

MEMO
HUMBOLDT COUNTY
DEPARTMENT OF PUBLIC WORKS
LAND USE DIVISION

TO: Planning Commission

VIA: Thomas K. Mattson, Director

FROM: Robert W. Bronkall, Associate Engineer

DATE: 07/22/2010

RE: **GENERAL PLAN UPDATE: CHAPTER 7~ CIRCULATION ELEMENT**

The Department offers the following comments regarding Chapter 7: Recommended additions are shown in **RED**. Deletions are shown in ~~strike-through~~.

EQUESTRIAN USES: The circulation element does not include a section relating to equestrian facilities. Central Avenue in McKinleyville is an example of a road where equestrian facilities were installed, but no connecting facilities were planned or constructed.



Above: Picture of the Central Avenue bridle trail in McKinleyville

Bridle paths are not necessarily recommended for urban areas (areas zoned with a minimum lot size smaller than 1 acre). Outside the urban area, it is appropriate to consider constructing bridle paths adjacent to roads in areas zoned with lots ranging in size from 1 to 10 acres. In areas with

lots zoned greater than 10 acres in size, travel by non-vehicular modes of transportation is most likely limited.

C-P45. Commercial Areas. Commercial projects shall be planned and developed to interconnect parking lots with other properties to facilitate access to traffic signals.

C-S11. Local Roads. Local roads are typically not shown on circulation maps and are typically planned at the time development is proposed. Local roads shall be planned to allow for orderly development of the community; to create parallel routes; to interconnect with adjacent roads and provide short blocks; and to provide stub-outs that will allow for the orderly development of adjacent properties. The Public Works Department shall approve all road alignments.

C-P47. Frontage Improvements. As properties are developed, all road frontages of the property shall be improved to the appropriate standard for the road. Improvements to both sides of the road shall be required when the property on the other side of the road does not have legal rights to use the road. Exceptions may be granted by the Planning Commission.

C-P5 Level of Service Criteria. The County shall endeavor to manage its streets and highway system so as to maintain Level of Service C operation on all roadway segments, except for any portion of U.S. 101, where Level of Service D shall be acceptable. Calculation of **segment** Level of Service shall be based upon V/C Ratios as described in C-S4, or other methods acceptable to Public Works. **Calculation of intersection Level of Service shall be based upon Highway Capacity Manual, or other methods acceptable to Public Works.** Cumulative impacts to levels of service shall also be considered in project review and addressed through the use of development impact fees.

C-P10. Right-of-Ways as Public Facilities. Road and rail right-of-ways are hereby designated as Public Facilities (PF), as per the Land Use Element, whether or not specifically mapped; **and are principally permitted in all zones.**

C-P12. Level of Service Criteria. The County shall specify and endeavor to maintain minimum Levels of Service (LOS) on County roads and use LOS criteria as a basis for analyzing impact fees and assessments, prioritizing congestion relief projects, and evaluating cumulative traffic impacts of discretionary development. **LOS standards applies to Arterial and Collector road segments; and the intersections of Arterial/Arterial, Arterial/Collector and Collector/Collector roads.**

C-P28. Landscape Buffer Strips. Landscape buffer strips shall be used, where feasible, to segregate pedestrian walkways from **arterial and collector** roadways.

C-P30. On-Street Parking. ~~Design limit~~ on-street parking ~~in commercial areas on~~ **Arterial and Collector roads** to minimize conflicts with planned bicycle routes. Creative on-street parking arrangements such as parking pockets or bays shall be considered to improve design flexibility.

C-IM1. Circulation Standards. **Provide a funding source for Public Works** to 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.

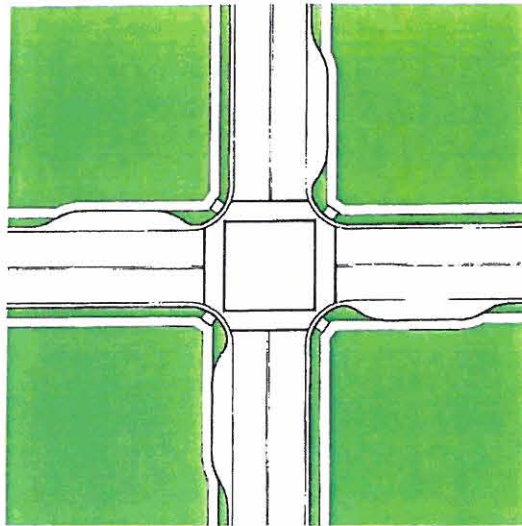
C-IM2. Tracking Road Improvement Requirements. Provide a funding source for Public Works to develop, maintain, and publish an inventory of road segments and intersections that do not meet LOS or road classification standards given existing traffic levels or number of currently developed parcels.

C-IM12. Pedestrian and Bicycle System Plan. Provide a funding source for Public Works to 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.

C-IM13. Land Use Element. The Land Use Element shall be modified to include PF as principally permitted uses in all zoning designations.

C-P48. Construction & Maintenance. No policy, goal, or standard in the general plan is intended to prevent the construction of general plan circulation routes to appropriate design standards. No policy, goal, or standard in the general plan is intended to prevent the widening/improvement/maintenance of any County maintained facility.

C-P49. Bus Turnouts. Bus turnouts shall be constructed at the far side of the intersection on all Arterial/Arterial intersections; all Major-Collector/Arterial intersections; and on the arterial leg of Minor-Collector/Arterial intersections. Bus turnouts shall be constructed based upon the ultimate typical section for the road and constructed in a manner that will place the bus entirely out of the travel lanes. Additional right of way may be required for the turnouts including areas for sidewalks and bus shelters. Exceptions may be granted by the Planning Commission. See the diagram below.



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