


Humboldt County General Plan Update
Chapter 7 Circulation Element List
GPU Ad Hoc Working Group Proposed Changes

Chapter 7 Circulation Element
Goals
<p>C-G1. Circulation System Safety and Functionality. A safe, efficient, and convenient circulation system for people of all ages, economic means and abilities to all cities, communities, neighborhoods, recreational facilities, and adjoining regions.</p> <p><i>Option 1: A safe, efficient and convenient circulation system in and between cities, communities, neighborhoods, hamlets, and adjoining regions taking into consideration the context-specific needs of all users consistent with urban, suburban, rural or remote community character.</i></p> <p><i>*All users is defined in the Complete Streets Law to include: motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.</i></p>
<p>C-G2. Balanced Transportation Opportunities. A transportation system that ensures the availability of options among modes of travel by integrating and balancing the context-specific needs of motorized vehicles, public transit, bicycles, disabled people and pedestrians.</p> <p>Note: the ad hoc working group has not yet discussed this goal.</p>
<p>C-G3. Interagency Cooperation. Coordinated planning between transportation system service providers and HCAOG for improved system design, development, operations, and maintenance.</p> <p><i>Option 1: C-G3. Interagency Cooperation. Coordinate planning between the County, transportation system service providers and HCAOG for improved system design, development, operations, and maintenance.</i></p>
<p>C-G4. Active Transportation. Increased participation in bicycling, horseback riding, and hiking activities providing physical, social, environmental, and economic benefits for County residents and tourists.</p> <p><i>Option 1: Ad hoc working group recommends eliminating this goal and combining it with the one below.</i></p>
<p>C-GX. Healthy Transportation. Improved ability of residents to shift short trips from motorized to non-motorized modes; increases participation in walking, bicycling, horseback riding, public transit and hiking activities; and provides social, environmental, economic, and health benefits for County residents and tourists.</p> <p><i>Option 1: C-GX. Access to Active Transportation. Improve access to non-motorized modes of transportation; including walking, bicycling, horseback riding, and hiking</i></p>
<p>C-GXX. Transportation Security. Safe access to basic goods, services, health care, schools, employment and recreation.</p> <p>Note: the ad hoc working group has not yet discussed this policy.</p>

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Policies
<p>Ad hoc working group recommends New Policy: County-Wide Transportation Plan. The County shall adopt a multi-modal long term transportation road treatment plan that maps out land use conditions. <i>Comments: Everyone in the ad hoc working group felt very strongly that the County needed to adopt a county-wide transportation plan that provided clarity and included community input. Details have yet to be clarified.</i></p>
<p>C-P1.Orderly Development. Encourage development of a circulation system that supports an orderly pattern of land use by:</p> <ul style="list-style-type: none"> A. Using minor collector roads to provide access to higher density residential areas, local commercial facilities, neighborhood parks, and schools while maintaining maximum bicycle and pedestrian connectivity and access. B. Designing access to residential areas to minimize disruptions to the flow of traffic while ensuring user safety and connectivity on arterial or collector roads. Avoid direct residential driveway access off of arterials and collectors. C. Improving connectivity between interrelated areas such as neighborhoods and common destinations. D. Locating retail, service and industrial facilities, community centers, major recreational facilities, employment centers, and other intensive land uses near collectors or arterial roads. E. Improving transportation infrastructure to accommodate existing land uses served by a sub-standard road classification. F. Using multi-use transportation hubs to serve town-centers, neighborhoods and other common destinations. G. Enhancing pedestrian and bicycle access to employment, services and recreation. H. Locating multi-family residential, commercial and public use facilities in areas serviced by public transit. I. Encouraging building, fence, façade, and setback design that promotes comfortable pedestrian environments <p>Option 1: C-P1.Circulation System. Encourage development of a circulation system that supports:</p> <ul style="list-style-type: none"> A. Access to higher density residential areas, local commercial facilities, neighborhood parks, and schools while encouraging maximum bicycle and pedestrian connectivity. B. Designing access to residential areas to minimize disruptions to the flow of traffic while providing for user safety and connectivity on arterial or collector roads. C. Improving connectivity between interrelated areas such as neighborhoods and common destinations. D. Planning retail, service and industrial facilities, community centers, major recreational facilities, employment centers, and other intensive land uses that consider the location of collectors or arterial roads consistent with the Land Use Element. <p><i>Comment: ad hoc working group felt items E-I were covered in or should be covered in other places in the plan.</i></p>
<p>C-P2. Consideration of Land Uses in Transportation Decision Making. Transportation decisions shall be based on a comprehensive planning approach that considers existing land uses and future land development</p>

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as proposed in adopted County plans and plans of other governmental agencies. **Split Vote: 3-2**
Option 1: C-P2. Consideration of Land Uses in Transportation Decision Making. Transportation decisions shall be based on a comprehensive planning approach that considers existing land uses, principally permitted land uses and future land development as proposed in adopted County plans and plans of other governmental agencies.

Option 2: C-P2. Consideration of Land Uses in Transportation Decision Making. Transportation decisions should be based on a comprehensive planning approach that considers existing land uses, principally permitted land uses and future land development as proposed in adopted County plans and plans of other governmental agencies.

Comment: ad hoc working group could not agree on whether to recommend whether policy say should or shall.

C-P3.Consideration of Transportation Impacts in Land Use Decision Making. Decisions to change or expand the land use of a particular area should include an analysis of the impacts to existing and proposed transportation facilities and services so as to minimize or avoid significant operational or economic consequences.

Option 1: C-P3. Consideration of Transportation Impacts in Land Use Decision Making. Decisions to change or expand the land use of a particular area should include an analysis of the impacts to existing and proposed transportation facilities and services.

C-P4.Mitigation Measures. 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.

Option 1: C-P4.Mitigation Measures. Development with significant circulation impacts consistent with CEQA review shall be conditioned to proportionally mitigate such impacts through construction of on- and off-site improvements and dedication of rights-of-way.

Comment: ad hoc working group felt developers should be given the option to either mitigate the impact or pay a fee for the impact to the County.


C-P5.Level of Service Criteria. The County shall strive to maintain Level of Service C operation on all roadway segments, except for U.S. 101, where Level of Service D shall be acceptable. Cumulative impacts to target levels of service shall also be considered in project review and addressed through the use of development impact fees. Level of Service improvements for automobiles shall not adversely affect Level of Service and/or Quality of Service for other modes of transportation.

Option 1: C-P5.Level of Service Criteria. The County shall strive to maintain Level of Service C operation on all roadway segments and intersections, except for U.S. 101, where Level of Service D shall be acceptable. Level of Service improvements for automobiles should not adversely affect Level of Service and/or Quality of Service for other modes of transportation, if possible.

C-P6.Jurisdictional Coordination and Integration. Use HCOAG, formal Memorandums of Understanding, and informal project level cooperation to integrate countywide land use and transportation planning and implementation efforts. Adopt consistent transportation standards and roadway functional classifications between jurisdictions and Caltrans.

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Option 1: C-P6. Jurisdictional Coordination and Integration. Use HCOAG, formal Memorandums of Understanding, and informal project level cooperation to integrate countywide transportation planning and implementation efforts.

C-P7. Joint Use of Traffic Models. Integrate transportation planning and analysis through joint use of area-wide traffic models such as the Greater Eureka Area Travel Model (GEATM). Develop travel demand models with methods and inputs that incorporate walking, biking and transit. Support coordination with agencies to maintain the accuracy and utility of such models.
 Note: the ad hoc working group has not yet discussed this policy.

C-P8. Coordination Between County Agencies. County Public Works, Health and Human Services, and Community Development Services departments shall coordinate with each other to ensure that uniform implementation of circulation policies.

Option 1: Coordination Between County Agencies. County public works per CEQA should continue to encourage uniform implementation of circulation policies.

Option 2. Coordination Between County Agencies. County Public Works shall coordinate with Community Development Services and consider suggestions from other county departments to encourage uniform implementation of circulation policies.

Comment: ad hoc working group could not agree so we are providing 2 options.

C-P9. Acceptance of Roads into the County Maintained Road System. Circulation Element roads, constructed to County standards, shall be recommended to the Board of Supervisors for inclusion into the County Maintained Road System. Other roads shall not be recommended for acceptance into the County Maintained Road System unless an exception for public interest is supported by Public Works and adequate funding for the future maintenance of the road and its associated facilities is provided.

Option 1: C-P9. Acceptance of Roads into the County Maintained Road System. Circulation Element roads, as specified by the County-Wide Transportation plan, shall be recommended to the Board of Supervisors for inclusion into the County Maintained Road System. Other roads shall not be recommended for acceptance into the County Maintained Road System unless an exception for public interest is supported by Public Works and/or adequate funding for the future maintenance of the road and its associated facilities is provided.


C-P10. Right-of-Ways as Public Facilities. Road and rail right-of-ways are hereby planned as Public Facilities (PF), as per the Land Use Element, whether or not specifically mapped.


Option 1: The ad hoc working group recommends deleting this because we believe this is not legal

C-P11. Roadway Functional Classifications. Adopt and consistently apply roadway design and right-of-way standards according to functional classifications that consider all modes of travel in the context of road location and applied usage.

C-P12. Multi-modal Level of Service/Quality of Service Criteria. The County shall specify and endeavor to maintain minimum multi-modal Levels of Service (LOS) and Quality of Service (QOS) standards on County roads and use LOS/QOS criteria as a basis for analyzing impact fees and assessments, prioritizing




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<p>congestion relief projects, and evaluating cumulative traffic impacts of discretionary development.</p> <p>Option 1: C-P12. Multi-modal Level of Service/Quality of Service Criteria. Delete it</p> <p>Option 2: C-P12. Objective methods for assessing multi-modal Transportation Impacts. The County shall specify and endeavor to maintain minimum multi-modal standards as a basis for evaluating cumulative impacts of development using objective methods and criteria such as transportation plans “walkability audits” and “bikeability audits”.</p> <p><i>Comment: ad hoc working group could not agree so we are providing 2 options.</i></p>
<p>C-P13. Prioritization of Investments. Use objective criteria consistent with this Plan that can be applied uniformly and countywide to prioritize transportation capital and maintenance expenditures.</p> <p>Option 1: C-P13. Prioritization of Investments. Use objective criteria consistent with this Plan that can be applied uniformly and countywide to prioritize transportation capital and maintenance expenditures. Work to reduce overall deferred maintenance liability. Subject to state law, maintenance of existing roads shall be a priority.</p>
<p>C-P14. Efficiency and Capacity. Manage roadway systems and congestion relief projects for increased transportation efficiency through multi-modal demand management and transportation before increasing capacity through roadway widening or new road construction.</p> <p>Option 1: C-P14. The ad hoc working group recommends deleting this.</p>
<p>C-P15. Roadway and Multi-modal Facility Maintenance. Use objective roadway condition measures and thresholds to prioritize maintenance projects. Work to reduce overall deferred maintenance liability.</p> <p>Option 1: The ad hoc working group recommends deleting this because it is already covered in the document</p>
<p>C-P16: P-16 was eliminated by the Planning Commission.</p>
<p>C-P17. U.S. Highway 101 Safety Corridor Improvements. The County supports a strategy for improvements to the U.S. Highway 101 Safety Corridor that minimizes impacts to coastal resources, improves safety and connectivity for non-motorized transportation modes, and minimizes adverse impacts to parallel routes (State Route 255, and Old Arcata Road/Myrtle Avenue). Corridor improvements that could create adverse impacts to bicycle and pedestrian use, such as a resumption of state highway speeds or intersection modifications, shall be designed with offsetting mitigations or enhancements consistent with Cal Trans Complete Streets Deputy Directive DD-64-R1 or successor policies. The improvements shall include a separated Class I Facility for non-motorized users parallel to the US 101 Safety Corridor.</p> <p>Option 1: The ad hoc working group recommends deleting this</p> <p><i>Comment: Several ad hoc working group members were opposed to this policy, several felt it was too specific to one stretch of road and was not appropriate in a general plan.</i></p>
<p>C-P18. Coordination with School Districts. 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 multimodal school site access. The County shall actively consider non-motorized improvements around schools and seek funding through Safe Routes to Schools Programs and other funding sources.</p> <p>Option 1: C-P18. County -feedback to School Districts regarding transportation planning. The County shall provide feedback to school districts with new school site locations, opening or re-using closed school</p>

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sites, and significant changes in attendance levels or hours of operation to give advice on mitigating traffic impacts and promoting multimodal school site access.

Comment: The ad hoc working group recommends moving the safe routes to school language to create a new implementation measure.

C-P19. Best Management Practices for Road Grading. New development subject to the grading ordinance shall use best management practices prevent soil erosion and minimize impacts to watersheds from grading activities.

Option 1: C-P19. Ad hoc working group recommends moving to an IM
Ad hoc working group recommends New Policy: C-P19 Best Management Practices. The County shall periodically update its grading ordinance to assure it is using best management practices.

C-P20. Best Practices for County Road Maintenance. 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.

Option 1 Move C-P20 The ad hoc working group recommends moving to an IM

C-P21. State and Federal Consistency. 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.

Option 1 Move C-P21 The ad hoc working group recommends moving to an IM


C-P22. Public Transit. 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.

Note: the ad hoc working group has not yet discussed this policy.

C-P23. Public Transit Service. Public transportation systems in the County shall be coordinated and integrated so that a full range of travel patterns and connectivity with other modes of transportation can be supported.

- 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. 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 attractive, well-lit, protected from the weather and have bus information posted.
- B. Automobile and bicycle transport should be integrated with public transit by developing adequate parking facilities at major bus stops and, where feasible, transporting bicycles on intercity and regional buses.
- C. Multi-family housing, public uses such as libraries, schools and community centers, and commercial uses should be encouraged or located in areas serviced by or planned for public transit.
- D. Public transportation should support access to social services and mitigate the impacts of service changes




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


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<p>to social service clients.</p> <p>E. Public transportation should provide access to recreation areas.</p> <p>Note: the ad hoc working group has not yet discussed this policy.</p>
<p>C-Px. Circulation Planning for Bicycles, Pedestrians and Transit. Circulation planning and discretionary project review shall include an assessment of quality of service for bicycle, pedestrian and public transit access. (Alternative A Policy)</p> <p>Note: the ad hoc working group has not yet discussed this policy.</p>
<p>C-Pxx. Long Term Transit Plan. The County shall encourage the development of a long term transit plan with the goal of increasing the percentage of public transit trips compared to automobile trips. The Long Term Transit Plan should be coordinated with the Pedestrian and <i>Bicycle System Plan</i>.</p> <p>Option 1: ad hoc working group recommends deleting it because it's redundant to IM 12</p>
<p>C-Pxxx. Long Term Transit Plan. The County shall encourage the development of transit hubs with 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, low-income and disabled persons. (Modified Alternative A Policy)</p> <p>Ad Hoc working group recommends changing to an IM instead of a P. Transit Hubs. (C-P23)The County shall encourage the development of transit hubs with 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, low-income and disabled persons.</p>
<p>C-Pxxxx. Investment in Public Transportation. The County shall utilize Transportation Development Act funds for public transit operations and improvements on active transportation facilities.</p> <p>Note: the ad hoc working group has not yet discussed this policy.</p>
<p>C-P24. Investment in Improvements. 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 network and facility efficiency, and capacity of pedestrian and bike routes. The level of service and quality of service for pedestrians and bicycles shall not be diminished, and where practical, shall be increased, when expanding roadway capacity for motorized circulation. Road resurfacing projects should provide improved access and safety for bicycles.</p> <p>Note: the ad hoc working group has not yet discussed this policy.</p>
<p>C-P25. Multimodal Level of Service and Quality of Service Standards. Use objective Multimodal Level of Service and Quality of Service 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 multi-modal quality and capacity of county roads and intersections. Analyze neighborhood level conditions using objective methods and criteria such as "walkability audits" and "bikeability audits".</p> <p>Option 1: C-P25. The ad hoc working group recommends making this a standard.</p> <p><i>Comment: the ad hoc working group recommends changing the language to remove the Florida example in the standard.</i></p>

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<p>C-P26. Bicycles and Pedestrian Facilities in New Subdivisions. Sidewalks: In urban areas, sidewalks should be provided. When feasible sidewalks should be separated from the road with a landscape strip. When feasible, sidewalks or trails (Class 1) should be provided to connect neighborhoods. Bike lanes: In urban areas, bike lanes (Class 2) should be provided on all collector and arterial roads. In rural areas, bike lanes (Class 2) or bike routes (Class 3) should be provided when demand warrants separated facilities. Note: the ad hoc working group has not yet discussed this policy.</p>
<p>C-P27 Right-of-Way Design Standards. Right-of-way design standards shall incorporate specifications for bicycles, pedestrians, public transit facilities, and buffers. (Modified Alternative A Policy) Note: the ad hoc working group has not yet discussed this policy.</p>
<p>C-P28.Landscape Buffer Strips. Landscape buffer strips shall be used, where feasible, to segregate pedestrian walkways from arterial and collector roadways. Note: the ad hoc working group has not yet discussed this policy.</p>
<p>C-P29.Removal of Obstacles in Pathways. Where feasible, 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. Note: the ad hoc working group has not yet discussed this policy.</p>
<p>C-P30.On-Street Parking. Design on-street parking to minimize conflicts with bicycles and pedestrians. Where appropriate, creative on-street parking arrangements such as parking pockets or bays shall be considered to improve design flexibility. Note: the ad hoc working group has not yet discussed this policy.</p>
<p>C-P31.Design Standards for All Pathways. Published design standards, such as the Caltrans Highway Design Manual, the San Francisco Bicycle Plan Supplemental Design Guidelines (2005) VTA’s Bicycle Technical Guidelines (1999) and VTA’s Pedestrian Technical Guidelines (2003) or equivalent, shall be used by the County Public Works Department for the design and construction of pedestrian and bicycle facilities. 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. Note: the ad hoc working group has not yet discussed this policy.</p>
<p>C-P32. Traffic Calming. Use traffic calming measures, where appropriate, as a means of improving safety for pedestrians and bicycles. Traffic calming measures include, but are not limited to, roundabouts, chicanes, curb extensions, and traffic circles. Note: the ad hoc working group has not yet discussed this policy.</p>
<p>C-P33. Protection of Designated Pedestrian and Bicycle Routes. 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. Note: the ad hoc working group has not yet discussed this policy.</p>
<p>C-P34. Bicycle Facilities. Strongly 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. Split Vote: 4-3 between Alternative A and B versions</p>

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Note: the ad hoc working group has not yet discussed this policy.
C-P35. Development of Railroad Right-of-Ways for Bicycles and Pedestrians. Encourage development of the Annie and Mary Railroad rights-of-way as Class 1 bikeway (bike and pedestrian path) provided those uses do not conflict with regional rail transportation system plans. The County shall work to preserve railroad rights-of-way as a contiguous public use transportation corridor. Note: the ad hoc working group has not yet discussed this policy.
C-P36. Develop a Regional Trails System. Support efforts to establish and connect a regional trails system extending from Orick to Garberville and east to connecting Willow Creek and the Hoopa Valley areas. The System should include the California Coastal Trail system and incorporate multi-use trails where feasible. Note: the ad hoc working group has not yet discussed this policy.
C-P37. Encourage Equestrian Trails. Encourage the development of equestrian recreation trails and a multi-use trail system that supports equestrian use where appropriate. Note: the ad hoc working group has not yet discussed this policy.
C-P38. Channel Maintenance. Support continued maintenance of harbor channels to provide deep water access to existing and planned port facilities. Note: the ad hoc working group has not yet discussed this policy.
C-P39. Commercial Fishing Facilities. Support the improvement and modernization of facilities that provide support and access to markets for the commercial fishing industry. Note: the ad hoc working group has not yet discussed this policy.
C-P40. Public Infrastructure Supporting Private Investment. 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, and fish processing facilities. Note: the ad hoc working group has not yet discussed this policy.
C-P41. Movement of Goods. Encourage marine transport options, such as coastal barge service. Note: the ad hoc working group has not yet discussed this policy.
C-P42. Re-establishing Regional Rail Service. Support and encourage rail service in and out of the county and connected to other parts of the state. Note: the ad hoc working group has not yet discussed this policy.
C-P43. Rail Right-of-Way. Protect and preserve the rail right-of-way for public and private transportation uses. Note: the ad hoc working group has not yet discussed this policy.
C-P44. Expansion of Airline Service. The County shall work to sustain and expand commercial passenger airline and freight service to and from the County consistent with the Airport Master Plan and the economic development goals of the County. Note: the ad hoc working group has not yet discussed this policy.


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<p>C-P45. Commercial Areas. Commercial projects should be encouraged to develop inter-connecting traffic features with other commercial projects. New Policy submitted by Public Works Note: the ad hoc working group has not yet discussed this policy.</p>
<p>C-P46. There is no C-P46</p>
<p>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. New Policy submitted by Public Works Option 1: C-P47. Frontage Improvements. As properties are developed, all road frontages of the property shall be improved to the appropriate standard for the road according to the County-Wide Transportation Plan. Exceptions may be granted by the Planning Commission.</p>
<p>C-P48. There is no C-P-48</p>
<p>C-P49. Bus Turnouts. Bus turnouts are preferred over in-lane bus stops. Projects constructing curbs on Collector and Arterial roads shall be coordinated with the local transit authority to determine if bus turnouts are warranted to meet the current and future needs of the transit authority. Additional right of way may be required for the turnouts including areas for sidewalks and bus shelters. New Policy submitted by Public Works. Note: the ad hoc working group has not yet discussed this policy.</p>
<p>ad hoc working group recommends New Policy: Highway Improvement: Encourage state and federal highways improvements that promote safety and connectivity for all users, especially for communities with highway arterials.</p>
<p>6.5 Standards</p>
<p>C-S1. Functional Classifications. Roadway functional classifications and standards are shown in Table 7-B (pages 7-20 and 7-21), and further specified in Title III— Land Use and Development Division 2 Subdivision Regulations Note: the ad hoc working group has not yet discussed this standard.</p>
<p>C-S2. Neighborhood Connectivity. Local roads shall be planned to allow for orderly development of the community. Standards for neighborhood connectivity shall be those specified in Title III - Land Use and Development Division 2 Subdivision Regulations. Connectivity standards shall govern:</p> <ul style="list-style-type: none"> A. Intersection spacing B. Block sizes C. Cul-de-sacs and dead-end roads D. Secondary access requirements E. Gated communities and other restricted access roads F. Access connections between local, connector and arterial roads




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<p>G. Pedestrian and cycling connections</p> <p>H. Construction and connection of street “stubs,” to adjacent parcels The Department of Public Works shall approve all road alignments. Note: the ad hoc working group has not yet discussed this standard.</p>
<p>C-S3.Traffic Thresholds of Significance. Apply objective measures, such as roadway capacity and multimodal quality/level of service from the Transportation Research Board Highway Capacity Manual or its equivalent, such as Health Impact Assessments to make determinations on the significance of traffic impacts for CEQA purposes. Note: the ad hoc working group has not yet discussed this standard.</p>
<p>C-S4.Pavement Management Criteria. Strive to maintain the overall condition of County-maintained roadways above the 50th percentile of the Overall Condition Index (OCI) and Modified OCI developed in the 2008 Technical Report. Note: the ad hoc working group has not yet discussed this standard.</p>
<p>C-S5.Prioritizing Transportation Capital Expenditures. Objective criteria shall be used to prioritize transportation capital expenditures. Criteria shall be developed to reflect consideration of:</p> <ul style="list-style-type: none"> A. Accident data and multi-modal traffic engineering safety analysis for safety projects. B. Multi-modal LOS and Quality of Service (QOS) measures for congestion relief projects. C. Analysis of future development potential based on the Housing Element land inventory for growth accommodating projects. D. Reductions in roadway system maintenance costs. E. Community demand and public interest. <p>Note: the ad hoc working group has not yet discussed this standard</p>
<p>C-S6.Prioritizing Road Maintenance Projects. Use and refine the OCI rating system to prioritize road maintenance projects for roads that have been assessed under this system. Maintenance projects on other roads shall use the Modified OCI system. Note: the ad hoc working group has not yet discussed this standard</p>
<p>C-S7.Transit, Bicycle, and Pedestrian Quality/Level of Service Standards. Bicycle and pedestrian Quality/Level of Service Standards shall be specified in county code. 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. Note: the ad hoc working group has not yet discussed this standard</p>
<p>C-S8.Pedestrian and Bicycle System. 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. The Pedestrian and Bicycle System Plan should be coordinated with a Long-term Transit Plan. Note: the ad hoc working group has not yet discussed this standard</p>
<p>C-S9.Prioritization of Pedestrian and Bicycle Facilities and Routes. Objective criteria shall be used to</p>

-  Yellow: represents new recommended policy, standard or implementation measure
-  Purple text: represents item the ad hoc working group has yet to discuss
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prioritize construction of pedestrian and bicycle facilities and routes. Criteria shall be developed to reflect consideration of:

- A. Providing safe and continuous connections between:
 - 1) Neighborhoods and public schools
 - 2) Residential areas and workplaces, shopping districts, daily retail and social services
 - 3) Transit stops and public facilities
 - 4) Adjacent open spaces or recreation areas
- B. Reductions in vehicle miles traveled
- C. Community demand and public interest

Note: the ad hoc working group has not yet discussed this standard

C-S10.Equestrian Trails. The Federal Highway Administration, “Equestrian Design Guidebook for Trails,” or its equivalent, shall be used as a guide for the analysis and design of equestrian trails.

Note: the ad hoc working group has not yet discussed this standard

ad hoc working group recommends New Standard instead of C-P25: Use objective methods and criteria such as “walkability audits” and “bikeability audits” suitable for the locality to assess and plan the multi-modal quality and capacity of county roads and intersections.

ad hoc working group recommends NEW Standard: Developers preference shall be considered by the Planning Commission or the Board of Supervisors in determining whether developers pay a development fee that shall be proportional to and does not exceed the cost of mitigation.

6.6 Implementation Measures

C-IM1. Circulation Standards. 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.

Note: the ad hoc working group has not yet discussed this implementation measure

C-IM2. Tracking Road Improvement Requirements. 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. 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.

Note: the ad hoc working group has not yet discussed this implementation measure


C-IM3. Road Abandonment. Proposals to vacate or abandon ownership or maintenance of County roads shall include a General Plan consistency review and analysis.

Note: the ad hoc working group has not yet discussed this implementation measure

C-IM4. Regional Coordination. Support and participate in joint circulation system and land use planning with HCOAG, affected cities, Caltrans, and other transportation agencies and providers. Maintain, update, and validate the Greater Eureka Area Transportation Model or its equivalent on a regular basis, and use the model to evaluate development-related multi-modal transportation impacts on the existing and proposed

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
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<p>circulation system. Option 1: C-IM4. Regional Coordination. Support and participate in joint circulation system and transportation planning with HCOAG, affected cities, Caltrans, and other transportation agencies and providers.</p>
<p>ad hoc working group recommends New IM: Maintain, update, and validate the Greater Eureka Area Transportation Model or its equivalent on a regular basis, and use the model to evaluate development-related multi-modal transportation impacts on the existing and proposed circulation system. Note: Ad hoc working group just split the planning commissions IM 4 into two parts.</p>
<p>ad hoc working group recommends New IM: Safe Routes To School The County shall seek funding through Safe Routes to Schools Programs, grants and other non-fee based funds to make non-motorized improvements around schools.</p>
<p>ad hoc working group recommends New IM: County shall utilize the municipal advisory committees to update community plan circulation components</p>
<p>ad hoc working group recommends New IM: Avoid, where feasible, direct residential driveway access off of arterials and collectors.</p>
<p>C-IM5. Roadway System Construction. 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. Include bicycle and pedestrian infrastructure funding in all appropriate requests. The highest priority for the use of limited funds should be placed on projects where multi-modal infrastructure improvements are needed most. Note: the ad hoc working group has not yet discussed this implementation measure</p>
<p>C-IM6 The Planning Commission eliminated C-IM6</p>
<p>C-IM7. Transit Infrastructure. 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 the provision of shelters, benches, and other amenities. Note: the ad hoc working group has not yet discussed this implementation measure</p>
<p>C-IM8. Park and Ride Facilities. Support Caltrans’ efforts to add park-and-ride lots at locations as appropriate Note: the ad hoc working group has not yet discussed this implementation measure</p>
<p>C-IM9. Adoption of Water Quality and Stream Habitat Protection Measures. 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: A. Routine and emergency road repair 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</p>

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C. Maintenance and replacement of bridges and culverts

D. Activities on County-owned maintenance yards

E. Measures to protect the traveling public, such as snow and ice removal

Note: the ad hoc working group has not yet discussed this implementation measure

C-IM10. U.S. Highway 101 Safety Corridor Improvements. Issuance of Coastal Development Permits and other discretionary permits by the County for the U.S. Highway 101 Safety Corridor Improvement Project shall 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. The strategy should include an adaptive management element which will collect, analyze, and iteratively shape further safety improvements to the Corridor. Corridor improvements must not create adverse impacts to bicycle and pedestrian use without offsetting mitigations or enhancements consistent with Cal Trans Complete Streets Deputy Directive DD-64-R1 or successor policies

Option 1: ad hoc working group recommends deleting this IM.

C- IM11. Transit Service to East, South and North County. 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

Note: the ad hoc working group has not yet discussed this implementation measure


C-IM12. Pedestrian and Bicycle System Plan. 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. The Pedestrian and Bicycle System Plan should be coordinated with a Long-term Transit

Note: the ad hoc working group has not yet discussed this implementation measure

ad hoc working group recommends New IM: Encourage Bicycle and Pedestrian-Friendly development: Incentives should be given to developers who provide non-motorized facilities that connect neighborhoods in a design appropriate to the character of those neighborhoods.

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