

Comparison of Circulation Element Items – Planning Commission, GPU Ad-Hoc Working Group, and Staff Recommendations (Key to Recommendation: S=support, M=modify, SL=add to short list)

Key	Planning Commission Draft	GPU Ad Hoc Working Group Proposed Changes	Staff Recommendation & Notes
S	<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>C-G1 Circulation System Safety and Functionality. A safe, efficient, <u>accessible</u> and convenient circulation system for people of all ages, economic means and abilities to all <u>in and between</u> cities, communities, neighborhoods, recreational facilities, hamlets, and adjoining regions <u>taking into consideration the context-specific needs of all users*</u> consistent with urban, suburban, rural or remote community character. <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>Support ad hoc group's recommendations. Add asterix after "users" ("users*") to better tie in the footnote.</p>
M	<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>C-G2. Diverse Transportation Opportunities. A transportation system that ensures provides the availability of options among modes of travel by integrating and balancing the context-specific <u>considering the needs of motorized vehicles, public transit, bicycles, disabled people and pedestrians all users*</u> in a manner that is appropriate with urban, suburban, rural or remote community character.</p>	<p>Minor edits to ad hoc group's recommendations to reflect state law. C-G2. Diverse Transportation Opportunities. A transportation system that provides the availability of options among modes of travel by considering the needs of all users* in a <u>context-sensitive</u> manner that is appropriate with <u>to</u> urban, suburban, rural or remote community character.</p>
S	<p>C-G3. Interagency Cooperation. Coordinated planning between transportation system service providers and HCAOG for improved system design, development, operations, and maintenance.</p>	<p>C-G3. Interagency Cooperation. Coordinate planning between the <u>County</u>, transportation system service providers and HCAOG for improved system design, development, operations, and maintenance.</p>	<p>Support ad hoc group's recommendations with minor edit for consistency with other goals: C-G3. Interagency Cooperation. <u>Coordinated</u> planning ...</p>
S	<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>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. (Ad hoc group recommends eliminating this goal and combining it with C-GX below)</p>	<p>Support ad hoc group's recommendations.</p>
S	<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>C-GX. <u>Healthy Access to Active Transportation.</u> Improve ability of residents to shift short trips from motorized to non-motorized modes; increases participation in <u>access to non-motorized modes of transportation; including</u> walking, bicycling, horseback riding, public transit and hiking activities; and provides social, environmental, economic, and health benefits for County residents and tourists and hiking.</p>	<p>Support ad hoc group's recommendations with minor edit for consistency with other goals. C-GX. Access to Active Transportation. Improved <u>access to...</u></p>
S	<p>C-GXX. Transportation Security. Safe access to basic goods, services, health care, schools, employment and recreation.</p>	<p>C-GXX. Transportation Security. Safe access to basic goods, services, health care, schools, employment and recreation. (Ad hoc group recommends eliminating this goal and combining it with C-G1 above)</p>	<p>Support ad hoc group's recommendations.</p>
S		<p>C-GXXX. Movement of Goods. A circulation system with improved <u>opportunities, reliability connectivity and cost-effectiveness for businesses and producers to move goods within, into and out of Humboldt County.</u></p>	<p>Support ad hoc group's recommendations.</p>
SL	n/a	<p>C-PX5. County-Wide Transportation Plan. The County shall adopt a clear plan for development and improvement of multi-modal transportation infrastructure consistent with land use plans, intended community character and community priorities in unincorporated Humboldt County. The CWT Plan shall be reviewed <u>and updated as needed.</u> <i>(Ad hoc group recommends adding this new policy)</i></p>	<p>A recommended policy version is "The County shall adopt <u>and maintain</u> a clear plan ... and community priorities in unincorporated Humboldt County. The CWT Plan shall be reviewed and updated as needed." What is proposed by the ad hoc group makes a good implementation measure, and should be added.</p>

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S	<p>C-P1.Orderly Development. Encourage development of a circulation system that supports an orderly pattern of land use by:</p> <p>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.</p> <p>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.</p> <p>C. Improving connectivity between interrelated areas such as neighborhoods and common destinations.</p> <p>D. Locating retail, service and industrial facilities, community centers, major recreational facilities, employment centers, and other intensive land uses near collectors or arterial roads.</p> <p>E. Improving transportation infrastructure to accommodate existing land uses served by a sub-standard road classification.</p> <p>F. Using multi-use transportation hubs to serve town-centers, neighborhoods and other common destinations.</p> <p>G. Enhancing pedestrian and bicycle access to employment, services and recreation.</p> <p>H. Locating multi-family residential, commercial and public use facilities in areas serviced by public transit.</p> <p>I. Encouraging building, fence, façade, and setback design that promotes comfortable pedestrian environments</p>	<p>C-P1.Orderly DevelopmentCirculation System. Encourage development of a circulation system that supports an orderly pattern of land use by:</p> <p>A. Using minor collector roads to provide aAccess to higher density residential areas, local commercial facilities, neighborhood parks, and schools while maintaining maximum bicycle and pedestrian connectivity and access.</p> <p>B. Designing access to residential areas to minimize disruptions to the flow of traffic while ensuring <u>providing</u> for user safety and connectivity on arterial or collector roads. Avoid direct residential driveway access off of arterials and collectors.</p> <p>C. Improving connectivity between interrelated areas such as neighborhoods and common destinations.</p> <p>D. Planning retail, service and industrial facilities, community centers, major recreational facilities, employment centers, and other intensive land uses near <u>that consider the location of</u> collectors or arterial roads <u>consistent with the Land Use Element.</u></p> <p>E. Improving transportation infrastructure to accommodate existing land uses served by a sub-standard road classification.</p> <p>F. Using multi-use transportation hubs to serve town-centers, neighborhoods and other common destinations.</p> <p>G. Enhancing pedestrian and bicycle access to employment, services and recreation.</p> <p>H. Locating multi-family residential, commercial and public use facilities in areas serviced by public transit.</p> <p>I. Encouraging building, fence, façade, and setback design that promotes comfortable pedestrian environments</p>	<p>Support ad hoc group's recommendations. See note below.</p> <p>Staff is concerned about the proposed changes to paragraph D. Substituting "<u>that consider the location of</u>" for "near" waters down the policy, and allows for greater flexibility. However the proposed changes may also lead to unacceptable levels of traffic on local roads.</p>
SL	<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 as proposed in adopted County plans and plans of other governmental agencies</p>	<p>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, <u>principally permitted land uses</u> and future land development as proposed in adopted County plans and plans of other governmental agencies.</p> <p>Option 2- C-P2. Consideration of Land Uses in Transportation Decision Making. Transportation decisions shall <u>should</u> be based on a comprehensive planning approach that considers existing land uses, <u>principally permitted land uses</u> and future land development as proposed in adopted County plans and plans of other governmental agencies.</p>	<p>Option 1; it is a stronger policy and closer to the Planning Commission approved version. The majority of the ad hoc group didn't have a problem with the word "shall" in Option 1.</p>
S	<p>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.</p>	<p>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.</p>	<p>Support ad hoc group's recommendations.</p>
SL	<p>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.</p>	<p>C-P4.Mitigation Measures. New dDevelopment <u>with significant circulation impacts consistent with CEQA review</u> shall be conditioned to proportionally mitigate <u>such impacts</u> through construction of on- and off-site improvements and dedication of rights-of-way.</p>	<p>Modify to ensure consistency with the California Environmental Quality Act: C-P4.Mitigation Measures. Development with <u>potentially</u> significant circulation impacts consistent with CEQA review shall be conditioned to proportionally mitigate such impacts through <u>payment of impact fees, construction of on- and off-site improvements and dedication of rights-of-way or a combination of impact fees, improvements and dedications.</u></p>

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S	<p>C-P5. Level of Service Criteria. The County shall strive to maintain Level of Service C operation on all roadway segments, except for of 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.</p>	<p>C-P5. Level of Service Criteria. The County shall strive to maintain Level of Service C operation on all roadway segments <u>and intersections</u>, except for of 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<u>should</u> not adversely affect Level of Service and/or Quality of Service for other modes of transportation, <u>if possible</u>.</p>	<p>Support ad hoc group's recommendations.</p>
S	<p>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.</p>	<p>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.</p>	<p>Support ad hoc group's recommendations.</p>
M	<p>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.</p>	<p>C-P7. Joint Use of Traffic Models. The County-Wide Transportation Plan (CWTP) <u>should</u> integrate transportation planning and analysis through joint use of area-wide traffic models such as including but not limited to the Greater Eureka Area Travel Model (GEATM) <u>or the Humboldt County Traffic Demand Model (HCTDM)</u>. 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. <i>(Ad hoc group would change this policy to an implementation measure for the CWTP.)</i></p>	<p>Modify to: "C-P7. Joint Use of Traffic Models. The County-Wide Transportation Plan (CWTP) <u>and projects with potentially significant transportation impacts should integrate transportation planning through</u> joint use of area-wide traffic models including..."</p> <p>This policy should remain because it is appropriate for the Circulation Element. Support the other edits proposed by the ad hoc group</p>
S	<p>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 polices.</p>	<p>C-P8. Coordination Between County Agencies. County Public Works <u>shall coordinate with Community Development Services and consider suggestions from other county departments</u> to encourage uniform implementation of</p>	<p>Support ad hoc group's recommendations.</p>
S	<p>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.</p>	<p>C-P9. Acceptance of Roads into the County Maintained Road System. Circulation Element roads, <u>as specified by the County-Wide Transportation plan</u> 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 <u>or</u> adequate funding for the future maintenance of the road and its associated facilities is provided</p>	<p>Support ad hoc group's recommendations.</p>
SL	<p>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.</p>	<p>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. <i>(Ad hoc group recommends deleting this policy because they believe it is not legal)</i></p>	<p>Modify to address the ad hoc group's legal concerns: C-P10. Right-of-Ways as Public Facilities. <u>Public Road rights-of-way</u> and rail rights-of-ways are hereby planned as Public Facilities (PF), as per the Land Use Element, whether or if not specifically mapped.</p>
SL	<p>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.</p>	<p>C-P11. Roadway Functional Classifications. Adopt and consistently apply roadway design and right-of-way standards <u>as part of a County-Wide Transportation Plan</u> according to functional classifications that consider all modes of travel in the context of road location and applied usage, <u>e.g. urban, suburban, rural or remote.</u></p>	<p>Support the Planning Commission version which updates and improves the current road standards (adopted in 1977). Staff also supports updating and improving the Planning Commission's version with new standards in the CWTP.</p>

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S	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 congestion relief projects, and evaluating cumulative traffic impacts of discretionary development.	C-P12. Objective methods for assessing multi-modal Transportation Impacts. 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 specified in the County-Wide Transportation Plan as a basis for analyzing impact fees and assessments, prioritizing congestion relief projects, and evaluating cumulative traffic impacts of discretionary development using objective methods and criteria such as transportation plans "walkability audits" and "bikeability audits".	Support ad hoc group's recommendations.
S	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.	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. <u>Work to reduce overall deferred maintenance liability. Subject to state law, maintenance of existing roads shall be a priority.</u>	Support ad hoc group's recommendations.
S	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.	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.	Support ad hoc group's recommendations.
S	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.	C-P15. Roadway and Multi-modal Facility Maintenance. Use objective roadway condition measures and thresholds to prioritize maintenance projects. <u>Work to reduce overall deferred maintenance liability.</u> (Ad hoc group recommends deleting this policy because it is covered elsewhere)	Support ad hoc group's recommendations.
S	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.	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. (Ad hoc group recommends replacing this policy with: " C-P17. Highway Improvements. Encourage state and federal highway improvements that promote safety and connectivity for all users, especially for communities with highway arterials.")	Support ad hoc group's recommendations.
S	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.	C-P18. Coordination with County Feedback to School Districts Regarding Transportation Planning. The County shall coordinate with provide feedback to school districts on with 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 to give advice on mitigating traffic impacts and promote promoting 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.	Support ad hoc group's recommendations.

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S	<p>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.</p>	<p>C-P19. Best Management Practices for Road Grading. New development subject to the <u>The County shall periodically update its grading ordinance shall use to assure it is using best management practices prevent soil erosion and minimize impacts to watersheds from grading activities.</u> (Ad hoc group recommends making this policy an implementation measure.)</p>	Support ad hoc group's recommendations.
S	<p>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.</p>	<p>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. (Ad hoc group recommends deleting this policy.)</p>	Support ad hoc group's recommendations.
SL	<p>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.</p>	<p>Option 1: Make this policy an implementation measure. Option 2: 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.</p>	Option 2; it is appropriate as a policy and closest to the Planning Commission recommendation.
S	<p>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.</p>	<p>Option 1 C-P22. Public Transit. The County shall support the <u>implementation of</u> guiding goals, policies, and objectives of the Public Transit and Paratransit Service Element of the Regional Transportation Plan as amended <u>to the extent they are consistent with the General Plan.</u></p>	Support ad hoc group's recommendations.
SL	<p>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.</p> <ul style="list-style-type: none"> 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 to social service clients. E. Public transportation should provide access to recreation areas. 	<p>Option 1 Move to standard for P-2, move old C to Land Use element for discussion there, and make the following changes: C-P23. Public Transit Service. Public transportation systems in the <u>The County shall be coordinated and integrated with transportation providers so that a full range of travel patterns and connectivity with other modes of transportation are provided can be supported.</u></p> <ul style="list-style-type: none"> 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 to social service clients. E. Public transportation should provide access to recreation areas. 	Support ad hoc group's recommendations <u>except</u> turning it into a standard; it is more appropriate as a policy.

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SL	<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.</p>	<p>Option 1. C-Px. Circulation Planning for Bicycles, Pedestrians and Transit. Delete it. Option 2. 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.</p>	<p>Option 2; the policy has value and was recommended by the Planning Commission.</p>
M	<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 Bicycle System Plan.</p>	<p>Option 1: 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 Bicycle System Plan. <i>(Ad hoc group recommends deleting this policy.)</i></p>	<p>The policy has value so it should be retained. Delete the last sentence because it is somewhat redundant: 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 Bicycle System Plan.</p>
S	<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</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. <i>(Ad Hoc group recommends changing this policy to an implementation measure with the title "Transit Hubs".)</i></p>	<p>Support ad hoc group's recommendations. This item should be addressed in the CWTP.</p>
SL	<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>Option 1: C-Pxxxx. Investment in Public Transportation. The County shall utilize Transportation Development Act funds for public transit operations and improvements on active transportation facilities. Option 2: Delete this policy.</p>	<p>Option 1; it reflects current County practice.</p>
S	<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>Option 1: C-P24. Investment in Improvements. The County's Capital Improvement Plan shall be consistent with the County-Wide Transportation Plan. It will prioritize, include an assessment and address existing road conditions 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 for all modes. The level of service and quality of service for pedestrians and bicycles all users 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>Support ad hoc group's recommendations. See also below new implementation measure proposed by the ad hoc group: "C-PX8. Discretionary Road Funds"</p>
S	<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>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" suitable for the locality to assess and plan the multi-modal quality and capacity of county roads and intersections. <i>(Ad hoc group recommends making this a standard.)</i></p>	<p>Support ad hoc group's recommendations with minor edits: C-P25. Multimodal Level of Service and Quality of Service Standards. Use objective methods and criteria such as to formulate standards which consider "walkability audits" and "bikeability audits" suitable for the locality to assess and plan the multi-modal quality and capacity of county roads and intersections. Also, staff recommends turning it into a standard instead of an implementation measure.</p>

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S	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.	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. <u>Standards for urban, suburban, rural and remote contexts shall be developed.</u> 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. <i>(Ad Hoc Group proposes to change this policy to an implementation measure.)</i>	Support ad hoc group's recommendations.
SL	C-P27 Right-of-Way Design Standards. Right-of-way design standards shall incorporate specifications for bicycles, pedestrians, public transit facilities, and buffers.	Option 1: C-P27 Right-of-Way Design Standards. <u>The County shall develop and include in the County-Wide Transportation Plan right-of-way design standards that incorporate specifications for bicycles, pedestrians, public transit facilities, and buffers the needs of all users consistent with urban, suburban, rural or remote community character. The County shall develop incentives for development of multi-modal facilities to offset any potential loss of developable land.</u>	Support ad hoc group's recommendations, which are interpreted to include updating and improving the current road standards (adopted in 1977) as an implementation measure of this Element. New standards in the CWTP would then update and improve the standards in this Element.
S	C-P28.Landscape Buffer Strips. Landscape buffer strips shall be used, where feasible, to segregate pedestrian walkways from arterial and collector roadways.	C-P28.Landscape Buffer Strips. <u>Address in CWTP as part of road cross-section standards and according to the context of urban, suburban, rural and remote.</u> Landscape buffer strips shall be used, where feasible, to segregate pedestrian walkways from arterial and collector roadways. <i>(Ad hoc group wants to change this policy to an implementation measure for the CWTP.)</i>	Support ad hoc group's recommendations with minor edits. C-P28.Landscape Buffer Strips. <u>The County Wide Transportation Plan shall provide landscape buffer strip standards.</u> Address in CWTP as part of the road cross-section standards ...
SL	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.	Option 1 C-P29. Removal of Obstacles in Pathways. Where feasible <u>and consistent with the County-Wide Transportation Plan,</u> new pathways and sidewalks shall be free of obstacles such as utility poles and mailboxes. Where obstacles are unavoidable on existing sidewalks or pathways, <u>pedestrian facilities</u> they shall be widened or otherwise designed to provide the least amount of obstruction to users.	Support the ad hoc group's recommendations which are interpreted to both address this item in the CWTP and implement this policy immediately upon adoption of this Element.
S	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.	C-P30. On-Street Parking. Design on-street parking to minimize conflicts with bicycles and pedestrians <u>all users consistent with the County-Wide Transportation Plan.</u> Where appropriate, <u>creative</u> on-street parking arrangements such as parking pockets or bays shall be considered to improve design flexibility. <i>(Ad hoc group would address in CWTP as part of road cross-section standards and according to the context of urban suburban, rural, and remote.)</i>	Support the ad hoc group's recommendations which are interpreted to both address this item in the CWTP and implement this policy immediately upon adoption of this Element.
S	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.	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. <u>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 appropriate to urban, suburban, rural and remote character shall be used by the County Public Works Department for the design and construction of pedestrian and bicycle facilities.</u> 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. <i>(Ad hoc group would change this policy to an implementation measure for the CWTP.)</i>	Support ad hoc group's recommendations.

Comparison of Circulation Element Items – Planning Commission, GPU Ad-Hoc Working Group, and Staff Recommendations (Key to Recommendation: S=support, M=modify, SL=add to short list)

Key	Planning Commission Draft	GPU Ad Hoc Working Group Proposed Changes	Staff Recommendation & Notes
SL	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.	C-P32. Traffic Calming. Use traffic calming measures, where <u>feasible and appropriate</u> , as a means of improving safety for pedestrians and bicycles <u>all users</u> . Traffic calming measures <u>may</u> include, but are not limited to, roundabouts, chicanes, curb extensions, and traffic circles. (Ad hoc group would change this policy to a standard, and include it in the CWTP.)	Support the ad hoc group's recommendations <u>except</u> it should remain as a policy rather than becoming a standard.
S	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 o the corridor.	C-P33. Protection of Designated Pedestrian and Bicycle Routes. The County shall review land <u>New</u> development along and adjacent to <u>planned and designated</u> pedestrian and bicycle routes <u>shall consider and incorporate those routes to ensure that adjacent new development is consistent with established right-of-ways and compatible with the safety and capacity of the corridor.</u>	Support ad hoc group's recommendations.
S	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.	C-P34. Bicycle Facilities. Strongly <u>E</u> ncourage the <u>planned</u> placement of secure, <u>and/or</u> weather-protected bicycle storage facilities at <u>public buildings and bus stops, businesses, and public buildings, where appropriate. Incentivize placement</u> Encourage the addition of bicycle <u>parking and storage at businesses, new or modified bus stops and multi-family housing</u> transport racks on public buses. (Ad hoc group would change this policy to an implementation measure for the CWTP.)	Support ad hoc group's recommendations.
SL	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.	Option 1 C-P35. Development <u>Preservation</u> 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. Option 2: Delete this policy to protect private property rights.	Option 1; the policy will help maintain an important public asset and was recommended by the Planning Commission.
S	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.	C-P36. Develop a Regional Trails System. Support efforts to establish and connect a regional trails, <u>particularly in the greater Humboldt Bay and lower Mad River area, Eel River Valley, along the Avenue of the Giants and in the Klamath-Trinity area</u> 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 <u>consist of</u> multi-use trails where feasible.	Support ad hoc group's recommendations.
S	C-P37. Encourage Equestrian Trails. Encourage the development of equestrian recreation trails and a multi-use trail system that supports equestrian use where appropriate.	C-P37. Encourage Equestrian Trails. Encourage the development of equestrian recreation trails and a multi-use trail system that supports equestrian use where appropriate. (Ad hoc group would delete this policy because equestrian and ORV use is more appropriately addressed in the Open Space Element.	Support ad hoc group's recommendations.
	C-P38. Channel Maintenance. Support continued maintenance of harbor channels to provide deep water access to existing and planned port facilities.	(No proposed changes.)	Support ad hoc group's recommendations.
	C-P39. Commercial Fishing Facilities. Support the improvement and modernization of facilities that provide support and access to markets for the commercial fishing industry.	(No proposed changes.)	Support ad hoc group's recommendations.
	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.	(No proposed changes.)	Support ad hoc group's recommendations.

Comparison of Circulation Element Items – Planning Commission, GPU Ad-Hoc Working Group, and Staff Recommendations (Key to Recommendation: S=support, M=modify, SL=add to short list)

Key	Planning Commission Draft	GPU Ad Hoc Working Group Proposed Changes	Staff Recommendation & Notes
S	C-P41. Movement of Goods. Encourage marine transport options, such as coastal barge service.	C-P41. Movement of Goods <u>Marine Transportation.</u> Encourage marine transport options, such as coastal barge service.	Support ad hoc group's recommendations.
SL	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.	Option 1: 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. Option 2: Re-establishing Regional Rail Service. Support and encourage rail service in and out of the county and connected to other parts of the state. <u>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.</u>	Option 2. While Option 1 is the PC recommendation, it does not include reasonable limits on the commitment of public funding toward re-establishing rail service provided in Option 2.
S	C-P43. Rail Right-of-Way. Protect and preserve the rail right-of-way for public and private transportation uses.	C-P43. Rail Right-of-Way. Protect and preserve the rail right-of-way for public and private transportation uses. (Ad hoc group proposes to delete this policy because it is a duplication of C-P35 above.)	Support ad hoc group's recommendations.
	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.	(No proposed changes.)	Support ad hoc group's recommendations.
S	C-P45. Commercial Areas. Commercial projects should be encouraged to develop inter-connecting traffic features with other commercial projects.	C-P45. Commercial Areas. <u>Where feasible,</u> commercial projects should be encouraged to develop inter-connecting traffic features with other commercial projects.	Support ad hoc group's recommendations.
M	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	C-P47. Frontage Improvements. As properties are developed, all road frontages of the property shall be improved to the appropriate standard for the road <u>according to the County-Wide Transportation Plan.</u> 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.	Support ad hoc group's recommendations with the addition of: <u>"Current standards will be used in evaluating frontage improvements until they are superseded by the approved Countywide Transportation Plan."</u> to provide guidance in the interim.
SL	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.	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. (Ad hoc group would change this policy to an implementation measure for the CWTP.)	Planning Commission version because it is an appropriate policy for the Circulation Element. Also support the ad hoc group's recommendation to include this policy in the County Wide Transportation Plan.
S	n/a	Proposed New Policy: C-PX7 Highway Improvement: Encourage state and federal highways improvements that promote safety and connectivity for all users, especially for communities with highway arterials. (Ad hoc group would add this policy.)	Support ad hoc group's recommendations with "highways" modified to "highway".
S		Proposed New Policy: C-PX8 Discretionary Road Funds: First priority for discretionary road funds shall be used to address deferred maintenance. (Ad hoc group would add this policy.)	Support ad hoc group's recommendations.
	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	<i>The ad hoc group has not yet reviewed this standard.</i>	

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Key	Planning Commission Draft	GPU Ad Hoc Working Group Proposed Changes	Staff Recommendation & Notes
	<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 G. Pedestrian and cycling connections H. Construction and connection of street “stubs,” to adjacent parcels <p>The Department of Public Works shall approve all road alignments.</p>	<p><i>The ad hoc group has not yet reviewed this standard.</i></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.</p>	<p><i>The ad hoc group has not yet reviewed this standard.</i></p>	<p>(Note this was a Short List item)</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.</p>	<p><i>The ad hoc group has not yet reviewed this standard.</i></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><i>The ad hoc group has not yet reviewed this standard.</i></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.</p>	<p><i>The ad hoc group has not yet reviewed this standard.</i></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.</p>	<p><i>The ad hoc group has not yet reviewed this standard.</i></p>	

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Key	Planning Commission Draft	GPU Ad Hoc Working Group Proposed Changes	Staff Recommendation & Notes
	<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 of 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.</p>	<p><i>The ad hoc group has not yet reviewed this standard.</i></p>	
	<p>C-S9.Prioritization of Pedestrian and Bicycle Facilities and Routes. Objective criteria shall be used to prioritize construction of pedestrian and bicycle facilities and routes. Criteria shall be developed to reflect consideration of:</p> <p>A. Providing safe and continuous connections between:</p> <ol style="list-style-type: none"> 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 <p>B. Reductions in vehicle miles traveled</p> <p>C. Community demand and public interest</p>	<p><i>The ad hoc group has not yet reviewed this standard.</i></p>	
	<p>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.</p>	<p><i>The ad hoc group has not yet reviewed this standard.</i></p>	
M	<p>n/a</p>	<p>Proposed New Standard: <u>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.</u> (Ad hoc group would add this standard.)</p>	<p>Support ad hoc group's recommendations, but to be consistent with CEQA requirements, modify to:</p> <p>C-SX Developer's Preference. Developers preference shall be considered by the Planning Commission or the Board of Supervisors in determining whether developers pay <u>mitigate impacts on the circulation system by installing the required improvements or paying a development fee that shall be proportional to and does not exceed the cost of mitigation will result in construction of the required improvements.</u>"</p>
SL	<p>n/a</p>	<p>Proposed New County-Wide Transportation Plan Implementation</p> <p>a. <u>Joint Use of Traffic Models.</u> The County-Wide Transportation Plan (CWTP) should integrate joint use of area-wide traffic models including but not limited to the Greater Eureka Area Travel Model (GEATM) or the Humboldt County Traffic Demand Model (HCTDM). <u>Develop travel demand models with methods and inputs that considers all users. Support coordination with agencies to maintain the accuracy and utility of such models.</u> (was C-P7 G1 IM)</p> <p>b. <u>Applicants may use studies and reports done by others, including the County, to develop mitigation for their proposed projects to reduce costs and make projects affordable.</u> (Ad hoc group would add this implementation measure.)</p>	<p>Support ad hoc group's recommendations modified to format consistent with the other implementation measures.</p> <p>Also modify paragraph (b) to:</p> <p>"b. Applicants may use studies and reports done by others, including the County, to develop mitigation for their proposed projects to reduce costs and make projects affordable."</p>

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Key	Planning Commission Draft	GPU Ad Hoc Working Group Proposed Changes	Staff Recommendation & Notes
	<p>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.</p>	<p><i>The ad hoc group has not yet reviewed this implementation measure.</i></p>	
	<p>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.</p>	<p><i>The ad hoc group has not yet reviewed this implementation measure.</i></p>	
	<p>C-IM3. Road Abandonment. Proposals to vacate or abandon ownership or maintenance of County roads shall include a General Plan consistency review and analysis.</p>	<p><i>The ad hoc group has not yet reviewed this implementation measure.</i></p>	
S	<p>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 circulation system.</p>	<p>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 circulation system.</p>	<p>Support ad hoc group's recommendations.</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.</p>	<p><i>The ad hoc group has not yet reviewed this implementation measure.</i></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.</p>	<p><i>The ad hoc group has not yet reviewed this implementation measure.</i></p>	
	<p>C-IM8. Park and Ride Facilities. Support Caltrans' efforts to add park-and-ride lots at locations as appropriate.</p>	<p><i>The ad hoc group has not yet reviewed this implementation measure.</i></p>	

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	<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:</p> <ul style="list-style-type: none"> 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 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 	<p><i>The ad hoc group has not yet reviewed this implementation measure.</i></p>	
S	<p>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</p>	<p>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. (Ad hoc group would delete this implementation measure.)</p>	Support ad hoc group's recommendations.
	<p>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</p>	<p><i>The ad hoc group has not yet reviewed this implementation measure.</i></p>	
	<p>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</p>	<p><i>The ad hoc group has not yet reviewed this implementation measure.</i></p>	
S	n/a	<p>Proposed New Implementation: <u>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.</u> (Ad hoc group would add this implementation measure.)</p>	Support ad hoc group's recommendations.
S	n/a	<p>Proposed New Implementation: C-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. (Ad hoc group would add this implementation measure.)</p>	Support ad hoc group's recommendations.

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Key	Planning Commission Draft	GPU Ad Hoc Working Group Proposed Changes	Staff Recommendation & Notes
M	n/a	<p>Proposed New Implementation: <u>The County shall utilize the municipal advisory committees to update community plan circulation components</u> <i>(Ad hoc group would add this implementation measure.)</i></p>	<p>Support ad hoc group's recommendations modified to: "C-IMX. Municipal Advisory Committee Review. The County shall utilize the municipal advisory committees <u>in those areas where they exist to update when updating</u> community plan circulation components."</p>
S	n/a	<p>Proposed New Implementation: <u>Avoid, where feasible, direct residential driveway access off of arterials and collectors.</u> <i>(Ad hoc group would add this implementation measure.)</i></p>	<p>Support ad hoc group's recommendations.</p>
M	n/a	<p>Proposed New Implementation: <u>C-IM Encourage Bicycle and Pedestrian-Friendly development:</u> <u>Incentives should be given to developers who provide non-motorized facilities that connect neighborhoods in a design appropriate to the character of those neighborhoods.</u> <i>(Ad hoc group would add this implementation measure.)</i></p>	<p>Support ad hoc group's recommendations, but it should be added as a policy, not an implementation measure.</p>