provide a balanced transportation system, because it would involve spending limited transportation funding on additional car lanes, when bike lanes, sidewalks and transit services are missing in so many places.</a><br><br><a href="#">We recommend an implementation:</a><br><br><b><a href="#">IMXXX. Flexible Funding.</a></b> <a href="#">Develop a flexible financing system for transportation in which funds may be allocated according to priorities and established policies without unnecessary restriction. The County shall dedicate the necessary portion of the transportation budget and Gas Tax Revenue for pedestrian and bicycle capital and maintenance expenditures.</a> |   |                      |
| <b>A</b>         | <b>B</b> |          |  | <b>C-P14. Efficiency and Capacity.</b> Manage roadway systems <a href="#">and congestion relief projects for increased transportation efficiency</a> through multi-modal <a href="#">facilities/services use</a> and demand management before increasing capacity through <a href="#">roadway widening</a> or <a href="#">constructing</a> new road- <del>construction</del> .   | Prog<br> | <a href="#">R, M</a> |

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|------------------|----------|----------|--|---|--|----------------------|
|                  |          |          |  | <b>COMMENTS:</b>  |  |                      |
| <b>A</b>         | <b>B</b> | <b>C</b> |  | <b>C-P15. Roadway Condition Thresholds.</b> Use objective roadway condition measures and thresholds <a href="#">including bike lanes and shoulders</a> , to prioritize maintenance projects <a href="#">in conjunction with C-P12 and C-P13</a> . Work to reduce overall deferred maintenance liability.  | Prog, S4, S6<br>  | <a href="#">R, M</a> |
|                  |          |          |  | <b>COMMENTS:</b>  |  |                      |
| <b>A</b>         | <b>B</b> |          |  | <b>C-P16. Public Input.</b> Public input shall be sought and considered in the development of the Capital Improvement Program. <a href="#">Involve citizens through public outreach planning and developing transportation facilities and services, and in further defining objectives and policies as they relate to district plans and specific projects (for example charrettes and neighborhood meetings). Members of community groups as well as advocacy groups representing relevant issues and viewpoints shall have opportunity to give input.</a>   | Prog, S5   | <a href="#">R, M</a> |
|                  |          |          |  | <b>COMMENTS:</b>  |  |                      |
|                  | <b>B</b> |          |  | <b>C-P17. U.S. Highway 101 Safety Corridor Improvements.</b> The County supports a strategy for improvements to the U.S. Highway 101 Safety Corridor that minimizes impacts to coastal resources, and treats all three main roads between Arcata and Eureka as one system (U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue.) The strategy would develop an overall <a href="#">multi-modal</a> improvement plan <a href="#">that includes motorized and non-motorized transportation and</a> <del>considering motorized and non-motorized transportation</del> that phases improvements on a prioritized basis between the three roads. <del>U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue.</del> | Recommended grammatical changes. IM10<br>  |                      |
|                  |          |          |  | <b>COMMENTS:</b>  |  |                      |
| <b>A</b>         |          |          |  | <b>C-P17. U.S. Highway 101 Safety Corridor Improvements.</b> The County supports a strategy   | Alt. A adds  | <a href="#">R, M</a> |

| Plan Alternative |          | Chapter 7 Circulation Element   | Staff Remarks/ Implementation   | Position R,M,D     |
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|                  |          | <p>for improvements to the U.S. Highway 101 Safety Corridor that minimizes impacts to coastal resources, and treats all three main roads between Arcata and Eureka as one system (U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue.) The strategy would develop an overall improvement plan considering motorized and non-motorized transportation.</p> <p><u>A. To the maximum extent feasible the level of service, connectivity, safety and convenience for transit and non-motorized transportation shall be obtained. Corridor improvements that could create adverse impacts to bicycle and pedestrian use, such as a resumption of state highway speeds, the loss of connectivity, an increase in distance and wrong way riding shall be designed with offsetting mitigations or enhancements consistent with Cal Trans Complete Streets Deputy Directive DD-64-R1 or successor policies, that phases improvements on a prioritized basis between the three roads. (U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue.)</u></p> <p><u>B. Regional mass transit such as a commuter line operating between Mckinleyvill, Arcata and Eureka should be prioritized as a solution to improving Highway 101 Safety Corridor over accomedating the private automobile.</u></p> <p><u>C. Encourage a target transit level of service C should be established on the 101 Safety Corridor to meet travel demand and increase the capacity on this facility.</u></p> | <p>language to maintain or enhance bicycle and pedestrian access to Highway 101 as a part of the proposed corridor improvement project.</p> |                    |
|                  |          | <b>COMMENTS:</b>  |   |                    |
| <b>A</b>         | <b>B</b> | <p><b>C-P18. <u>Locating and Relocating Coordination with School Districts.</u></b> The County shall coordinate with school districts on new school site locations, opening or re-using closed school sites, and significant changes in attendance levels or hours of operation to minimize traffic impacts and promote multi-modal school site access. <u>The County should actively consider non-motorized improvements around schools and seek funding through Safe Routes to Schools Programs and other funding sources.</u></p>  | <p>Prog</p>   | <u><b>R, M</b></u> |




| Plan Alternative |          |  |          | Chapter 7 Circulation Element  | Staff Remarks/<br>Implementation   | Position<br>R,M,D |
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|                  |          |  |          | <b>COMMENTS:</b>   |  |                   |
| <b>A</b>         | <b>B</b> |  |          | <b>C-P19. Best Management Practices for Road Grading.</b> New development subject to the grading ordinance shall use best management practices as described in the Grading Ordinance to prevent soil erosion and minimize impacts to watersheds from grading activities.   | QJ, Min, Prog<br> | <u>R</u>          |
|                  |          |  |          | <b>COMMENTS:</b>   |  |                   |
| <b>A</b>         | <b>B</b> |  |          | <b>C-P20. Best Practices for County Road Maintenance.</b> Continue use of the Five County Water Quality and Stream Habitat Protection Manual for County Road Maintenance or a functional equivalent, as amended and approved by state and federal resource agencies, for County road maintenance and maintenance yards to minimize impacts to watersheds from roads and maintenance yard facilities. | IM9<br>           | <u>R</u>          |
|                  |          |  |          | <b>COMMENTS:</b>   |  |                   |
| <b>A</b>         | <b>B</b> |  |          | <b>C-P21. State and Federal Consistency.</b> Road construction and maintenance activities performed by the County or under the County's land use jurisdiction shall be consistent with and support approved state and federal salmon or steelhead recovery plans, Clean Water Act Total Maximum Daily Loads (TMDLs) and the National Pollution Discharge Elimination System Stormwater Program.      | Prog<br>        | <u>R</u>          |
|                  |          |  |          | <b>COMMENTS:</b>   |  |                   |
|                  |          |  | <b>D</b> | <b>4231.1.</b> Humboldt County supports the construction of a depressed freeway Route 101 through Eureka. If continued development along the proposed route renders it physically or economically infeasible, Humboldt County would support construction along an alternate route.   |  |                   |
|                  |          |  | <b>D</b> | <b>4231.2.</b> Humboldt County supports improvements and maintenance of public access roads to natural resource areas designated for timber production, agriculture and  |  |                   |















| Plan Alternative |   |  |   | Chapter 7 Circulation Element  | Staff Remarks/<br>Implementation   | Position<br>R, M, D |
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|                  |   |  |   | mining.  |  |                     |
|                  |   |  | D | <b>4231.3.</b> Significant increases in traffic volumes and turning movements on and off a major expressway/freeway at high volume at grade intersections should be discouraged.   |  |                     |
|                  |   |  | D | <b>4231.4.</b> <u>Gas Tax revenue is commensurate with investing in sustainable alternatives to the private automobile.</u> Humboldt County <del>shall seek</del> supports the need for additional State revenue from sources such as State Gas Tax <u>along with other funding mechanisms</u> for the <del>mainting enance</del> <u>constructing</u> and <del>reconstrucing</del> <u>ion of of bike and pedestrian infrastructure on</u> County roads <del>that carry heavy commercial truck traffic.</del> |  | R, M                |
|                  |   |  | D | <b>4231.5.</b> Humboldt County shall take action to support the increase of gas tax revenues <u>sufficient to -to a level-adequately fund -for transportation system costs including, transit, trails,</u> local street and road maintenance <u>costs.</u>   |  |                     |
|                  |   |  | D | <b>4231.6.</b> Humboldt County recognizes that the era of abundant and inexpensive energy has ended. Energy considerations <u>shall be must become</u> a critical <u>criteria element</u> in all policy decisions involving the selection and use of transportation systems <u>and transportation funds. Our Circulation system should reflect the scarcity of non-renewable energy and fuel, and the potential disruption to exiting infrastructure and rights of way.</u>                                  |  | R, M                |
|                  |   |  | D | <b>4231.7.</b> The County Planning Commission shall review all proposed abandonments of maintenance on County roads for conformance with the County General Plan before they are approved.   |  |                     |
|                  |   |  |   | <b>Public Transportation</b>   |  |                     |
| A                | B |  |   | <b>C-P22. Public Transit.</b> The County shall support the guiding goals, policies, and objectives of the Public Transit and Paratransit Service Element of the Regional Transportation Plan as amended.   | S7, IM12<br>       |                     |
|                  |   |  |   | <b>COMMENTS:</b>   |  | R                   |
| A                | B |  |   | <b>C-P23. Public Transit Service.</b> Public transportation systems in the County should be coordinated and integrated so that a full range of travel patterns and connectivity with other modes of transportation can be supported.   | S7, IM7, IM11<br>  | R, M                |









| Plan Alternative | Chapter 7 Circulation Element   | Staff Remarks/ Implementation | Position R,M,D |
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|                  | <p>A. Existing and future public transit services should be coordinated so that service from rural areas is effectively integrated with urban service. Schedules should be designed for a smooth transfer between rural and urban buses. <del>Fares should be integrated so that a person pays only once for the full trip. Convenience Transfer facilities should be made available so that transfer areas are</del> protected from the weather and <u>should provide</u> bus information <del>is provided</del>.</p> <p>B. Automobile and bicycle transport should be integrated with public transit by developing adequate parking facilities at major bus stops and, <del>where feasible, to the maximum extent feasible allow transporting</del> bicycles on <del>the buses along the</del> intercity <u>and regional</u> bus routes.</p> <p>C. <u>New development such as</u> Multi-family housing, public uses such as libraries, schools and community centers, and commercial uses should be <u>encouraged located</u> in areas serviced by public transit <u>or be subject to impact fees</u>.</p> <p>D. Public transportation should support access to social services, <del>and mitigate the impacts of service changes to social service clients</del>.</p> <p>E. Public transportation should provide access to recreation areas.</p> <p><u>F. Where a high level of transit ridership or potential ridership exists along a corridor and/or where solutions to vehicle traffic congestion are needed, such as between McKinleyville and Fortuna, the County shall encourage and support improvements such as Bus Rapid Transit strategies, including dedication of lanes and streets and Quality of Service improvements including information technology to attract and accommodate riders.</u></p> <p><u>G. The County shall encourage and support RTS in adopting and striving to maintain a level of service C or better between Eureka and Arcata and MckKinleyville as part of the multimodal strategy to improve the U.S. 101 Safety Corridor.</u></p> <p>H. <u>Encourage public transportation to expand the bicycle capacity of commuter lines to extend the range and convenience of both the transit and the bicycle modes.</u></p> <p><u>I. Sidewalks along transit routes should be attractive and well-lit to encourage walking to and from transit.</u></p> |                               |                |


| Plan Alternative | Chapter 7 Circulation Element   | Staff Remarks/ Implementation | Position R,M,D    |
|------------------|---|-------------------------------|-------------------|
|                  | <a href="#">J. Encourage public transportation to provide front or back loading racks and space for bikes on all regional bus.</a>  |                               |                   |
|                  | <b>COMMENTS:</b>  |                               |                   |
| D                | <p><b>4237. 4.</b> Transportation systems in Humboldt County and those which link the County with other areas of the State are to be coordinated and integrated so that a full range of travel patterns can be supported.</p> <p>A. Existing and future public transit services are to be coordinated so that service from rural areas is effectively integrated with urban service. Schedules should be designed for a smooth transfer between rural and urban buses. Fares should be integrated so that a person pays only once for the full trip. Convenience facilities should be made available so that transfer areas are protected from the weather and bus information is provided.</p> <p>B. Automobile and bicycle transport are to be integrated with public transit by developing adequate parking facilities at major bus stops and, where feasible, transporting bicycles on the buses along the intercity bus routes.</p> <p>C. Multi-family housing shall be encouraged in areas serviced by public transit where consistent with other sections of the plan.</p> |                               |                   |
| A                | <p><b>C-Pxx. Long Term Transit Plan.</b> The County shall develop a long term transit plan <a href="#">which includes identifying primary transit routes</a> with the goal of increasing the percentage of public transit trips compared to automobile trips <a href="#">by using strategies like Bus Rapid Transit</a>.</p>  |                               | <a href="#">R</a> |
|                  | <b>COMMENTS:</b>  |                               |                   |
| A                | <p><b>C-Pxxx. Development of Transit Hubs.</b> The County shall develop transit hubs with off street parking, comfortable waiting areas protected from weather, covered and secure bike parking in areas which allow the co-location of commercial facilities, and in close proximity to housing for seniors and disabled persons.</p>  |                               | <a href="#">R</a> |

| Plan Alternative |          | Chapter 7 Circulation Element  | Staff Remarks/ Implementation   | Position R, M, D |
|------------------|----------|--|---|------------------|
|                  |          | <p><b>COMMENTS:</b><br/> <a href="#">Unlike active transportation anyone can use transit. Public transportation is a valuable way to increase the effectiveness of the Circulation System.</a><br/> <a href="#">Mendocino, Trinity and Del Norte Counties spend all of their Transportation Development Act funds on transit with a small percent going to active transportation. We need to make a larger investment in transit over the next 20yrs. Which will require all TDA funds. We recommend:</a><br/> <b>C-PXXXX. Investment in Public Transportation.</b> <a href="#">Use of Transportation Development Act Funds: the County shall spend TDA funds on public transit operations and capital improvements including active transportation facilities that provide access to transit.</a></p> |   | <b>R</b>         |
|                  |          | <b>Bicycle and Pedestrian Travel</b>   |   |                  |
| <b>A</b>         | <b>B</b> | <p><b>C-P24. Investment in Improvements.</b> The County's Capital Improvement Plan shall include an assessment of the needs of bicycles and pedestrians and allocate funds consistent with the goal of increasing the safety, functional efficiency, and capacity of pedestrian and bike routes. The level of service and quality of service for pedestrians and bicycles shall be increased when expanding roadway capacity for motorized circulation. Road resurfacing projects should provide improved access and safety for bicycles.</p>  | <p>Prog, S7, S9, IM5, IM12<br/> </p>   | <b>R</b>         |
|                  |          | <b>COMMENTS:</b>   |   |                  |
| <b>A</b>         | <b>B</b> | <p><b>C-P25. Multimodal Level of Service Standards.</b> Use objective Multimodal Level of Service <a href="#">and Quality of Service</a> Standards; for example, the Florida Department of Transportation's "Quality/Level of Service Handbook" (FDOT, 2002) or the Transportation Research Board's "Highway Capacity Manual" (TRB, 2000) to assess and plan the multimodal <a href="#">quality and</a> capacity of county roads and intersections. Analyze neighborhood level conditions using objective methods and criteria such as "walkability audits." <a href="#">and</a></p>   | <p>QJ, Min, S7, IM12<br/>  </p> | <b>R, M</b>      |

| Plan Alternative |          |  |  | Chapter 7 Circulation Element   | Staff Remarks/<br>Implementation  | Position<br>R,M,D    |
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|                  |          |  |  | <a href="#">"bikability audits"</a> .   |   |                      |
|                  |          |  |  | <b>COMMENTS:</b> <a href="#">We have integrated this policy into C-P5 for clarity on how to balance and prioritize the needs on each mode where appropriate.</a>  |   |                      |
| <b>A</b>         | <b>B</b> |  |  | <b>C-P26. Bicycles and Pedestrian Facilities in New Subdivisions.</b> Off-street bike and pedestrian ways <del>or, at a minimum, such as trails and</del> sidewalks separate from roadways shall be required of new major subdivisions. The County shall provide incentives for design and investments in bicycle and pedestrian access beyond regulatory requirements. <a href="#">Plan bicycle route connections to other communities and cities and coordinate these facilities with existing bike and pedestrian plans.</a> | QJ, S7, S9, IM12<br>  | <a href="#">R, M</a> |
|                  |          |  |  | <b>COMMENTS:</b>  |   |                      |
|                  | <b>B</b> |  |  | <b>C-P27 Right-of-Way Design Standards.</b> Right-of-way design standards should incorporate specifications for bicycles, pedestrians, public transit facilities, and buffers.  | Leg, S1, S7, IM1<br>  |                      |
|                  |          |  |  | <b>COMMENTS:</b>  |   |                      |
| <b>A</b>         |          |  |  | <b>C-P27 Right-of-Way Design Standards.</b> Right-of-way design standards <del>should</del> <u>shall</u> incorporate specifications for bicycles, pedestrians, public transit facilities, and buffers.  | See <u>underline</u> and <del>strike through</del> text for differences with Alternative B.   | <a href="#">R</a>    |
|                  |          |  |  | <b>COMMENTS:</b> <a href="#">P-C27-P-C32 Could be bundled and written as a policy that the County update the County's codes to include those concepts.</a>  |   |                      |
| <b>A</b>         | <b>B</b> |  |  | <b>C-P28. Landscape Buffer Strips.</b> Landscape buffer strips shall be used, where feasible, to segregate pedestrian walkways from arterial and collector roadways.  | QJ, Min<br>       | <a href="#">R</a>    |

| Plan Alternative |          |  |  | Chapter 7 Circulation Element  | Staff Remarks/<br>Implementation  | Position<br>R, M, D |
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|                  |          |  |  | <b>COMMENTS:</b>   |   | <b>R</b>            |
| <b>A</b>         | <b>B</b> |  |  | <b>C-P29. Removal of Obstacles in Pathways.</b> New pathways and sidewalks shall be free of obstacles such as utility poles and mailboxes. Where obstacles are unavoidable on existing sidewalks or pathways, they shall be widened or otherwise designed to provide the least amount of obstruction to users.   | QJ, Min, S8, IM1<br>  |                     |
|                  |          |  |  | <b>COMMENTS:</b>   |   |                     |
| <b>A</b>         | <b>B</b> |  |  | <b>C-P30. On-Street Parking.</b> Design on-street parking in commercial areas to minimize conflicts with <u>bike lanes and</u> -planned bicycle routes. Creative on-street parking arrangements such as parking pockets or bays shall be considered to improve design flexibility. <u>Where there is on street parking bicycle infrastructure e.g. bike lane stripping should place the cyclist safely outside the door and swerve zone.</u>   | QJ, Min<br>           | <b>R, M</b>         |
|                  |          |  |  | <b>COMMENTS:</b> <u>The car-door zone extends approx. 3ft when open, this should be accounted for when specifying the design standards for bike lanes next to on street parking. We recommend a parking lane width of 8ft and a minimum bike lane width of 6ft.</u>  |   |                     |
| <b>A</b>         | <b>B</b> |  |  | <b>C-P31. Design Standards for All Pathways.</b> Published design standards, such as the Caltrans Highway Design Manual <u>San Francisco Bicycle Plan Supplemental Design Guidelines (2005) VTA's Bicycle Technical Guidelines (1999) and VTA's Pedestrian Technical Guidelines (2003)</u> or equivalent, shall be used by the County Public Works Department for the design and construction of pedestrian and bicycle paths. All new hard surfaced walkways shall be wheelchair accessible. Existing hard surfaced walkways should be improved to be wheelchair accessible when funding is available or when development projects occur on adjacent parcels. | Leg, S8, IM1<br>  | <b>R, M</b>         |
|                  |          |  |  | <b>COMMENTS:</b>   |   |                     |
| <b>A</b>         | <b>B</b> |  |  | <b>C-P32. Traffic Calming.</b> Use traffic calming measures, where appropriate, as a means of  | QJ, Min   |                     |

| Plan Alternative |          |  |  | Chapter 7 Circulation Element   | Staff Remarks/<br>Implementation  | Position<br>R, M, D |
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|                  |          |  |  | providing safe pedestrian and bicycle access. Traffic calming measures include, but are not limited to, roundabouts, chicanes, curb extensions, and traffic circles.  |                                     |                     |
|                  |          |  |  | <b>COMMENTS:</b>  |   |                     |
| <b>A</b>         | <b>B</b> |  |  | <b>C-P33. Protection of Designated Pedestrian and Bicycle Routes.</b> The County shall review land development along and adjacent to designated pedestrian and bicycle routes to ensure that adjacent new development is consistent with established right-of-ways and compatible with the safety and capacity of the corridor.   | QJ, Min, S1-2, S8-9, IM1, IM12<br>  |                     |
|                  |          |  |  | <b>COMMENTS:</b>  |   |                     |
|                  | <b>B</b> |  |  | <b>C-P34. Encourage Bicycle Facilities.</b> Encourage the placement of secure, weather-protected bicycle storage facilities at bus stops, businesses, and public buildings. Encourage the addition of bicycle transport racks on public buses.  | QJ, Min, S8, IM12<br>               |                     |
|                  |          |  |  | <b>COMMENTS:</b>  |   |                     |
| <b>A</b>         |          |  |  | <b>C-P34. Bicycle Facilities.</b> <u>Require the installation of bicycle racks or storage facilities for all new residential, multi-family residential, commercial and industrial development.</u> Encourage the placement of secure, weather-protected bicycle storage facilities at bus stops, <del>businesses,</del> and public buildings. Encourage the addition of bicycle transport racks on public buses.  | See underline and <del>strike through</del> text for differences with Alternative B.  | <u>R, M</u>         |
|                  |          |  |  | <b>COMMENTS:</b>  |   |                     |
|                  | <b>B</b> |  |  | <b>C-P35. Development of Railroad Right-of-Ways for Bicycles and Pedestrians.</b> Encourage development of the Northwestern Pacific (NWP) and Annie and Mary Railroad rights-of-way <u>including rail banking</u> as Class 1 bikeway (bike and pedestrian path) provided those uses do not conflict with <u>economically feasible</u> regional rail transportation system plans <u>in the long term.</u> <u>Seek to be involved in developing regional trail coordination across jurisdictions.</u> | IM12<br>                        | <u>M</u>            |

| Plan Alternative |          |          |          | Chapter 7 Circulation Element   | Staff Remarks/ Implementation   | Position<br>R, M, D  |
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|                  |          |          |          | <b>COMMENTS:</b>  |   |                      |
| <b>A</b>         |          |          |          | <b>C-P35. Development of Railroad Right-of-Ways for Bicycles and Pedestrians.</b> <a href="#">Actively</a> <a href="#">Support</a> the banking of the Northwestern Pacific (NWP) and Annie and Mary Railroad rights-of-way and the development of a Class 1 bikeway (bike and pedestrian path) within the existing rail alignment. Include provisions for decommissioning and relocation of the bikeway if demand and resources supports resumption of rail-service. <a href="#">Seek to be involved in developing regional trail coordination across jurisdictions.</a>                  |   | <a href="#">R, M</a> |
|                  |          |          |          | <b>COMMENTS:</b>  |   |                      |
| <b>A</b>         | <b>B</b> |          |          | <b>C-P36. Develop a Regional Trails System.</b> Support efforts to establish and connect a regional trails system extending from Trinidad to Garberville and east to Willow Creek and the Hoopa Valley, with linkages to the California Coastal Trail system. <a href="#">Place priority of route development on routes that provide direct connections to major centers of employment, and daily retail and service needs. Design connective trail routes to be as direct as possible to encourage non-motorized commuting and where feasible eliminate stops at grade intersection.</a> | Prog<br> | <a href="#">R, M</a> |
|                  |          |          |          | <b>COMMENTS:</b>  |   |                      |
| <b>A</b>         | <b>B</b> | <b>C</b> |          | <b>C-P37. Encourage Equestrian Horse Trails.</b> Encourage the development of equestrian recreation trails.   | Prog, S10   |                      |
|                  |          |          |          | <b>COMMENTS:</b>  |   |                      |
|                  |          |          | <b>D</b> | <b>4311. 1.</b> Develop an accessible trails network as shown on trails map which includes trails within and between communities, parks and other publicly owned lands.   |   | <a href="#">R</a>    |
|                  |          |          | <b>D</b> | <b>4311. 2.</b> Provide safe bicycle and pedestrian trails to schools, when it is determined that   |   | <a href="#">R</a>    |



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|                  |   |   |   | inadequate access exists.  |                               |                      |
|                  |   |   | D | <b>4311. 3.</b> Encourage development of <a href="#">recreational</a> trails with varying lengths and difficulty through diverse terrain, scenery, and points of attraction. <a href="#">Encourage commuting trails that are as direct as possible and avoid stops including reducing at grade intersection stops.</a>   |                               | <a href="#">R, M</a> |
|                  |   |   | D | <b>4311. 4.</b> Blend trails into the natural environment to reduce environmental disruption.  |                               |                      |
|                  |   |   | D | <b>4311. 5.</b> Place priority of bicycle route maintenance on routes that are most heavily used.  |                               | <a href="#">R</a>    |
|                  |   |   | D | <b>4311. 6.</b> Encourage the provision of secure, weather protected bicycle storage facilities at bus stops, businesses, and public buildings as needed.  |                               | <a href="#">R</a>    |
|                  |   |   | D | <b>4311. 7.</b> Encourage appropriate buses to be equipped with bicycle transport racks.   |                               |                      |
|                  |   |   | D | <b>4311. 8.</b> Encourage development of access and, where suitable, camping areas into existing and future recreation areas.  |                               |                      |
|                  |   |   | D | <b>4311. 9.</b> Encourage the placement of landscaping along horsetrails located adjacent to roadways to serve as safety and/or visual screens between trail and vehicle lanes.  |                               |                      |
|                  |   |   |   | <b>Marine Transportation</b>   |                               |                      |
| A                | B | C |   | <b>C-P38. Channel Maintenance.</b> Support continued maintenance of harbor channels to provide deep water access to existing and planned port facilities.  | Prog                          |                      |
|                  |   |   |   | <b>COMMENTS:</b>   |                               |                      |
| A                | B | C |   | <b>C-P39. Commercial Fishing Facilities.</b> Support the improvement and modernization of facilities that provide support and access to markets for the commercial fishing industry.   | Prog                          |                      |
|                  |   |   |   | <b>COMMENTS:</b>   |                               |                      |
| A                | B | C |   | <b>C-P40. Public Infrastructure Supporting Private Investment.</b> Support investments in public infrastructure that increase readiness and facilitate private initiatives and investment into port enterprises such as marine-dependent industrial use, boat building and repair facilities, fleet service facilities, tourism, recreation, <a href="#">aquaculture</a> and fish processing | Prog                          | <a href="#">M</a>    |

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|                  |          |          |          | facilities.   |                               |                |
|                  |          |          |          | <b>COMMENTS:</b>  |                               |                |
| <b>A</b>         | <b>B</b> | <b>C</b> |          | <b>C-P41. Movement of Goods.</b> Encourage marine transport options, such as coastal barge service, to reduce truck transportation on Highways 101 and 299.   | Prog                          |                |
|                  |          |          |          | <b>COMMENTS:</b>  |                               |                |
|                  |          |          | <b>D</b> | <b>4232.1.</b> The deepening of the ship channels in Humboldt Bay beyond a depth of 35 feet may be justified. Humboldt County supports continued maintenance of the channels to provide access to existing and planned port facilities.   |                               |                |
|                  |          |          | <b>D</b> | <b>4232. 2.</b> Humboldt County supports the improvement and modernization of commercial fishing facilities in Humboldt County. The cities of Eureka and Trinidad, Humboldt County and Humboldt Bay Harbor District should actively and cooperatively seek to encourage private investment into commercial facilities and, where necessary, invest public funds into rehabilitation, upgrading and expanding boat marinas and public piers. |                               |                |
|                  |          |          | <b>D</b> | <b>4232. 3.</b> Several public agencies are responsible for the improvement of waterfront facilities on Humboldt Bay. Their efforts should be coordinated so that the public investment is effectively applied to support the commercial fishing industry and other public uses. The Humboldt Bay Harbor Recreation and Conservation District should take the lead role in coordinating this development.                                   |                               |                |
|                  |          |          | <b>D</b> | <b>4232. 4.</b> Local business groups should be encouraged to work with local government to encourage private investment into facilities such as: Boat building and repair facilities; Fleet service facilities; and Fish processing facilities.  |                               |                |
|                  |          |          |          | <b>Rail Transportation</b>  |                               |                |
| <b>A</b>         | <b>B</b> | <b>C</b> |          | <b>C-P42. Re-establishing Regional Rail Service.</b> Public investment to re-establish regional rail service should be contingent on a private or public demand for sustained rail service and an analysis of net benefits to the County's economy, transportation systems, and environment.  | Prog                          |                |

| Plan Alternative |          |          |          | Chapter 7 Circulation Element   | Staff Remarks/ Implementation | Position R,M,D |
|------------------|----------|----------|----------|---|-------------------------------|----------------|
|                  |          |          |          | <b>COMMENTS:</b>  |                               |                |
| <b>A</b>         | <b>B</b> | <b>C</b> |          | <b>C-P43. Rail Right-of-Way.</b> Protect and reserve the rail right-of-way for public and private transportation uses.  | QJ, Min, Prog                 |                |
|                  |          |          |          | <b>COMMENTS:</b>  |                               |                |
|                  |          |          | <b>D</b> | <b>4233.1.</b> The railroad system connecting to points south shall be maintained and operated to support the County's economic development and maintain the diversification of the County circulation network.   |                               |                |
|                  |          |          | <b>D</b> | <b>4233. 2.</b> The County supports the modernization of freight rail services.   |                               |                |
|                  |          |          | <b>D</b> | <b>4233. 3.</b> Humboldt County supports efforts to have the Northwestern Pacific Rail Line included in the California State Rail Plan as a project designated eligible to receive Federal funds for rehabilitation and new facility construction.          |                               |                |
|                  |          |          | <b>D</b> | <b>4233. 4.</b> Humboldt County supports State and Federal programs that would provide funding for railroad crossing protection devices   |                               |                |
|                  |          |          |          | <b>Air Transportation</b>   |                               |                |
| <b>A</b>         | <b>B</b> | <b>C</b> |          | <b>C-P44. Expansion of Airline Service.</b> The County shall work to sustain and expand commercial passenger airline service to and from the County consistent with the Arcata-Eureka Airport Master Plan and the economic development goals of the County. | Prog                          |                |
|                  |          |          |          | <b>COMMENTS:</b>  |                               |                |
|                  |          |          | <b>D</b> | <b>4234. 1.</b> Humboldt County should regularly update and maintain the Airport Master Plan as the primary County policy document for airport development.   |                               |                |
|                  |          |          | <b>D</b> | <b>4234. 2.</b> Humboldt County shall establish land use controls around airports as recommended by the Airports Master Plan through the Airport Land Use Commission.   |                               |                |
|                  |          |          | <b>D</b> | <b>4234. 3.</b> Humboldt County supports efforts to expand commercial airline service to the  |                               |                |

| Plan Alternative |          |          |  | Chapter 7 Circulation Element  | Staff Remarks/ Implementation                      | Position<br>R, M, D |
|------------------|----------|----------|--|--|--|---------------------|
|                  |          |          |  | area.  |  |                     |
|                  |          |          |  | <b>7.5 Standards</b>   |  |                     |
| <b>A</b>         | <b>B</b> | <b>C</b> |  | <b>C-S1. Functional Classifications.</b> Roadway functional classifications and standards are shown below in Table 7-B (pages xxx and xxx), and further specified in Title III—Land Use and Development Division 2 Subdivision Regulations. <u>Amend the roadway functional classifications to define the roads function as used by pedestrians, bicyclists and transit by adopting “Complete Streets” design standards, to ensure safe and convenient bicycle and pedestrian facilities.</u>  | Correct page numbers will appear in final version. | <u>R, M</u>         |
| <u>A</u>         |          |          |  | <b>COMMENTS:</b> <u>Adopting a “Complete Streets” policy and design standards is a more effective way of providing access for all of the modes than updating functional classifications.</u>   |  |                     |
| <b>A</b>         | <b>B</b> | <b>C</b> |  | <b>C-S2. Neighborhood Connectivity.</b> Standards for neighborhood connectivity shall be those specified in Title III—Land Use and Development Division 2 Subdivision Regulations. Connectivity standards shall govern:<br>A. Intersection spacing<br>B. Block sizes<br>C. Cul-de-sacs and dead-end roads<br>D. Secondary access requirements<br>E. Gated communities and other restricted access roads<br>F. Access connections between local, connector and arterial roads<br>G. Pedestrian and cycling connections<br>H. Construction and connection of street “stubs,” to adjacent parcels |  | <u>R</u>            |
|                  |          |          |  | <b>COMMENTS:</b>   |  |                     |

| Plan Alternative |   |   | Chapter 7 Circulation Element  | Staff Remarks/ Implementation   | Position<br>R, M, D |
|------------------|---|---|--|---|---------------------|
| A                | B | C | <p><b>C-S3. Traffic Thresholds of Significance.</b> Apply objective measures, such as <u>a roadway capacity health impact assessment and level of service from the Transportation Research Board Highway Capacity Manual or its equivalent</u>, to make determinations on the significance of traffic impacts for CEQA purposes.</p>   |   | R, M                |
|                  |   |   | <p><b>COMMENTS:</b> <u>CEQA doesn't require LOS or roadway capacity as the measure, if this policy keeps LOS and roadway capacity it should be edited to include "multimodal LOS". A health impact assessment would be a more valuable evaluation of significant traffic impacts because it would allow the County to see the environmental and human health impact. A health impact assessment is also not required by required by CEQA.</u></p>  |   |                     |
| A                | B |   | <p><b>C-S4. Pavement Management Criteria.</b> Strive to maintain the overall condition of County-maintained roadways above the 50<sup>th</sup> percentile of the Overall Condition Index (OCI) and Modified OCI developed in the 2008 Technical Report.</p>  |   |                     |
|                  |   |   | <p><b>COMMENTS:</b></p>  |   |                     |
|                  | B | C | <p><b>C-S5. Prioritizing Roadway Capital Expenditures.</b> Objective criteria shall be used to prioritize roadway capital expenditures. Criteria shall be developed to reflect consideration of:</p> <ul style="list-style-type: none"> <li>A. <u>Multimodal Accident data and traffic engineering safety analysis for safety projects.</u></li> <li>B. <u>Multimodal LOS and Quality of Service (QOS) measures for congestion relief projects.</u></li> <li>C. <u>Where vehicle miles traveled could be reduced or a more balanced Modal Split could be achieved through the improvement of bike, pedestrian or transit facilities.</u></li> <li><del>C.</del> <u>D. Analysis of future development potential based on the Housing Element land inventory for growth accommodating projects.</u></li> <li><del>D.</del> <u>E. Reductions in roadway system maintenance costs.</u></li> <li><del>E.</del> <u>F. Community demand and public interest.</u></li> </ul> | <p>QOS measures added as a staff recommendation. QOS considers quality parameters as expressed by users of the transportation facility.</p> | R                   |

| Plan Alternative |          |          |  | Chapter 7 Circulation Element   | Staff Remarks/ Implementation | Position<br>R, M, D |
|------------------|----------|----------|--|---|-------------------------------|---------------------|
|                  |          |          |  | <b>COMMENTS:</b>  |                               |                     |
| <b>A</b>         | <b>B</b> | <b>C</b> |  | <b>C-S6. Prioritizing Road Maintenance Projects.</b> Use and refine the OCI rating system to prioritize road maintenance projects for roads that have been assessed under this system.  |                               |                     |
|                  |          |          |  | <b>COMMENTS:</b>  |                               |                     |
| <b>A</b>         | <b>B</b> |          |  | <b>C-S7. Transit, Bicycle, and Pedestrian <u>Quality/Level of Service Standards</u>.</b> Bicycle and pedestrian <u>Quality/Level of Service Standards</u> shall be specified in Title III—Land Use and Development Division 2 Subdivision Regulations. For land use planning purposes, the County shall reference Transit Level of Service standards specified in the Public Transit Service Element of the Regional Transportation Plan as amended.  |                               | <u>R, M</u>         |
|                  |          |          |  | <b>COMMENTS:</b>  |                               |                     |
| <b>A</b>         | <b>B</b> |          |  | <b>C-S8. Pedestrian and Bicycle System.</b> A Board adopted Pedestrian and Bicycle System Plan consistent with the Regional Transportation Plan shall identify trails and routes considered a part of County maintained circulation system. Development projects proposed on lands that include a County maintained trail or route may be required to dedicate easements or make improvements if an individualized determination is made that the dedication is related both in nature and extent and is roughly proportional to the impact of the proposed development consistent with standards specified in Title III—Land Use and Development Division 2 Subdivision Regulations. |                               | <u>R</u>            |
|                  |          |          |  | <b>COMMENTS:</b>  |                               |                     |
| <b>A</b>         | <b>B</b> | <b>C</b> |  | <b>C-S9. Prioritization Pedestrian and Bicycle Facilities and Routes.</b> Objective criteria shall be used to prioritize construction of pedestrian and bicycle facilities and routes. Criteria shall be developed to reflect consideration of:   |                               | <u>R, M</u>         |

| Plan Alternative |          |          |  | Chapter 7 Circulation Element   | Staff Remarks/<br>Implementation | Position<br>R,M,D |
|------------------|----------|----------|--|---|----------------------------------|-------------------|
|                  |          |          |  | <p>A. Providing safe, <del>and</del> continuous, <u>scale-appropriate connections for users of all ages and abilities connections</u> between:</p> <ol style="list-style-type: none"> <li>1) Neighborhoods and public schools</li> <li>2) Residential areas and workplaces</li> <li>3) <u>Residential areas and downtown or main street districts</u></li> <li><del>3</del>4) <u>Transit stops and public facilities</u></li> <li><del>4</del>5) <u>Adjacent open spaces or recreation areas</u></li> <li>6) <u>Social services, daily retail and service needs</u></li> <li>7) <u>Where facilities do not already exist</u></li> </ol> <p>B. Reductions in vehicle miles traveled</p> <p>C. Community demand and public interest</p> |                                  |                   |
| <b>A</b>         | <b>B</b> |          |  | <p><b>C-S10. Equestrian Horse Trails. Use</b> the Federal Highway Administration, "Equestrian Design Guidebook for Trails," or its equivalent, as a guide for the analysis and design of equestrian trails.</p>   |                                  |                   |
|                  |          |          |  | <p><b>COMMENTS:</b></p>   |                                  |                   |
|                  |          | <b>D</b> |  | <p><b>4240. 1.</b> The Rural Principal Arterial system consists of a connected rural network of continuous routes which have trip length and travel density characteristics indicative of substantial statewide or interstate travel.</p>   |                                  |                   |
|                  |          | <b>D</b> |  | <p><b>4240. 2.</b> The Rural Minor Arterial road system, in conjunction with the rural principal arterial system, links cities and towns above 5,000 in population and other major traffic generators, and forms an integrated network providing interstate and intercounty service.</p>  |                                  |                   |
|                  |          | <b>D</b> |  | <p><b>4240. 3.</b> Rural Connectors provide connections between the higher order system and have low-volume/long trip length characteristics.</p>   |                                  |                   |
|                  |          | <b>D</b> |  | <p><b>4240. 4.</b> The Rural Collector routes generally serve travel or primarily regional importance rather than statewide importance and constitute those routes on which (regardless of traffic volume) predominant travel distances are shorter than on arterial routes. The collector road system is subclassified into two categories:</p>  |                                  |                   |

| Plan Alternative         | Chapter 7 Circulation Element  | Staff Remarks/ Implementation | Position R,M,D       |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
|--------------------------|--|-------------------------------|----------------------|-----------------------|--------------------------------|--------------------------|---------------|----------------------|---------------|-----------------|---------------|-----------------------|---|-----------------------|---|--------------------------|---|-----------------------|---|----------------------|---|--|--|
|                          | a. Major Collectors are spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road.<br>b. Minor Collectors are spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road.   |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| D                        | <b>4240. 5.</b> The Rural Local Road system serves primarily to provide access to adjacent land and accommodate travel over relatively short distances as compared to higher systems. (Not shown individually on circulation map.)   |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| D                        | <b>4240. 6.</b> Urban Principal Arterials in conjunction with Rural Principal Arterials, provide the highest level of conventional street service to virtually all area traffic generators.  |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| D                        | <b>4240. 8.</b> Road Classification - Minimum Corridor Standards (Appendix 4-1 of the County Subdivision Ordinance).<br><br><table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;"><b>County Minimum</b></th> </tr> <tr> <th style="text-align: center;"><u>Classification</u></th> <th style="text-align: center;"><u>Roadway Design Category</u></th> </tr> </thead> <tbody> <tr> <td>Rural Principal Arterial</td> <td style="text-align: center;">State Highway</td> </tr> <tr> <td>Rural Minor Arterial</td> <td style="text-align: center;">State Highway</td> </tr> <tr> <td>Rural Connector</td> <td style="text-align: center;">State Highway</td> </tr> <tr> <td>Major Rural Collector</td> <td style="text-align: center;">5</td> </tr> <tr> <td>Minor Rural Collector</td> <td style="text-align: center;">4</td> </tr> <tr> <td>Urban Principal Arterial</td> <td style="text-align: center;">6</td> </tr> <tr> <td>Minor Urban Collector</td> <td style="text-align: center;">5</td> </tr> <tr> <td>Minor Urban Arterial</td> <td style="text-align: center;">6</td> </tr> </tbody> </table> | <b>County Minimum</b>         |                      | <u>Classification</u> | <u>Roadway Design Category</u> | Rural Principal Arterial | State Highway | Rural Minor Arterial | State Highway | Rural Connector | State Highway | Major Rural Collector | 5 | Minor Rural Collector | 4 | Urban Principal Arterial | 6 | Minor Urban Collector | 5 | Minor Urban Arterial | 6 |  |  |
| <b>County Minimum</b>    |  |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| <u>Classification</u>    | <u>Roadway Design Category</u>   |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| Rural Principal Arterial | State Highway  |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| Rural Minor Arterial     | State Highway  |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| Rural Connector          | State Highway  |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| Major Rural Collector    | 5  |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| Minor Rural Collector    | 4  |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| Urban Principal Arterial | 6  |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| Minor Urban Collector    | 5  |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| Minor Urban Arterial     | 6  |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| D                        | <b>4312. 1.</b> Capital improvement programs should determine specific project expenses reflective of available finances and volunteer resources.  |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| D                        | <b>4312. 2.</b> Maintenance of trails includes, but is not limited to, drainage grate modification, pothole repair, and bicycle path sweeping.   |                               |                      |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |
| D                        | <b>4312. 3.</b> Education and associated law enforcement programs should be used through use of media, brochures, and/or public presentations <a href="#">to improve safety for pedestrian and bicyclists.</a>   |                               | <a href="#">R, M</a> |                       |                                |                          |               |                      |               |                 |               |                       |   |                       |   |                          |   |                       |   |                      |   |  |  |



| Plan Alternative |  | Chapter 7 Circulation Element  | Staff Remarks/ Implementation | Position R,M,D |
|------------------|--|--|-------------------------------|----------------|
|                  |  | <b>D 4312. 4.</b> Enforcement of rules pertaining to trails is to be accomplished through contact with the California Highway Patrol, County Sheriff and recognized volunteer trail patrol groups.   |                               |                |
|                  |  | <b>D 4312. 5.</b> Trail system coordination is to be accomplished through contract with cities, Caltrans, and other appropriate agencies.  |                               |                |
|                  |  | <b>D 4312. 6.</b> Notwithstanding policies of Coastal Elements, the following methods may be utilized for trail right of way acquisitions; where trails cross private lands:<br>- Purchase of fee title, option to purchase agreements<br>- Bargain sales (part sale and part charitable contribution)<br>- Outright donation (fee simple)<br>- Donation with a reserved life estate or undivided land interest<br>- Bequests<br>- Donation or purchase of easement<br>- Lease and/or sale and leaseback<br>- Various parkland dedication ordinance provisions of the State Subdivision Map Act<br>- Various provisions of the California State Subdivision Map Act as in Articles 3 and 4, Chapter 4, or other relevant provisions<br>- Eminent Domain may be used as a last resort when all other acquisition methods have proved unsuccessful. The County should not use proceedings of eminent domain in the acquisition of property for trail purposes, where those properties are managed primarily for agricultural or timber production, except for purposes of widening County roads. |                               |                |
|                  |  | <b>D 4312. 7.</b> In the review of accessways to trails, the approving authority shall find that:<br>A. The proposed mode of access and the location of such access shall be consistent with adjacent uses and shall not have an adverse impact on adjacent owners' use of their property and shall be consistent with the intensity of development; and<br>B. The likelihood of trespass and vandalism on adjacent private property has been minimized through the location of, and the level of improvements required, for the use of the accessway; and<br>C. The need to provide for public health and safety has been evaluated for:  |                               |                |

| Plan Alternative |          |  |  | Chapter 7 Circulation Element  | Staff Remarks/<br>Implementation | Position<br>R, M, D |
|------------------|----------|--|--|--|----------------------------------|---------------------|
|                  |          |  |  | 1. parking<br>2. road capacity and traffic patterns<br>3. conflicts in uses (i.e. pedestrian, equestrian, vehicular)<br>4. use by the handicapped<br>5. capacity of sanitary facilities including trash disposal<br>6. topography of trail (too steep);<br>D. Adequate access is not available nearby; and<br>E. There is no significant conflict with agriculture including:<br>1. vandalism,<br>2. theft of livestock, agricultural supplies and tools,<br>3. damage to crops and livestock,<br>4. trespass on areas not part of accessway,<br>5. damage to fencing and gates,<br>6. livestock depredation,<br>7. litter,<br>8. interference with agricultural operations; and<br>F. The development and use of the accessways shall be consistent with the environmental limitations as shown on the Biological Resources Maps. |                                  |                     |
|                  |          |  |  | <b>7.6 Implementation Measures</b>   |                                  |                     |
| <b>A</b>         | <b>B</b> |  |  | <b>C-IM1. Circulation Standards.</b> <u>The County shall <del>R</del>review and update roadway, pedestrian, and bicycling facility standards in the Humboldt County Roadway Design Standards Manual, Title III—Land Use and Development Division 2 Subdivision Regulations, and other appropriate ordinances- to establish Complete Street design standards for pedestrian, and bicycling facilities as part of the road and transportation system.</u>  |                                  | <u>R, M</u>         |
|                  |          |  |  | <b>COMMENTS:</b> <u>Updating the design standards</u>  |                                  | <u>R</u>            |

| Plan Alternative |          |          |  | Chapter 7 Circulation Element   | Staff Remarks/ Implementation  | Position R,M,D     |
|------------------|----------|----------|--|---|--|--------------------|
|                  |          |          |  | <p><b><u>C-IMX. Safe and Convenient Pedestrian and Bicycle Access.</u></b><br/> <u>C. Establish a Complete Street Level/Quality of Service standard that includes walking (pedestrians), bicycling, transit and car. Incorporate this standard into this General Plan when it is established.</u><br/> <u>D. Implement an ongoing program to identify and eliminate hazardous and defiecent conditions to pedestrians and bicyclists.</u></p>   |  |                    |
|                  | <b>B</b> |          |  | <p><b>C-IM2. Tracking Road Improvement Requirements.</b> Public Works shall develop, maintain, and publish an inventory of road segments and intersections that do not meet LOS or road classification standards given existing traffic levels or number of currently developed parcels.</p>  |  |                    |
|                  |          |          |  | <p><b>COMMENTS:</b></p>   |  |                    |
| <b>A</b>         |          |          |  | <p><b>C-IM2. Tracking Road Improvement Requirements.</b> Public Works shall develop, maintain, and publish an inventory of road segments and intersections that do not meet <u>multimodal</u> LOS or road classification standards given existing traffic levels <u>the need for improved bicycle or pedestrian accommodation</u> or number of currently developed parcels. <u>The inventory shall also include needed multimodal transportation improvements, including bicycle, pedestrian Class I multi –use paths, using multi-modal quality of service (QOS) measures.</u></p> | <p>See <u>underline</u> text for differences with Alternative B.</p> | <b><u>R, M</u></b> |
|                  |          |          |  | <p><b>COMMENTS:</b></p>   |  |                    |
| <b>A</b>         | <b>B</b> | <b>C</b> |  | <p><b>C-IM3. Road Abandonment.</b> Proposals to vacate or abandon ownership or maintenance of County roads shall include a General Plan consistency review and analysis.</p>  |  |                    |
|                  |          |          |  | <p><b>COMMENTS:</b></p>   |  |                    |
| <b>A</b>         | <b>B</b> |          |  | <p><b>C-IM4. Regional Coordination.</b> Support and participate in joint circulation system and</p>   |  | <b><u>R, M</u></b> |

| Plan Alternative |          |          |  | Chapter 7 Circulation Element   | Staff Remarks/ Implementation | Position R,M,D |
|------------------|----------|----------|--|---|-------------------------------|----------------|
|                  |          |          |  | land use planning with HCOAG, affected cities, <del>and</del> Caltrans, <u>and transportation agencies and providers</u> . Maintain, update <u>with multimodal transportation mobility and safety data</u> , and validate the GEATM or its equivalent on a regular basis, and use the model to evaluate development-related traffic impacts, on County and city existing and proposed circulation system.   |                               |                |
|                  |          |          |  | <b>COMMENTS:</b>  |                               |                |
| <b>A</b>         | <b>B</b> | <b>C</b> |  | <b>C-IM5. Roadway System Construction.</b> Develop funding mechanisms to complete construction of critical segments of the roadway system designated in the Circulation Element and identified in the Capital Improvement Plan. <u>Include bicycle and pedestrian funding in all appropriate requests. Complete Streets funding should be integrated into all state and federally funded transportation projects. Funds earmarked specifically for bicycle facilities should be pursued, based on an identifiable list of priority projects. The highest priority for the use of limited funds should be placed on project where both vehicle and non-motorized vehicle transportation connections are needed most.</u> |                               | <u>R, M</u>    |
|                  |          |          |  | <b>COMMENTS:</b>  |                               |                |
| <b>A</b>         | <b>B</b> |          |  | <b>C-IM6. Coordination with Public Health.</b> Refer subdivisions creating more than 30 parcels and discretionary permits for commercial developments in excess of 50,000 square feet to the Environmental Health Division for review and comments on potential public health effects.  |                               | <u>R</u>       |
|                  |          |          |  | <b>COMMENTS:</b>  |                               |                |
| <b>A</b>         | <b>B</b> |          |  | <b>C-IM7. Transit Infrastructure.</b> Work with regional transit providers (K-T Net, Blue Lake Rancheria Transit, Humboldt Transit Authority, Arcata & Mad River Transit System and Redwood Coast Transit) to situate transit stops and hubs at locations that are convenient for transit users, and promote increased transit usage through <u>improved quality and level of service and through</u> the provision of shelters, benches, and other amenities.  |                               | <u>R, M</u>    |

| Plan Alternative |          |          |  | Chapter 7 Circulation Element  | Staff Remarks/ Implementation   | Position R,M,D |
|------------------|----------|----------|--|--|---|----------------|
|                  |          |          |  | <b>COMMENTS:</b>   |   |                |
| <b>A</b>         | <b>B</b> | <b>C</b> |  | <b>C-IM8. Park and Ride Facilities.</b> Support Caltrans' efforts to add park-and-ride lots in McKinleyville and Fortuna.  |   | <b>R</b>       |
|                  |          |          |  | <b>COMMENTS:</b>   |   |                |
| <b>A</b>         | <b>B</b> |          |  | <b>C-IM9. Adoption of Water Quality and Stream Habitat Protection Measures.</b> Formally adopt and maintain the Five County, "Water Quality and Stream Habitat Protections Manual for County Road Maintenance" or its equivalent, to guide the following activities:<br>A. Routine and emergency road repair<br>B. Maintenance of county roads and related facilities, including actions taken to prevent erosion and/or the deterioration of a roadway, such as activities affecting the cutbank, road surface, fillslope, and all drainage structure<br>C. Maintenance and replacement of bridges and culverts<br>D. Activities on County-owned maintenance yards<br>E. Measures to protect the traveling public, such as snow and ice removal |   |                |
|                  |          |          |  | <b>COMMENTS:</b>   |   |                |
|                  | <b>B</b> |          |  | <b>C-IM10. U.S. Highway 101 Safety Corridor Improvements.</b> Issuance of Coastal Development Permits and other discretionary permits by the County for the U.S. Highway 101 Safety Corridor Improvement Project should support a strategy that treats all three main roads between Arcata and Eureka (U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue) as one system. The strategy would develop an overall <u>multi-modal</u> improvement plan that phases improvements on a prioritized basis between the three roads.   | Staff recommended addition of "multi-modal" to maintain consistency with CP-17. |                |

| Plan Alternative |          |  |  | Chapter 7 Circulation Element   | Staff Remarks/ Implementation   | Position R, M, D |
|------------------|----------|--|--|---|---|------------------|
|                  |          |  |  | <b>COMMENTS:</b>  |   |                  |
| <b>A</b>         |          |  |  | <b>C-IM10. U.S. Highway 101 Safety Corridor Improvements.</b> Issuance of Coastal Development Permits and other discretionary permits by the County for the U.S. Highway 101 Safety Corridor Improvement Project <u>shall</u> support a multimodal strategy that treats all three main roads between Arcata and Eureka (U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue) as one system. The strategy would develop an overall multi-modal improvement plan that phases improvements on a prioritized basis between the three roads. <u>Corridor improvements must not create adverse impacts such as loss of connectivity, increase in distance and wrong-way riding for <del>te</del> bicycle and pedestrian use without offsetting mitigations or enhancements consistent with Cal Trans Complete Streets Deputy Directive DD-64-R1 or successor policies. Corridor improvements must improve safety and convenience for bicycles and pedestrians.</u> | See <u>underline</u> and <del>strike through</del> text for differences with Alternative B. | <u>R, M</u>      |
|                  |          |  |  | <b>COMMENTS:</b>  |   |                  |
| <b>A</b>         | <b>B</b> |  |  | <b>C- IM11. Transit Service to East, South and North County.</b> Pursue funding and partnerships with the Humboldt Transit Authority, Native American tribes, and non-profit transportation organizations to establish and sustain transit services to rural communities in the eastern, southern, and northern portions of the county.   |   |                  |
|                  |          |  |  | <b>COMMENTS:</b>  |   |                  |
| <b>A</b>         | <b>B</b> |  |  | <b>C-IM12. Pedestrian and Bicycle System Plan.</b> Public Works shall prepare a Pedestrian and Bicycle System Plan consistent with the Regional Transportation Plan and incorporate appropriate implementation standards in Title III—Land Use and Development Division 2 Subdivision Regulations. <u>The Planning Code should be reviewed to reconcile contradictions, and amended to forge a more comprehensive approach to bicycle and pedestrian facilities.</u>  |   |                  |

| Plan Alternative | Chapter 7 Circulation Element   | Staff Remarks/ Implementation | Position R,M,D |
|------------------|---|-------------------------------|----------------|
|                  | <b>COMMENTS:</b>  |                               |                |
| D                | <b>5-4200.1.</b> Revise the County Zoning Ordinance parking requirements.<br>Responsibility: Planning Priority: 1 Schedule: In process Cost: Already budgeted<br>Remarks: This revision is presently in hearing before the Board of Supervisors.  |                               |                |
| D                | <b>5-4200.2.</b> Need for drainage plans shall be identified as part of each community plan where drainage is an existing development constraint or could be under planned densities of new development.<br>Responsibility: Planning Priority: 1 Schedule: Ongoing Cost: 0 Remarks: Part of the community planning process. |                               |                |
| D                | <b>5-4200.3.</b> Encourage ride-sharing and greater use of public transit.<br>Responsibility: Board of Supervisors Priority: 3 Schedule: Ongoing Cost: Minimal  |                               |                |
| D                | <b>5-4200.4.</b> Investigate the feasibility of reserving transportation development act funds for allocation to bicycle and pedestrian programs.<br>Responsibility: Public Works Priority: 3 Schedule: TBD Cost: 3 M/D   |                               |                |
| D                | <b>5-4300.1.</b> Review and update the trails map consistent with other adopted County plans and Board policy.<br>Responsibility: Parks Priority: 2 Schedule: As needed Cost: 3 M/D   |                               |                |
| D                | <b>5-4300.2.</b> Maximize the use of volunteer services or other low cost options to determine methods for acquisition, development and maintenance of trails.<br>Responsibility: Parks Priority: 1 Schedule: Ongoing Cost: 10 M/D/year   |                               |                |
| D                | <b>5-4300.3</b> Develop ongoing traffic safety and trail user education programs.<br>Responsibility: Parks Priority: 4 Schedule: Ongoing Cost: 10 M/D/year  |                               |                |
| D                | <b>5-4300.4</b> Determine trail routes which may be safely used by bicyclists, equestrians, and hikers of all ages and skills.<br>Responsibility: Parks and Public Works Priority: 1 Schedule: Target date 12/84 Cost: 20 M/D/year  |                               |                |
| D                | <b>5-4300.5</b> Adequately enforce trail use regulations.<br>Responsibility: Parks and Sheriff Priority: 2 Schedule: Ongoing Cost: 15 M/D/year  |                               |                |
| D                | <b>5-4300.6</b> Adopt necessary ordinances pertaining to trail use violations which provide for   |                               |                |

| Plan Alternative | Chapter 7 Circulation Element   | Staff Remarks/ Implementation | Position R, M, D     |
|------------------|---|-------------------------------|----------------------|
|                  | direct monetary penalty via infraction.<br>Responsibility: Parks/Counsel Priority: 1 Schedule: 4/83 Cost: 3 M/D   |                               |                      |
| D                | <b>5-4300.7</b> Adopt trail designs which minimize trail maintenance requirements.<br>Responsibility: Parks/Public Works Priority: 2 Schedule: Ongoing Cost: 1 M/D<br>Remarks: Basic standards are already adopted.   |                               |                      |
| D                | <b>5-4300.8</b> Encourage public and agency participation in all phases of trails establishments.<br>Responsibility: Parks Priority: 2 Schedule: Ongoing Cost: 5 M/D/year   |                               |                      |
| D                | <b>5-4300.9</b> Establish an annual <a href="#">multimodal</a> capital improvement and project priority program.<br>Responsibility: Parks Priority: 2 Schedule: Ongoing Cost: 2 M/D/year<br>Remarks: Budget process   |                               | <a href="#">R, M</a> |
| D                | <b>5-4300.10</b> Maintain a comprehensive inventory of potential trail routes.<br>Responsibility: Parks Priority: 3 Schedule: Ongoing Cost: 3 M/D/year<br>Remarks: Trails Plan reviews accomplishes this measure; in cooperation with Planning.   |                               |                      |
| D                | <b>5-4300.11</b> Monitor accident data and impacts resulting from implementation of any portions of the trails section of the General Plan.<br>Responsibility: Public works Traffic Engineers Priority: 3 Schedule: Ongoing Cost: 1/2 M/D/year<br>Remarks: This is an ongoing accident review process.  |                               |                      |
| D                | <b>5-4300.12</b> Conduct periodic reviews of the trails section of the General Plan in conjunction with the reviews of the recreation plan as needed.<br>Responsibility: Parks Priority: 2 Schedule: Ongoing Cost: 3 M/D/year<br>Remarks: In coordination with Planning Department.   |                               |                      |
| D                | <b>5-4300.13</b> The highest priority for the use of limited funds should be placed on those project features where volunteers or special service programs cannot be utilized <a href="#">and/or where connections for non motorized transportation are needed most.</a><br>Responsibility: Parks Priority: 2 Schedule: Ongoing Cost: 0<br>Remarks: This is a policy rather than an implementation program. |                               | <a href="#">R, M</a> |
| D                | <b>5-4300.14</b> Maintenance should be coordinated through the Public Works Department.<br>Responsibility: Parks and Roads Priority: 3 Schedule: Ongoing Cost: 1 M/D/year   |                               |                      |



| Plan Alternative |  |  |          | Chapter 7 Circulation Element  | Staff Remarks/<br>Implementation | Position<br>R,M,D |
|------------------|--|--|----------|--|----------------------------------|-------------------|
|                  |  |  | <b>D</b> | <p><b>5-4300.15</b> Funding for the trails program should come from Federal, State, and County Government, trail user fees, and public donation.<br/>                     Responsibility: Parks Priority: 1 Schedule: Ongoing Cost: 20 M/D/year<br/>                     Remarks: Cost includes time for planning, design and administration of projects.</p>  |                                  |                   |
|                  |  |  | <b>D</b> | <p><b>5-4300.16</b> The County Parks and Recreation Commission shall act in an advisory capacity to the Board of Supervisors and shall review and recommend policy regarding public trails in Humboldt County and shall conduct periodic reviews of the trails program.<br/>                     Responsibility: Parks Priority: 2 Schedule: Ongoing Cost: 8 M/D/year<br/>                     Remarks: In connection with County Planning Commission.</p> |                                  |                   |
|                  |  |  | <b>D</b> | <p><b>5-4300.17</b> Continue to investigate the feasibility of a trail permit system.<br/>                     Responsibility: Parks Priority: 4 Schedule: As needed Cost: 3 M/D<br/>                     Remarks: All County maintained trails are currently on public property.</p>  |                                  |                   |
|                  |  |  | <b>D</b> | <p><b>5-4300.18</b> Define standards to determine inadequate access.<br/>                     Responsibility: Planning Priority: 4 Schedule: To be determined Cost: 3 M/D<br/>                     Remarks: Revise to read "...determine inadequate public access; access standards have been developed in the coastal planning process."</p>  |                                  |                   |