



MEMO

DATE: June 30, 2017
 TO: John Miller, Senior Planner, Humboldt County Planning & Building
 FROM: Oona Smith, Senior Planner, HCAOG
 RE: County GPUP-RDEIR (May 2017) Proofreading & Comments

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3.5-4	S.R. 211 is a short two-lane highway that extends from U.S. 101 to the City of Ferndale, crossing the Eel River over historic Fernbridge.	crossing historic Fernbridge over the Eel River
3.5-5	...as part of the 2008 Regional Transportation Plan (see Humboldt County Regional Transportation Plan, 2008, Table HR1, Significant Roadway and the discussion on Page HR-1):...	See current 2014 RTP (“VROOM”). (Which is also now being updated – ETA Dec. 2018.)
3.5-6	Redwood Transit System. In addition to the mainline route serving US 101, a separate route...	add: Tish Non-Village service. There is also Fortuna Transit, provided for seniors and persons with a disability.
3.5-7	Non-Motorized Transportation (paragraph 2) Such obstructions and impediments can force pedestrians on foot or who use wheelchairs onto road shoulders, and into parking and bike lanes.	“or those who use...” or “or people who use...”
3.5-7	While equine use does not constitute a significant portion of daily commuter travel in Humboldt County,	perceivable or noticeable or detectable
3.5-8	...street crossings that pose pedestrian travel impediments, especially to the mobility-impaired. Most facilities dedicated for bicycle use are in the...	mobility-impaired. ¶ {new paragraph} Most facilities dedicated for bicycle use are in the...
3.5-8	The Elk River Hikshari’ Trail (is a multiple-use, paved trail that runs between Truesdale Avenue (just south of the Bayshore Mall)	remove opening parenthesis
3.5-8	Humboldt County is the lead agency in the Humboldt People Powered Pathways (HP3) funding proposal to the federal government. The HP3 proposal seeks transportation funding to implement local jurisdiction’s plans for improving active transport systems and programs. The HP3 plan identifies approximately 25 active transport planning, implementation programs, and partnerships that identify \$50 non-motorized transportation projects located across the Coun	is? present tense? sought? \$50 million worth of?
3.5-9	Caltrans has completed a Final EIR (SCH # 2009012070) for a project to provide access for larger trucks on U.S. 101 through Richardson Grove State Park near the Humboldt County line.	Completed and EIR Addendum, FONSI, and NOD in May 2017. dot.ca.gov/dist1/d1projects/Richardson_grove
3.5-10	...the only airport in the County with scheduled passenger flights, and passenger enplanements are	

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	expected to increase from 98,453 in 204 to 167,000 in 2024 (Arcata-Eureka Airport Master Plan Report, Chapter 2 Airport Role and Activity)	typo: 2004 add comma after Chapter 2
3.5-11	Any other area that requires dredging is the responsibility of local governments, in this area that is the Harbor District.	...governments; in this area the Harbor District is that agency.
3.5-12	Implementation of the proposed General Plan Update would increase the amount of traffic on roadways and could increase the potential for conflict with agricultural vehicles.	Move to analysis section
3.5-12	...found that Pedestrian and bicycle safety is generally poor in Humboldt County when compared to other rural counties. There are substantially higher bicycle injuries and fatality rates in Humboldt County than all other rural areas in California. Bicycle injury and fatality rates are also significantly higher than the state average, particularly for youth and the 05-24 age groups. In spite of this, bicycle and pedestrian injuries and fatalities are decreasing in Humboldt County.	pedestrian ...County compared to... ...and the 15-24? age groups?
3.5-13	...are to support the Regional transportation planning process ¹ , to evaluate potential improvements...	regional
3.5-14	...volume to capacity ratio...	volume-to-capacity
3.5-14	...the volume to capacity ratio is used to measure LOS.	volume-to-capacity
3.5-14	2010 Scenario The transportation analysis zones cover the entire County and each city and include existing and projected future population and employment levels.	and each city, and ?The zones include pop and emp levels?
3.5-14	2028 Scenario ...worse-case scenario.	worst?
3.5-15	As shown, the forecast 18 year and 30-year growth...	18-year
3.5-18	There are no are no adopted plans, ordinances or policies	There are no are adopted plans,...
3.5-18 to 19	The Eureka Community Plan contains a general goal that does not include an MOE: Policy 4220.1 "the County shall strive to maintain a Level of Service of C or better on arterials in the Planning Area. The acceptable level of service goal will be consistent with the financial resources available and the limits of technical feasibility. Plans adopted by HCAOG do not contain required MOEs or LOSs.	... 4220.1, "the... feasibility." {end quote here?}
3.5-19	The County General Plan Update seeks to reduce vehicle miles traveled per person by providing balanced transportation opportunities, whereby the needs of motorized vehicles, public transit, bicyclists, and pedestrians are considered during land use and transportation planning.	Awk: the provision and the consideration seems backwards—?
3.5-19	Policy C-P2, Consideration of Land Uses in Transportation Decision Making, notes that a comprehensive planning approach be utilized that	notes mandates or stipulates Policy C-P2 doesn't consider what

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	considers the transportation consequences of land use changes to avoid operational and economic impacts.	consequences land use changes will have on transportation (as this awkwardly states); it directs the County to decide on transportation projects based on existing and planned future land development. General Plan (Jan. 3, 2017): C-P2. Consideration of Land Uses in Transportation Decision Making. Transportation decisions shall be based on a comprehensive planning approach that considers existing land uses, principally permitted land uses and future land development as proposed in adopted County plans and plans of other governmental agencies.
3.5-20	Table 3.5-7 lists only one road in the City of Eureka, that would be affected by the implementation of General Plan Update, and countywide growth expected to occur during planning period, that is the responsibility of Caltrans.	{awfully complicated syntax} add comma or delete comma: ...one road, in the City of Eureka, that would be affected by the implementation of General Plan Update, and countywide growth expected to occur during the planning...
3.5-20	development for each affect jurisdiction. Policy C-P5, Level of Service Criteria, requires that the County shall strive to maintain level of service "C" on all roads and intersections except U.S. 101, where level of service D is acceptable, and advises that the County should not adversely affect Level of Service and/or Quality of Service for other modes of transportation, if possible. This policy compliments policies contained in the City of Eureka General Plan. Policy C-P6, Jurisdictional Coordination and Integration, furthers the level of service standard consistency between the County...	affected Still relying on LOS?
3.5-20	Policy C-P7, Joint Use of Traffic Models, encourages the County-Wide Transportation Plan (CWTP) and projects....to use area-wide travel demand models.	How do you encourage a plan to use TDM?
3.5-20	Mitigation 3.5.3.1.a ...with new large scale development...	large-scale
3.5-23	3. Consider widening the curbs to provide additional travel lanes, bike lanes, 2WLTl, medians, parking lanes, and sidewalks, all as needed to meet demands.	You'd have to widen in between curbs, no? (i.e., widen the ROW. Widening the curb will only provide additional sidewalk; it will narrow all the other lanes)
3.5-23	C-Px. Countywide Traffic Impact Fee Program. In coordination with the cities within the County, shall develop	typo (missing subject)
3.5-24	Conclusion ...fall to LOS "D/E"; therefore, implementation of the General Plan Update would result	This is inconsistent with SB 743.

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	in a potentially significant impact.	
3.5-25	...Kmart Traffic Signal to Washington Street, Broadway has a TWLTL. The Broadway corridor is approximately 3 miles in length.	traffic signal
3.5-25	(City of Eureka General Plan Update Mobility Policy Paper	Paper)
3.5-25	...would reduce the LOS of the U.S. 101 Broadway corridor at or below "D," which is the General Plan update LOS standard...	reduce to the at or to below
3.5-26	Mitigation Measure 3.5.3.1.d, impacts related to the future capacity of U.S 101 would be reduced and LOS D is considered acceptable on U.S. 101.	3.5.3.2.d
3.5-26	Main Street and Fortuna Blvd (North and South) in Fortuna are the former alignment of U.S. 101, prior to the construction of the freeway along the western edge of the City.	...were the formerly alignment U.S. 101...
3.5-26	Intersection improvements at 12th and Main also required. After mitigation, these intersections will drop to D. Policy TC-1.2 says LOS D is acceptable on Main Street.	...Main are also... Fortuna General Plan Policy TC-1.2 says...
3.5-26	See the discussion of Impact 3.5.3.2.-4 above for a discussion of General Plan	Wrong #
3.5-26	improvements, typically include the addition of travel lanes, and this would mean adding lanes to areas that are largely built out, leaving little available space to create new lanes without taking land from adjacent properties. or degrade the desired downtown amenities in the area. {This is a really looong sentence.}	improvements, (delete comma) typically include adding travel lanes, and this would mean adding lanes to areas that are largely built out, where there is little available space to create new lanes without taking land from adjacent properties-(delete period) or degrading the desired downtown amenities in the area. {You don't really degrade desired (i.e. non-existing) amenities. Do you mean desirable?}
3.5-27	...Kenmar Road/U.S. 101 North Ramps...	...Kenmar Road/U.S. 101 north ramps...
3.5-27	See the discussion of Impact 3.5.3.2.-4 above for a discussion of General Plan Update Circulation Element policies relating to minimum LOS standards and jurisdictional coordination. In particular, the General Plan Update Circulation Element includes the following policy relating to minimum LOS standards, C-P5, Level of Service Criteria, which strives to maintain a LOS "C" on all roadway segments, except for any portion of U.S. 101, where Level of Service D would be acceptable. See Impact 3.5.3.12.c-1 above, for a discussion of how Policies C-P6 Jurisdictional Coordination and Integration, and C-P7 Joint Use of Traffic Model, lessen potential impacts.	Policy #

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3.5-28	...that could <u>Conflict</u> with an...	...that could conflict with an...
3.5-28	c) <u>Conflict with an applicable congestion management program,...</u>	b)
3.5-29	Mitigation Measure <u>3.5.3.2.a</u> will add...	Policy C-IMX7
3.5-30	...has established airport land use compatibility plans for each airport, except <u>Samoa Field</u> .	and Hoopa?
3.5-30	...Humboldt County Airport contains of future airport operations <u>forecasts</u> .	contains <u>forecasts</u> of future airport operations.
3.5-31	Aviation <u>Systems</u> Element. Samoa Field, Hoopa Airport, and Shelter Cove Airport are not anticipated to experience increases in aircraft operations in the next 20 years. The airport master plans identify the improvements <u>if any that</u> may be required to accommodate future aircraft operations.	System if any, that...
3.5-32	Analysis of Relevant General Plan Update Policies ...Circulation Element contains policies to ensure that roadway design <u>reduces</u> roadway safety hazards and accommodate multi-modal users.	accommodates "multi-modal users" — It is better policy to accommodate <i>multi-modes</i> . That way you also accommodate the hypothetical users who use only a single mode.
	The Circulation Element includes policies and standards <u>that that</u> relate to	that that