

“Complete Streets Working Group” Recommendations for the Circulation Element

October 6, 2010

CSWG recommended edits and comments are in Red.
Planning Staff comments are in green in staff remarks column.

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Plan Alternatives Comparison Chart Chapter 7 Circulation Element

Plan Alternative				Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R,M,D
				7.4 Goals		
A	B	C		C-G1. Circulation System Safety and Functionality. A <u>safe, and efficient, and convenient circulation transportation</u> system that is <u>safe, efficient, and provides good access for people of all ages, economic means and abilities</u> to all cities, communities, neighborhoods, recreational facilities and adjoining regions.	Recommended grammatical changes. Okay with revisions but keep in “circulation”.	R, M
				COMMENTS:		
A	B	C		C-G2. Balanced Transportation Opportunities. A transportation system <u>consisting of “complete streets”</u> that <u>ensures the availability of options among modes of travel by integrating and balancing</u> integrates and balances the <u>context-specific</u> needs of motorized vehicles, public transit, bicycles, <u>wheelchairs</u> and pedestrians <u>on all roadways and facilities</u> .	Okay with revisions	R, M
				COMMENTS:		
A	B	C		C-G3. Interagency Cooperation. Coordinated planning between transportation system service providers and HCAOG for improved system design, development, operations, and maintenance.		R
				COMMENTS:		



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A	B		C-G4. Healthy Active Transportation. A comprehensive transportation network that improves the 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 providing physical, social, environmental, and economic, and health benefits for County residents and tourists.	New recommended Alt. B (re-written version of Alt. D 4310.2. below) Okay with revisions	R, M
			COMMENTS:		
A	B		C-GX. Transportation Security. Improve safe access to basic goods, services, health care, schools, employment and recreation, particularly in areas where there are high occurrences of vulnerable or car-less populations.	Re-write as a policy	R
			COMMENTS: Policies that achieve this goal can help prioritize and compete for funding for safe routes to schools, access to elderly facilities and social services, or areas with high levels of low-income populations.		
		D	4220 To develop, operate and maintain a well-coordinated, balanced, circulation system that is safe, efficient and provides good access to all cities, communities, neighborhoods, recreational facilities and adjoining regions		D
		D	4310.1. To provide guidelines for establishing a safe, efficient, and enjoyable County trails program for the transportation and recreation needs of bicyclists, equestrians, hikers, and joggers.		D
		D	4310.2. To increase participation in bicycling, horseback riding, and hiking activities which can provide physical, social, environmental, and economic benefits for County residents and tourists.		D
			7.4 Policies		
A	B	C	C-P1. Orderly Development. Encourage development of a road circulation transportation system that supports an orderly pattern of land use by through : A. Using minor collector roads to provide access to higher density residential areas, local commercial facilities, neighborhood parks, and schools while maintaining	Recommended grammatical changes and addition of items	R, M



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	<p><u>maximum bicycle and pedestrian connectivity and access.</u></p> <p>B. Designing access to residential areas to minimize disruptions to the flow of traffic <u>while ensuring user safety and connectivity</u> on arterial or collector roads. Avoid, when feasible, direct residential driveway access off of arterials and major collectors.</p> <p>C. <u>Improving connectivity between interrelated areas such as</u> Connectivity between neighborhoods and <u>common</u> destinations.</p> <p>D. Locating retail, service and industrial facilities, community centers, major recreational facilities, employment centers, and other intensive land uses near major collectors or arterial roads.</p> <p>E. Improving roads <u>multimodal transportation infrastructure</u> to accommodate existing land uses served by a sub-standard road classification.</p> <p>F. <u>Using multi-use transportation hubs to serve town-centers, neighborhoods and other common destinations.</u></p> <p>G. <u>Enhancing pedestrian and bicycle access to employment, services and recreation.</u></p> <p>H. <u>Locating multi-family residential, commercial and public use facilities in areas serviced by public transit.</u></p> <p>I. <u>Encouraging building, fence, façade, and setback design that promotes comfortable pedestrian environments.</u></p>	<p>F and G.</p> <p>Leg, S1-2, IM1</p>  <p>subsection H/I – Michael – are these in the HE? can we support as written?</p> <p>Okay with revisions – strikethrough in E</p>	
	<p>COMMENTS: Language should be revised to ensure development design that considers all modes of transportation, allows appropriate traffic flow and ensures user safety.</p>		
D	<p>4231.8. Encourage the development of a road system that supports an orderly pattern of land use through:</p> <p>A. Using minor collector roads to provide access to higher density residential areas, local commercial facilities, neighborhood parks and schools.</p> <p>B. Locating lower density residential areas with frontage onto arterial or major collector roads away from through-traffic unless sufficient mitigation measures are</p>		D



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				used. C. Locating retail, service and industrial facilities, community centers, major recreational facilities, employment centers, and other intensive land uses near major collector, or arterial roads. D. Improving roads to accommodate land uses served by an inappropriate road classification		
A	B	C		C-P2. Consideration of Land Uses in Transportation Decision Making. Transportation decisions in urban and rural areas shall be based on a comprehensive planning approach that considers existing land uses and future land development as proposed in adopted County plans and plans of other governmental agencies.	Leg, QJ, Min, IM4  Okay with revision	R, M
				COMMENTS:		
			D	4237.1. Transportation decisions in urban and rural areas should be based on a comprehensive planning approach that considers at a minimum existing land uses and future land development as proposed in adopted County plans and plans of other governmental agencies.		D
				COMMENTS:		
			D	4237. 3. Land use plans and policies shall be the basis for transportation facilities development.		
	B			C-P3. Consideration of Transportation Impacts in Land Use Decision Making. Decisions to change or expand the land use of a particular area shall include an analysis of the impacts to existing and proposed transportation facilities and services so as to minimize or avoid significant operational or economic consequences.	Leg, QJ, Min, S3, 	
				COMMENTS:		
A				C-P3. Consideration of Transportation Impacts in Land Use Decision Making. Decisions to change or expand the land use of a particular area shall include an analysis of the	See <u>underline</u> text for differences	R, M


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				impacts to existing and proposed transportation facilities and services so as to minimize or avoid significant operational, <u>environmental, or economic, and health-related consequences.</u> and promote healthful transportation alternatives.	with Alternative B. Okay with revision	
				COMMENTS:		
		C	D	4237. 2. Decisions to change or expand the land use of a particular area should include an analysis of the impacts to existing and/or proposed transportation facilities and services so as to minimize or avoid serious operational or economic consequences		D
				COMMENTS:		
		B		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.	QJ, Min, S3 	D
				COMMENTS:		
A				C-P4. Mitigation Measures. New development shall be conditioned to proportionally mitigate significant traffic transportation-related impacts through construction of on- and off-site <u>multi-modal</u> improvements, dedication of rights-of-way, <u>and/or reduce reduction of vehicular</u> transportation demand through mixed-use development <u>and other transportation demand management strategies.</u> or bicycle, pedestrian and public transit improvements.	See <u>underline</u> text for differences with Alternative B.  Okay with revision	R, M
				COMMENTS: We recommend this policy language revision to provide flexibility for developers to do things like pledge bus passes, provide a carshare parking spot or bike fleet as part of their transportation impact mitigation strategy. A Transportation Demand Management Plan can be used to assess project funding priorities, provide developers with incentives that implement “complete streets” projects, and include regulatory options or requirements to reduce travel demand, such as telecommuting and home office allowances.		


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A	B		<p>C-P5. Level of Service Criteria. The County shall strive endeavor to manage its streets and highway system so as to maintain Level of Service C operation on all roadway segments, except for any portion of U.S. 101, where Level of Service D shall be acceptable. Calculation of Level of Service shall be based upon V/C Ratios as described in C-S4, or other methods acceptable to Public Works. Cumulative impacts to <u>target</u> levels of service shall also be considered in project review and addressed through the use of development impact fees. <u>Level of Service improvements for automobiles shall not adversely affect Level of Service and/or Quality of Service for other modes of transportation.</u> (see P25 – bring reference up to P5)</p>	<p>Recommended grammatical changes removal of unnecessary text. QJ, Min, S3  (see P25 – bring reference up to P5)</p>	R, M
			<p>COMMENTS: Within certain contexts, high Levels of Service for motorized vehicles can negatively affect safety and quality for other modes of travel. We recommend modifying the related policy language to provide a context-specific balance of all transportation modes. See also C-Px, C-P12, C-P25, C-IM2(A), and C-S7</p>		
A	B		<p>C-P6. Jurisdictional Coordination and Integration. Use HCOAG <u>HCAOG</u>, formal Memorandums of Understanding, and informal project level cooperation to integrate countywide land use and transportation planning and implementation efforts. Work towards adoption of <u>Adopt</u> consistent transportation standards and roadway functional classifications between jurisdictions and Caltrans.</p>	<p>Prog, IM4 Okay with revision</p>	R, M
			<p>COMMENTS:</p>		
A	B	C	<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). <u>Develop travel demand models with methods and inputs that incorporate walking, biking and transit.</u> Support coordination with agencies to maintain the accuracy and utility of such models.</p>	<p>Prog, IM4  Okay with revision</p>	R, M
			<p>COMMENTS:</p>		
A	B	C	<p>C-P8. Coordination Between County Agencies. County Public Works, Health and</p>	<p>Prog, IM6</p>	R





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			Human Services, and Community Development Services departments shall coordinate with each other to encourage uniform implementation of circulation polices.		
			COMMENTS: DHHS programs and services are impacted by clients' abilities to access services and by built environment conditions that increase safety hazards and chronic disease. (Ref. April '07 BOS resolution)		
		D	4237. 5. The Circulation corridor requirements shall be consistent with expected traffic volumes.		
		D	4237. 6. County roads identified by the Public Facilities Plan Maps require improvements and roadway dedications as conditions of development as specified by Minimum Corridor Standards (see the standards 4240)		
		D	4237. 7. New development shall only be approved which will not significantly create or aggravate safety, capacity or parking problems on County roads.		
		D	4237. 8. Community Plans shall include a Circulation Plan which: A. Establishes future locations of major roadways. B Minimizes dead end roads. C. Sets requirements clearly connecting future land use developments with the provision of an adequate circulation system. D. Considers designation of parking districts where in-lieu fees may be collected for a specified parking area.		
		D	4237. 9. All circulation planning shall be based on the County's very limited ability to construct new projects. To the maximum extent feasible, necessary circulation routes and facilities shall be obtained as a condition of approval for land development projects.		
A			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.	Leg, QJ 	R
			COMMENTS: See comments for C-P5		
A	B		C-Pxi. Information Technology. <u>The County shall use geospatial and information technologies to create mobility management solutions that increase efficiency of</u>	Okay with new policy	R




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				<u>vehicle traffic, reduce peak-hour automobile travel demand and make public transit and active transportation more convenient and desirable. Information and Geospatial technologies should be incorporated into adaptive management strategies in data collection, analysis, and implementation measures.</u>		
				COMMENTS:		
			D	4237. 10. Access to public transit, bicycle parking and carpool parking should all be considered in circulation planning.		D
				Roadway Infrastructure		
A	B	C		C-P9. Acceptance of Roads into the County Maintained Road System. Roads whose alignments are part of the Circulation Element (generally arterial and collector roads) that are roads, constructed to County standards, approved by the Department of Public Works shall be recommended to the Board of Supervisors for inclusion into the County Maintained Road System. Roads that are constructed to County standards and approved by the Department of Public Works that are not a part of the Circulation Element, and are not arterial or collector roads, Other roads shall not be recommended for acceptance into the County Maintained Road System <u>unless an exception for public interest is supported by Public Works</u> and adequate funding for the future maintenance of the road and its associated facilities is provided. subject to approval of the Department of Public Works.	Edited for brevity. Leg, QJ, Min 	
				COMMENTS:		
A	B	C		C-P10. Right-of-Ways as Public Facilities. Road and rail right-of-ways are hereby designated as Public Facilities (PF), as per the Land Use Element, whether or not specifically mapped.	Leg	R
				COMMENTS:		




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A	B	C	C-P11. Roadway Functional Classifications. Adopt and consistently apply <u>“complete streets”</u> roadway design and right-of-way standards according to functional classifications that <u>consider all modes of travel in the context of road location and applied usage.</u> -distinguish between the needs of Urban Development Areas and rural areas.	Leg, QJ, Min, S1, IM1  Okay with revision	M
			COMMENTS:		
A	B		C-P12. Multi-modal Level of Service/Quality of Service Criteria. The County shall specify and endeavor to maintain minimum <u>multi-modal</u> Levels of Service (LOS) <u>and Quality of Service (QOS) standards</u> on County roads and use LOS/ <u>QOS</u> criteria as a basis for analyzing impact fees and assessments, prioritizing congestion relief projects, and evaluating cumulative traffic impacts of discretionary development.	QJ, Min, S3, IM2  Okay with revision	M
			COMMENTS: See comments for C-P5 (PW – Delete their comments)		
A	B	C	C-P13. Prioritization of Investments. Use objective criteria consistent with this Plan that can be applied uniformly and countywide to prioritize <u>roadway transportation</u> capital and maintenance expenditures.	Prog, S5-6,	M
			COMMENTS: Ensure that transit and active transportation options are equitably considered. Such options save energy and money while benefiting the economy, public health and promoting a clean environment.		
A	B		C-P14. Efficiency and Capacity. Manage roadway systems <u>and congestion relief projects</u> for increased transportation <u>options and</u> efficiency through multi-modal <u>transportation use and</u> demand management before increasing capacity through roadway widening or new road construction.	Prog   Okay with revision modified by staff	M
			COMMENTS: Strongly Support. See comments for C-P13 and C-P-15		
A	B	C	C-P15. Roadway Condition Thresholds. Use objective roadway condition measures and thresholds to prioritize maintenance <u>and rehabilitation</u> projects <u>including active</u>	Prog, S4, S6 Okay with revision	R, M


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		<u>transportation infrastructure such as bike lanes and sidewalks.</u> Work to reduce overall deferred maintenance liability.	modified by staff 	
		COMMENTS: Increased use of active transportation options reduces wear and tear on roadways and keeps maintenance costs down.		
A	B	C-P16. Public Input. Public input shall be sought and considered in the development of <u>district plans, specific transportation-related projects and</u> the Capital Improvement Program.	Prog, S5 Okay with revision modified by staff	M
		COMMENTS:		
	B	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, and treats all three main roads between Arcata and Eureka as one system (<u>U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue.</u>) The strategy would develop an overall <u>multi-modal</u> improvement plan <u>considering motorized and non motorized transportation</u> that phases improvements on a prioritized basis between the three roads. U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue.	Recommended grammatical changes. IM10  	D
		COMMENTS:		
A		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, and treats all three main roads between Arcata and Eureka as one system (<u>U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue.</u>) The strategy would develop an overall improvement plan considering motorized and non-motorized transportation. <u>Corridor improvements that could create adverse impacts to bicycle and pedestrian use, such as a resumption of state highway speeds, shall be designed with offsetting mitigations or enhancements consistent with Cal Trans Complete Streets Deputy Directive DD-64-R1 or successor policies.</u> that phases	Alt. A adds language to maintain or enhance bicycle and pedestrian access to Highway 101 as a part of the proposed corridor	R


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				improvements on a prioritized basis between the three roads. (U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue.)	improvement project.	
				COMMENTS: Improving the efficiency of regional public transit such as a commuter line operating between McKinleyville, Arcata, Eureka and Fortuna should be considered as one solution to decrease traffic and increase corridor capacity.		
A	B			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 multi-modal school site access. <u>The County shall actively consider non-motorized improvements around schools and seek funding through Safe Routes to Schools Programs and other funding sources.</u>	Prog Okay with revision	R, M
				COMMENTS:		
A	B			C-P19. Best Management Practices for Road Grading. New development subject to the grading ordinance shall use best management practices as described in the Grading Ordinance to prevent soil erosion and minimize impacts to watersheds from grading activities.	QJ, Min, Prog 	R
				COMMENTS:		
A	B			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.	IM9 	R
				COMMENTS:		
A	B			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,	Prog 	R

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				Clean Water Act Total Maximum Daily Loads (TMDLs) and the National Pollution Discharge Elimination System Stormwater Program.		
				COMMENTS:		
			D	4231.1. Humboldt County supports the construction of a depressed freeway Route 101 through Eureka. If continued development along the proposed route renders it physically or economically infeasible, Humboldt County would support construction along an alternate route.		D
			D	4231.2. Humboldt County supports improvements and maintenance of public access roads to natural resource areas designated for timber production, agriculture and mining.		
			D	4231.3. Significant increases in traffic volumes and turning movements on and off a major expressway/freeway at high volume at grade intersections should be discouraged.		
			D	4231.4. Humboldt County supports the need for additional State revenue from sources such as State Gas Tax for the maintenance and reconstruction of County roads that carry heavy commercial truck traffic.		
			D	4231.5. Humboldt County shall take action to support the increase of gas tax revenues to a level adequate for local street and road maintenance.		
			D	4231.6. Humboldt County recognizes that the era of abundant and inexpensive energy has ended. Energy considerations must become a critical element in all policy decisions involving the selection and use of transportation systems.		
			D	4231.7. The County Planning Commission shall review all proposed abandonments of maintenance on County roads for conformance with the County General Plan before they are approved.		
				Public Transportation		
A	B			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.	S7, IM12 	R




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				COMMENTS:		
A	B			<p>C-P23. Public Transit Service. Public transportation systems in the County shoule <u>shall</u> be coordinated and integrated so that a full range of travel patterns and connectivity with other modes of transportation can be supported.</p> <p>A. Existing and future public transit services should be coordinated so that service from rural areas is effectively integrated with urban service. Schedules should be designed for a smooth transfer between rural and urban buses. 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 <u>have</u> bus information <u>posted is provided</u>.</p> <p>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 the buses along the intercity <u>and regional</u> buses routes.</p> <p>C. Multi-family housing, public uses such as libraries, schools and community centers, and commercial uses should be encouraged <u>shall be located</u> in areas serviced by or planned for public transit <u>or subject to impact fees</u>.</p> <p>D. Public transportation should support access to social services and mitigate the impacts of service changes to social service clients.</p> <p>E. Public transportation should provide access to recreation areas.</p> <p>F. <u>Public transportation should expand the bicycle capacity of commuter lines and provide front or back loading racks and space for bikes on all regional buses to extend the range and convenience of both transit and bicycle modes.</u></p> <p>G. <u>Sidewalks near transit stops should be contiguous, attractive and well-lit to encourage walking to and from transit.</u></p> <p>H. <u>Transit fares should be maintained at a level that promotes consistently high patronage and encourages more off-peak use.</u></p> <p>I. <u>The County shall should encourage and support improvements such as Bus Rapid</u></p>	<p>S7, IM7, IM11</p>  <p>Michael – subsection c – is “shall” a problem in the HE regarding multi family? Okay with revision modified by staff</p>	R, M







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	<p><u>Transit strategies where a high level of transit ridership or potential ridership exists and/or where solutions to motor-vehicle traffic congestion are needed.</u></p> <p>J. <u>The County should encourage the use of adaptive management strategies which will collect, analyze, and iteratively shape public transportation planning to optimize connectivity and access for all user groups.</u></p>		
	COMMENTS:		
	<p>D 4237. 4. Transportation systems in Humboldt County and those which link the County with other areas of the State are to be coordinated and integrated so that a full range of travel patterns can be supported.</p> <p>A. Existing and future public transit services are to be coordinated so that service from rural areas is effectively integrated with urban service. Schedules should be designed for a smooth transfer between rural and urban buses. Fares should be integrated so that a person pays only once for the full trip. Convenience facilities should be made available so that transfer areas are protected from the weather and bus information is provided.</p> <p>B. Automobile and bicycle transport are to be integrated with public transit by developing adequate parking facilities at major bus stops and, where feasible, transporting bicycles on the buses along the intercity bus routes.</p> <p>C. Multi-family housing shall be encouraged in areas serviced by public transit where consistent with other sections of the plan.</p>		D
A	<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. <u>The Long Term Transit Plan should be coordinated with the Pedestrian and Bicycle System Plan.</u></p>	Okay with revision modified by staff	R
	<p>COMMENTS: Currently, transit is only planned in 5-year increments. We strongly recommend long term transit planning. This should be done in coordination with active transportation planning to make it a substantial component of the transportation system.</p>		
A	<p>C-Pxxx. Development of Transit Hubs. The County shall encourage the development of</p>	Okay with revision	R









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				transit hubs with off-street parking, comfortable waiting areas protected from weather, covered and secure bike parking in areas which allow the co-location of commercial facilities, and in close proximity to housing for seniors, <u>low-income</u> and disabled persons.	modified by staff	
				COMMENTS: If transit hubs are in close proximity to housing, parking may or may not be needed, and certainly doesn't have to specifically be off-street.		
				<u>C-Pxxxx. Investment in Public Transportation.</u> The County shall utilize Transportation Development Act funds for public transit operations and improvements on active transportation facilities.	Okay with new policy language	R
				COMMENTS:		
				Bicycle and Pedestrian Travel		
A	B			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 <u>network and facility</u> efficiency, and capacity of pedestrian and bike routes. The level of service and quality of service for pedestrians and bicycles shall be increased when expanding roadway capacity for motorized circulation. Road resurfacing projects should provide improved access and safety for bicycles.	Prog, S7, S9, IM5, IM12  Okay with revision	R
				COMMENTS:		
A	B			C-P25. Multimodal Level of Service and Quality of Service Standards. Use objective Multimodal Level of Service <u>and Quality of Service</u> 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 <u>quality and</u> capacity of county roads and intersections. Analyze	QJ, Min, S7, IM12   Okay with revision	R, M




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		neighborhood level conditions using objective methods and criteria such as “walkability audits” <u>and</u> “bikeability audits”.		
		COMMENTS: See comments for C-P5		
A	B	C-P26. Bicycles and Pedestrian Facilities in New Subdivisions. Off-street bike and pedestrian ways facilities or, at a minimum, sidewalks separate set back from roadways shall be required of new major subdivisions. The County shall provide incentives for design and investments in bicycle and pedestrian access beyond regulatory requirements. <u>Bicycle and Pedestrian infrastructure shall be developed in coordination with planned or existing infrastructure to provide a multi-modal network connecting significant destinations.</u>	QJ, S7, S9, IM12   Okay with revision	R, M
		COMMENTS: use similar language to P1a.		
	B	C-P27 Right-of-Way Design Standards. Right-of-way design standards should incorporate specifications for bicycles, pedestrians, public transit facilities, and buffers.	Leg, S1, S7, IM1  	D
		COMMENTS:		
A		C-P27 Right-of-Way Design Standards. Right-of-way design standards should <u>shall</u> incorporate specifications for bicycles, pedestrians, <u>and</u> public transit facilities, and <u>buffers.</u>	See <u>underline</u> and strike through text for differences with Alternative B.	R
		COMMENTS: Buffers are already mentioned in C-P28.	Okay with revision	
A	B	C-P28. Landscape Buffer Strips. Landscape buffer strips shall be used, where feasible, to segregate pedestrian walkways from arterial and collector roadways.	QJ, Min  	R


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		COMMENTS:		
A	B	C-P29. Removal of Obstacles in Pathways. 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. <u>Fences shall be set back and driveway aprons shall have no side slope.</u> (Bob's suggestions)	QJ, Min, S8, IM1   Okay with revision modified by staff	R, M
		COMMENTS:		
A	B	C-P30. On-Street Parking. Design on-street parking in commercial areas to minimize conflicts with <u>bicycles and pedestrians</u> planned bicycle routes . Creative on-street parking arrangements such as parking pockets or bays shall be considered to improve design flexibility.	QJ, Min   Okay with revision	R, M
		COMMENTS:		
A	B	C-P31. Design Standards for All Pathways. Published design standards, such as the Caltrans Highway Design Manual, <u>the San Francisco Bicycle Plan Supplemental Design Guidelines (2005) VTA's Bicycle Technical Guidelines (1999) and VTA's Pedestrian Technical Guidelines (2003)</u> or equivalent, shall be used by the County Public Works Department for the design and construction of pedestrian and bicycle paths <u>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.	Leg, S8, IM1   Okay with revision	R
		COMMENTS:		
A	B	C-P32. Traffic Calming. Use traffic calming measures, where appropriate, as a means of providing safe <u>improving safety for</u> pedestrians and bicycles access . Traffic calming measures include, but are not limited to, roundabouts, chicanes, curb extensions, and	QJ, Min   Okay	R, M

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Plan Alternative				Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R,M,D
				traffic circles.	with revision modified by staff	
				COMMENTS: Traffic calming does not always in itself provide safe access, but does calm traffic enough to improve safety for pedestrians and bicycles.		
A	B			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.	QJ, Min, S1-2, S8-9, IM1, IM12 	R
				COMMENTS:		
	B			C-P34. Encourage Bicycle Facilities. Encourage the placement of secure, weather-protected bicycle storage facilities at bus stops, businesses, and public buildings. Encourage the addition of bicycle transport racks on public buses.	QJ, Min, S8, IM12 	
				COMMENTS:		
A				C-P34. Bicycle Facilities. <u>Require the installation of bicycle racks or storage facilities for multi-family residential, commercial and industrial development.</u> 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.	See underline and strike through text for differences with Alternative B.	R
				COMMENTS:		
	B			C-P35. Development of Railroad Right-of-Ways for Bicycles and Pedestrians. Encourage development of the Northwestern Pacific (NWP) and 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.	IM12 	D

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Plan Alternative				Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R, M, D
				COMMENTS:		
A				C-P35. Development of Railroad Right-of-Ways for Bicycles and Pedestrians. Support the <u>railbanking of appropriate railroad right-of-ways including</u> the Northwestern Pacific (NWP) and Annie and Mary Railroad rights-of-way and the development of a Class 1 bikeway (bike and pedestrian path) within the existing rail alignment. Include provisions for decommissioning and relocation of the bikeway if demand and resources supports resumption of rail-service.	Okay with revision	R, M
				COMMENTS: Railbanking is a method by which a rail corridor may be preserved for future rail use through interim conversion to a trail or other use of the corridor. Railbanking provides for the preservation of rail corridor title and easements for maintenance of the right-of-way as well as for productive public use until the potential for return of rail service is economically viable.		
A	B			C-P36. Develop a Regional Trails System. Support efforts to establish and connect a regional trails system extending from Trinidad Orick to Garberville and east to <u>connecting</u> Willow Creek and the Hoopa Valley <u>areas.</u> with linkages to The System <u>should include</u> the California Coastal Trail system <u>and incorporate multi-use trails where feasible.</u>	Prog  Okay with revision	R, M
				COMMENTS:		
A	B	C		C-P37. Encourage Equestrian Horse Trails. Encourage the development of equestrian recreation trails <u>and a multi-use trail system that supports equestrian use where appropriate.</u>	Prog, S10	R
				COMMENTS:		
			D	4311. 1. Develop an accessible trails network as shown on trails map which includes trails within and between communities, parks and other publicly owned lands.		
			D	4311. 2. Provide safe bicycle and pedestrian trails to schools, when it is determined that inadequate access exists.		

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Plan Alternative				Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R,M,D
			D	4311. 3. Encourage development of trails with varying lengths and difficulty through diverse terrain, scenery, and points of attraction.		
			D	4311. 4. Blend trails into the natural environment to reduce environmental disruption.		
			D	4311. 5. Place priority of bicycle route maintenance on routes that are most heavily used.		
			D	4311. 6. Encourage the provision of secure, weather protected bicycle storage facilities at bus stops, businesses, and public buildings as needed.		
			D	4311. 7. Encourage appropriate buses to be equipped with bicycle transport racks.		
			D	4311. 8. Encourage development of access and, where suitable, camping areas into existing and future recreation areas.		
			D	4311. 9. Encourage the placement of landscaping along horsetrails located adjacent to roadways to serve as safety and/or visual screens between trail and vehicle lanes.		
				Marine Transportation		
A	B	C		C-P38. Channel Maintenance. Support continued maintenance of harbor channels to provide deep water access to existing and planned port facilities.	Prog	
				COMMENTS:		
A	B	C		C-P39. Commercial Fishing Facilities. Support the improvement and modernization of facilities that provide support and access to markets for the commercial fishing industry.	Prog	
				COMMENTS:		
A	B	C		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.	Prog	
				COMMENTS:		

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Plan Alternative			Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R,M,D
A	B	C	C-P41. Movement of Goods. Encourage marine transport options, such as coastal barge service, to reduce truck transportation on Highways 101 and 299.	Prog	R
			COMMENTS:		
		D	4232.1. The deepening of the ship channels in Humboldt Bay beyond a depth of 35 feet may be justified. Humboldt County supports continued maintenance of the channels to provide access to existing and planned port facilities.		
		D	4232. 2. Humboldt County supports the improvement and modernization of commercial fishing facilities in Humboldt County. The cities of Eureka and Trinidad, Humboldt County and Humboldt Bay Harbor District should actively and cooperatively seek to encourage private investment into commercial facilities and, where necessary, invest public funds into rehabilitation, upgrading and expanding boat marinas and public piers.		
		D	4232. 3. Several public agencies are responsible for the improvement of waterfront facilities on Humboldt Bay. Their efforts should be coordinated so that the public investment is effectively applied to support the commercial fishing industry and other public uses. The Humboldt Bay Harbor Recreation and Conservation District should take the lead role in coordinating this development.		
		D	4232. 4. Local business groups should be encouraged to work with local government to encourage private investment into facilities such as: Boat building and repair facilities; Fleet service facilities; and Fish processing facilities.		
			Rail Transportation		
A	B	C	C-P42. Re-establishing Regional Rail Service. Public investment to re-establish regional rail service should be contingent on a private or public demand for sustained rail service and an analysis of net benefits to the County's economy, transportation systems, and environment.	Prog	R
			COMMENTS:		
A	B	C	C-P43. Rail Right-of-Way. Protect and reserve the rail right-of-way for public and private	QJ, Min, Prog	R

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Plan Alternative				Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R,M,D
				transportation uses.		
				COMMENTS:		
			D	4233.1. The railroad system connecting to points south shall be maintained and operated to support the County's economic development and maintain the diversification of the County circulation network.		
			D	4233. 2. The County supports the modernization of freight rail services.		
			D	4233. 3. Humboldt County supports efforts to have the Northwestern Pacific Rail Line included in the California State Rail Plan as a project designated eligible to receive Federal funds for rehabilitation and new facility construction.		
			D	4233. 4. Humboldt County supports State and Federal programs that would provide funding for railroad crossing protection devices		
				Air Transportation		
A	B	C		C-P44. Expansion of Airline Service. The County shall work to sustain and expand commercial passenger airline service to and from the County consistent with the Arcata-Eureka Airport Master Plan and the economic development goals of the County.	Prog	
				COMMENTS:		
			D	4234. 1. Humboldt County should regularly update and maintain the Airport Master Plan as the primary County policy document for airport development.		
			D	4234. 2. Humboldt County shall establish land use controls around airports as recommended by the Airports Master Plan through the Airport Land Use Commission.		
			D	4234. 3. Humboldt County supports efforts to expand commercial airline service to the area.		
				7.5 Standards		
A	B	C		C-S1. Functional Classifications. Roadway functional classifications and standards are	Correct page	M?

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Plan Alternative			Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R, M, D
			shown below in Table 7-B (pages xxx and xxx), and further specified in Title III—Land Use and Development Division 2 Subdivision Regulations.	numbers will appear in final version.	
			COMMENTS: Ensure that roadway functional classifications include pedestrian, bicycle and public transit uses.		
A	B	C	<p>C-S2. Neighborhood Connectivity. 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 		R
			COMMENTS:		
A	B	C	<p>C-S3. Traffic Thresholds of Significance. Apply objective measures, such as roadway capacity and <u>multimodal</u> quality/level of service from the Transportation Research Board Highway Capacity Manual or its equivalent, tools such as well as Health Impact Assessments to make determinations on the significance of traffic impacts for CEQA purposes.</p>	Okay with revision modified by staff	R, M
			COMMENTS: Health Impact Assessments are increasingly considered a useful tool for CEQA analysis. Modify to include.		
A	B		<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</p>		

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Plan Alternative			Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R, M, D
			(OCI) and Modified OCI developed in the 2008 Technical Report.		
			COMMENTS:		
	B	C	<p>C-S5. Prioritizing Roadway Capital Expenditures. Objective criteria shall be used to prioritize roadway capital expenditures. Criteria shall be developed to reflect consideration of:</p> <ul style="list-style-type: none"> A. Accident data and <u>multi-modal</u> traffic engineering safety analysis for safety projects. B. <u>Multi-modal</u> 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. F. <u>Transportation Demand Management Plan</u> 	QOS measures added as a staff recommendation. QOS considers quality parameters as expressed by users of the transportation facility. Okay with revision modified by staff	R, M
			COMMENTS:		
A	B	C	<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.</p>		
			COMMENTS:		
A	B		<p>C-S7. Transit, Bicycle, and Pedestrian <u>Quality/Level of Service Standards.</u> Bicycle and pedestrian <u>Quality/Level of Service Standards</u> shall be specified in Title III—Land Use and Development Division 2 Subdivision Regulations. For land use planning purposes, the County shall reference Transit Level of Service standards specified in the Public Transit Service Element of the Regional Transportation Plan as amended.</p>	Okay with revision	R, M

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Plan Alternative				Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R,M,D
				COMMENTS: See comments for C-P5		
A	B			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. <u>The Pedestrian and Bicycle System Plan should be coordinated with a Long-term Transit Plan.</u>	Take language from Pxx	R, M
				COMMENTS:		
A	B	C		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: A. Providing safe and continuous connections between: 1) Neighborhoods and public schools 2) Residential areas and workplaces, <u>shopping districts, daily retail and social services</u> 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 D. <u>Transportation Demand Management Plan</u>	Okay with revision modified by staff	R, M
A	B			C-S10. Equestrian Horse Trails. Use the Federal Highway Administration, “Equestrian Design Guidebook for Trails,” or its equivalent, as a guide for the analysis and design of equestrian trails.		

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Plan Alternative				Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R,M,D
				COMMENTS:		
			D	4240. 1. The Rural Principal Arterial system consists of a connected rural network of continuous routes which have trip length and travel density characteristics indicative of substantial statewide or interstate travel.		
			D	4240. 2. The Rural Minor Arterial road system, in conjunction with the rural principal arterial system, links cities and towns above 5,000 in population and other major traffic generators, and forms an integrated network providing interstate and intercounty service.		
			D	4240. 3. Rural Connectors provide connections between the higher order system and have low-volume/long trip length characteristics.		
			D	4240. 4. The Rural Collector routes generally serve travel or primarily regional importance rather than statewide importance and constitute those routes on which (regardless of traffic volume) predominant travel distances are shorter than on arterial routes. The collector road system is subclassified into two categories: a. Major Collectors are spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. b. Minor Collectors are spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road.		
			D	4240. 5. The Rural Local Road system serves primarily to provide access to adjacent land and accommodate travel over relatively short distances as compared to higher systems. (Not shown individually on circulation map.)		
			D	4240. 6. Urban Principal Arterials in conjunction with Rural Principal Arterials, provide the highest level of conventional street service to virtually all area traffic generators.		
			D	4240. 8. Road Classification - Minimum Corridor Standards (Appendix 4-1 of the County Subdivision Ordinance). County Minimum Classification Roadway Design Category		

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Plan Alternative				Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R,M,D
				Rural Principal Arterial State Highway Rural Minor Arterial State Highway Rural Connector State Highway Major Rural Collector 5 Minor Rural Collector 4 Urban Principal Arterial 6 Minor Urban Collector 5 Minor Urban Arterial 6		
			D	4312. 1. Capital improvement programs should determine specific project expenses reflective of available finances and volunteer resources.		
			D	4312. 2. Maintenance of trails includes, but is not limited to, drainage grate modification, pothole repair, and bicycle path sweeping.		
			D	4312. 3. Education and associated law enforcement programs should be used through use of media, brochures, and/or public presentations.		
			D	4312. 4. Enforcement of rules pertaining to trails is to be accomplished through contact with the California Highway Patrol, County Sheriff and recognized volunteer trail patrol groups.		
			D	4312. 5. Trail system coordination is to be accomplished through contract with cities, Caltrans, and other appropriate agencies.		
			D	4312. 6. Notwithstanding policies of Coastal Elements, the following methods may be utilized for trail right of way acquisitions; where trails cross private lands: <ul style="list-style-type: none"> - Purchase of fee title, option to purchase agreements - Bargain sales (part sale and part charitable contribution) - Outright donation (fee simple) - Donation with a reserved life estate or undivided land interest - Bequests - Donation or purchase of easement - Lease and/or sale and leaseback - Various parkland dedication ordinance provisions of the State Subdivision Map Act - Various provisions of the California State Subdivision Map Act as in Articles 3 and 4, 		

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Plan Alternative				Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R,M,D
				Chapter 4, or other relevant provisions - Eminent Domain may be used as a last resort when all other acquisition methods have proved unsuccessful. The County should not use proceedings of eminent domain in the acquisition of property for trail purposes, where those properties are managed primarily for agricultural or timber production, except for purposes of widening County roads.		
			D	<p>4312. 7. In the review of accessways to trails, the approving authority shall find that:</p> <ul style="list-style-type: none"> A. The proposed mode of access and the location of such access shall be consistent with adjacent uses and shall not have an adverse impact on adjacent owners' use of their property and shall be consistent with the intensity of development; and B. The likelihood of trespass and vandalism on adjacent private property has been minimized through the location of, and the level of improvements required, for the use of the accessway; and C. The need to provide for public health and safety has been evaluated for: <ul style="list-style-type: none"> 1. parking 2. road capacity and traffic patterns 3. conflicts in uses (i.e. pedestrian, equestrian, vehicular) 4. use by the handicapped 5. capacity of sanitary facilities including trash disposal 6. topography of trail (too steep); D. Adequate access is not available nearby; and E. There is no significant conflict with agriculture including: <ul style="list-style-type: none"> 1. vandalism, 2. theft of livestock, agricultural supplies and tools, 3. damage to crops and livestock, 4. trespass on areas not part of accessway, 5. damage to fencing and gates, 6. livestock depredation, 		

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Plan Alternative				Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R, M, D
				7. litter, 8. interference with agricultural operations; and F. The development and use of the accessways shall be consistent with the environmental limitations as shown on the Biological Resources Maps.		
				7.6 Implementation Measures		
A	B			C-IM1. Circulation Standards. R <u>The County shall</u> 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.	No – keep as is.	R, M
				COMMENTS:		
	B			C-IM2. Tracking Road Improvement Requirements. Public Works shall develop, maintain, and publish an inventory of road segments and intersections that do not meet LOS or road classification standards given existing traffic levels or number of currently developed parcels.		D
				COMMENTS:		
A				C-IM2. Tracking Road Improvement Requirements. Public Works shall develop, maintain, and publish an inventory of road segments and intersections that do not meet LOS or road classification standards given existing traffic levels or number of currently developed parcels. <u>The inventory shall also include needed multimodal transportation improvements, including bicycle, pedestrian Class I multi-use paths, using multi-modal quality of service (QOS) measures.</u>	See <u>underline</u> text for differences with Alternative B.	R
				COMMENTS:		
A	B	C		C-IM3. Road Abandonment. Proposals to vacate or abandon ownership or maintenance of County roads shall include a General Plan consistency review and		

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Plan Alternative				Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R, M, D
				analysis.		
				COMMENTS:		
A	B			C-IM4. Regional Coordination. §The County shall support and participate in joint circulation system and land use planning with HCOAG, affected cities, and Caltrans, and other transportation agencies and providers. ¶The County shall maintain, update, and validate the GEATM or its equivalent on a regular basis, and use the model to evaluate development-related traffic multi-modal transportation impacts on the County and city existing and proposed circulation system.	Okay with revision modified by staff	R, M
				COMMENTS:		
A	B	C		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 both vehicle and active transportation infrastructure improvements are needed most.	Okay with revision modified by staff	R, M
				COMMENTS:		
A	B			C-IM6. Coordination with Public Health. Refer subdivisions creating more than 30 parcels and discretionary permits for commercial developments in excess of 50,000 square feet to the Environmental Health Division for review and comments on potential public health effects.		R
				COMMENTS:		
A	B			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		R

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Plan Alternative			Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R,M,D
			for transit users, and promote increased transit usage through the provision of shelters, benches, and other amenities.		
			COMMENTS:		
A	B	C	C-IM8. Park and Ride Facilities. Support Caltrans’ efforts to add park-and-ride lots in McKinleyville, and Fortuna, <u>and other locations as appropriate.</u>	Okay with revision	R, M
			COMMENTS:		
A	B		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: <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 		R
			COMMENTS:		
	B		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 should support a strategy that treats all three main roads between Arcata and Eureka (U.S. Highway 101, State Route 255, and Old Arcata Road/Myrtle Avenue) as one system. The strategy would develop an overall <u>multi-modal</u> improvement plan that phases improvements on a prioritized basis between the three roads.	Staff recommended addition of “multi-modal” to maintain consistency with CP-17.	

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Plan Alternative				Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R,M,D
				COMMENTS:		
A				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. <u>The strategy should include an adaptive management element which will collect, analyze, and iteratively shape further safety improvements to the Corridor.</u> 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.	See <u>underline</u> and strike through text for differences with Alternative B.	R, M
				COMMENTS:		
A	B			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 in the eastern, southern, and northern portions of the county.		R
				COMMENTS:		
A	B			C-IM12. Pedestrian and Bicycle System Plan. Public Works shall prepare a Pedestrian and Bicycle System Plan consistent with the Regional Transportation Plan and incorporate appropriate implementation standards in Title III—Land Use and Development Division 2 Subdivision Regulations. <u>The Pedestrian and Bicycle System Plan should be coordinated with a Long-term Transit Plan.</u>	Use Same language as Pxx. Okay with revision if modified	M

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

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Plan Alternative	Chapter 7 Circulation Element	Staff Remarks/ Implementation	Position R,M,D
	direct monetary penalty via infraction. Responsibility: Parks/Counsel Priority: 1 Schedule: 4/83 Cost: 3 M/D		
	D 5-4300.7 Adopt trail designs which minimize trail maintenance requirements. Responsibility: Parks/Public Works Priority: 2 Schedule: Ongoing Cost: 1 M/D Remarks: Basic standards are already adopted.		
	D 5-4300.8 Encourage public and agency participation in all phases of trails establishments. Responsibility: Parks Priority: 2 Schedule: Ongoing Cost: 5 M/D/year		
	D 5-4300.9 Establish an annual capital improvement and project priority program. Responsibility: Parks Priority: 2 Schedule: Ongoing Cost: 2 M/D/year Remarks: Budget process		
	D 5-4300.10 Maintain a comprehensive inventory of potential trail routes. Responsibility: Parks Priority: 3 Schedule: Ongoing Cost: 3 M/D/year Remarks: Trails Plan reviews accomplishes this measure; in cooperation with Planning.		
	D 5-4300.11 Monitor accident data and impacts resulting from implementation of any portions of the trails section of the General Plan. Responsibility: Public works Traffic Engineers Priority: 3 Schedule: Ongoing Cost: 1/2 M/D/year Remarks: This is an ongoing accident review process.		
	D 5-4300.12 Conduct periodic reviews of the trails section of the General Plan in conjunction with the reviews of the recreation plan as needed. Responsibility: Parks Priority: 2 Schedule: Ongoing Cost: 3 M/D/year Remarks: In coordination with Planning Department.		
	D 5-4300.13 The highest priority for the use of limited funds should be placed on those project features where volunteers or special service programs cannot be utilized. Responsibility: Parks Priority: 2 Schedule: Ongoing Cost: 0 Remarks: This is a policy rather than an implementation program.		
	D 5-4300.14 Maintenance should be coordinated through the Public Works Department. Responsibility: Parks and Roads Priority: 3 Schedule: Ongoing Cost: 1 M/D/year		
	D 5-4300.15 Funding for the trails program should come from Federal, State, and County Government, trail user fees, and public donation.		

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