

**General Plan Update Commissioner Comments Compilation**

**And Bike Rack**

(current through 03/27/2023)

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## Commissioner Compilation for April 11, 2023

### Mobility - Gateway

#### Considerations for Consent

- 1) I suggest we drop this added language and leave it as “the impacts of vehicular traffic”. Is there evidence that supports this? Couplets have the tendency to increase traffic loading but reduce congestion, so how would there be a reduction in these impacts?
  - a) One-way intersections with two-way and one-way streets will also benefit pedestrians and cyclists by shortening crossing distances, thus reducing exposure of vulnerable users to the impacts of vehicular traffic, from noise and odors to injuries and cardiovascular impacts.
- 2) Not sure how this is efficient, this seems to be more of a privilege then an efficiency I suggest deleting “efficient”. Or perhaps request more information/elaboration from the Transportation Safety Committee. Also, add the word “Motorized”
  - a) GA-7a Plan the Circulation System to Accommodate Planned Growth. In planning for improvements to the overall circulation system, design the system to accommodate the planned amount of growth outlined in other policies. Ensure the circulation system supports a functioning, safe, sustainable multi-modal network. Support increased demands for all efficient forms of mobility emphasizing alternative modes – vehicles, trucks, transit, bicycles, and pedestrians, bicycles, and other non-motorized or shared transit options, then motorized vehicles, and trucks, in an effort to induce demand of multimodal transit alternatives and implement transportation demand management strategies, in keeping with Citywide Circulation Element policies (see also, GA-8a).
- 3) Not sure how this fits into this paragraph since this is discussing “outside” of the city ROW. Suggest deleting. Perhaps the committee was proposing to “Seek Opportunities to INCREASE public ROW”.
  - a) GA-7b.d - Outside of City rights-of-way, the alignments and widths of Class I trails (i.e., separated shared use paths) may need to be adjusted based on environmental constraints, community needs, the availability of right-of-way, and other factors. Seek opportunities in public rights-of-way to daylight creeks using bridges when reconstructing bike/ped infrastructure.
- 4) In GA-7b.f and g, Why don’t we just state “State and Federal Guidelines and other reliable professional sources”
- 5) Suggest to changing to “Feasible”. I feel this is contradictive. The intent of green streets is to treat in place; remove off-site language.
  - a) Where feasible available, pursue Opportunities for “green streets” infrastructure in streets/public right of ways, and provide for storm water features off-site (i.e., “storm water banks”). Consider opportunities to improve storm water drainage for the Jolly Giant Creek watershed Consider opportunities to incorporate stormwater treatment assets for roadway runoff in the Jolly Giant Creek Watershed.
- 6) How is this negative? Consider removing the word negative.
  - a) **Balanced Transportation System.** Create and maintain a balanced transportation system with choice of bus transit, bicycle, and pedestrian as well as private automobile modes. Reduce the percentage of trips that are made by automobile and provide the opportunity, incentives, and facilities to divert trips from automobiles to other modes. Provide negative incentives, such as

parking meters, permit parking, time limited parking, carpool incentives, and other targeted parking measures that encourage alternative modes utilizing “induced demand” strategies.

**7) I propose changing policy GA-7b(k) as follows:**

k. Emphasize Class IV bike lanes where greatest benefit, and not in conflict with other community values or amenities where warranted. Class IV bike lanes shall be provided on current and proposed major thoroughfares including K, L, 8th, 9th and 11th Streets.

a. Adding Class IV bike lanes will make these streets safer for all users. Most people won't bike on busy streets without Class IV protections, so building them is necessary to help the city meet its bicycle mode share goals. Maps, figures, diagrams and cross-sections included in the plan should be modified to reflect Class IV bike lanes on these 4 streets.

**8) I propose we make the following change to GA-7i:**

b. GA-7i. No Net Loss of Class I Trail System. In general, retain both the current total linear feet of Class I trails and effective Class I trail connectivity within the Plan Area, even if current facilities must be realigned or relocated to other routes within the Plan Area. For instance, if implementing the realigned roadway network shown in Figure 8 and Figure 9 impacts the existing Class I Rail-to-Trail facility within the L Street right-of-way, then design and construct a new Class I trail in another location within the Plan Area. In limited circumstances, the City shall retain the discretion to allow an applicant to demonstrate removal or relocation of Class I Trail sections would improve active transportation access and connectivity. Collaborate with the Great Redwood Trail Agency and other landowners and agencies to retain and expand the Class I trail and Class 4 bikeways throughout the Plan area, including along L Street.

c. Increasing trail connectivity makes using trails a feasible transportation option, allowing active transportation trips to be easier, safer, and more enjoyable. This should be a primary goal as development is undertaken.

### Policy Pitch Proposals

1. I propose changing policy GA-7b(a) as follows:

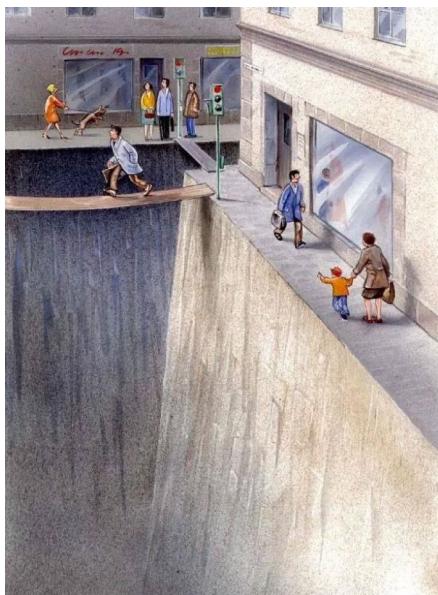
a. Throughout the entire Plan Area, sidewalk widths may increase beyond six feet, especially on the north sides of east-west streets where expanded sidewalks on the sunny side of the street would allow welcomed outdoor seating, and at well-traveled pedestrian boulevards to ensure a clear path of travel. The clear path of travel should itself be at least 6 feet wide whenever possible. Adjusting sidewalk widths to will necessitate adjustments to the dimensions of other features, such as drive lanes, parking lanes, bike lanes, outdoor seating, street furniture, and the like. On-street parking lanes may need to be eliminated.

b. A clear path of travel of at least 6 feet will make for a better pedestrian experience, particularly for people with disabilities. A welcoming pedestrian environment requires people to be able to comfortably pass each other and walk/roll side by side.

2. I propose changing policy GA-7b(i) as follows:

~~i. The trail within the Q Street right of way south of 10<sup>th</sup> Street may eventually need to be converted into a full vehicular roadway with a cross-section similar to other two-way roads proposed within the Plan Area.~~

- a. I don't believe we should be planning to add more roads to the gateway area. By reducing parking and building a more walkable area, we will reduce people's dependence on cars. In turn, that should reduce our dependence on adding more roads.
- 3. I propose changing policy GA-7b(i) as follows:
  - i. The trail within the Q Street right-of-way south of 10<sup>th</sup> Street may eventually need to be converted into a full vehicular roadway with a cross-section similar to other two-way roads proposed within the Plan Area.*
- b. I don't believe we should be planning to add more roads to the gateway area. By reducing parking and building a more walkable area, we will reduce people's dependence on cars. In turn, that should reduce our dependence on adding more roads.
- 4. I propose we apply the woonerf concept not only to 6th Street, but also to 5th, 7th and 10th Streets within the Gateway Area. Doing so would encourage more walkability and make more of the gateway area plan non-vehicle focused. Figures 8, 9 and 10a should be modified accordingly. The following art illustrates better than I can say in words what we'd be getting back by making this change.



- 5. I propose we reduce drive lane widths to 10 feet and modify figures and cross-sections accordingly. Wider streets cause drivers to drive faster which makes streets less safe for everyone. Narrowing these streets would also give us more space for wider sidewalks and protected bike lanes.
- 6. I propose the following changes to the section "Functional Classifications of the Street System":
  - a. *All streets within Arcata city limits, with the exception of access-controlled segments of Highways 101 and 299 and certain rural roads, are lined with homes and businesses and will be managed primarily to provide safe access and high-quality public space, regardless of functional classification. Slow speeds and traffic calming will be prioritized on all city streets. [delete the rest of the classifications]*
  - b. The Federal Highway Administration's functional classification system is *not a useful tool for guiding the design of city streets*. This system is based on a suburban style of development that assumes dead-end local cul-de-sacs with houses on them feed into ever larger streets (collectors and then arterials) whose job is to get the residents of

those houses to other places. Even in this context, the scheme fails, because most commercial destinations are concentrated on collectors and arterials, creating the deadly “stroad” effect of streets that are designed primarily to move cars at high speeds but also have lots of destinations and multimodal use for which they are not designed. In a gridded streets system, such as the one that prevails in much of Arcata, functional classification makes even less sense. Our city streets all serve multiple purposes - as places for walking, biking, rolling, driving, and riding from one place to another, but also for accessing our destinations and even for social gathering. Pretending that access is just for local streets while others (arterials and collectors) are primarily for moving people quickly around in the city, while ignoring that all of our streets are in fact lined with destinations that people need to access, is unhelpful and leads to dangerous designs. It is not a coincidence that traffic collisions in Arcata are concentrated on the designated arterial streets, which are designed for speed and capacity rather than for access and safety. We should abandon this inappropriate way of thinking about our street system.

- c. If this is unacceptable, then as an alternative, I would propose adding this language as a header to this section. All streets within Arcata city limits, with the exception of access-controlled segments of Highways 101 and 299 and certain rural roads, are lined with homes and businesses and will be managed primarily to provide safe access and high-quality public space, regardless of functional classification. Slow speeds and traffic calming will be prioritized on all city streets. The language would serve as a reminder that even arterials should prioritize access and safety over convenience. This language would also be in more compliance with the “Complete Streets” policy included elsewhere in the plan.

7. I propose the following changes to the section titled “Operational analysis and intersection level of service (LOS) Summary:

- a. LOS shall not be a management consideration for city streets. Decades of research and experience show that projects which attempt to relieve congestion and improve LOS simply attract more traffic and are ultimately unsuccessful. Furthermore, congestion is often desirable from a safety standpoint, as it results in slower traffic speeds. Appendix A of this Element describes existing and projected traffic volumes and LOS for key City intersections. Although several unsignalized locations are projected to operate at LOS C or better, locations which experience higher volumes such as US 101/Sunset Avenue interchange, Alliance Road at Foster Avenue, Alliance Road at “M” Street/15<sup>th</sup> Street, and locations on 14<sup>th</sup> Street at “G” and “H” Street couplets are projected to operate at LOS D, E or F. Improvements anticipated by this plan (see Figure T-k) are expected to improve the LOS to acceptable levels for all intersections while balancing the priorities of active transportation goals. See appendix A for the complete analysis.
- b. The effect of induced demand is well documented in transportation planning, and is even referenced in Arcata’s own planning documents. Managing for LOS means adding vehicular capacity (whether that means adding lanes or making smaller “functional improvements”), but the principle of induced demand dictates that any resulting reductions in congestion will be temporary - the street will fill back up with more cars soon. Managing for LOS is just pretending that induced demand isn’t real, when we know it is. In other words, managing for LOS just doesn’t work.

Instead of managing for LOS we should be managing to reduce vehicle miles traveled (VMT) in order to reduce environmental impacts. The State recognized this in 2013 with

the passage of SB 734 which required all environmental studies for proposed projects in the state to switch from LOS to Vehicle Miles Traveled (VMT) as the critical measure of a project's impact. Previously, the state, its local municipalities, and its regional governments had been basing an assessment of a project's environmental consequences based solely on whether the project would create congestion. By focusing on VMT instead of LOS, CEQA now puts the planning onus on the reduction of car trips.

Furthermore, even if we could reduce congestion with engineering projects, it is not clear if that would really be desirable. Congestion, by definition, slows down traffic, and slower speeds result in greater safety for all road users. It's time for Arcata to stop prioritizing the annoyance of minor delays for drivers over the lives of community members and the environment. If fully rejecting LOS is out of the questions, other cities, like Seattle, have [reformed their LOS](#) to set specific target rates of transportation modes (e.g., walking, biking, transit, and driving) rather than solely focusing on driving.

I propose we update the section discussing the 2017-2022 (Transit Development Plan) TDP to state that the 2017 TDP is out of date, and a new one is about to be adopted.

**A 2023 Transit Development Plan will be adopted soon. The City shall make an effort to follow the recommendations in the 2023 TDP.**

\*\*\*\*

I propose the following changes to the section titled "Existing Bicycle and Pedestrian Facilities":

Arcata's bicycle transportation system consists of Class I off-street shared use paths, Class II bike lanes, Class III bike routes, and bicycle boulevards on public streets. Class I facilities are multi-use paths that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized. Class II bike lanes provide a striped and signed lane for one-way bicycle travel on a street or highway within the paved area of a roadway. Class III bike routes are specially designated corridors in which the travel lanes are shared by motor vehicles and bicycles and are usually marked with on-street pavement stencils.

[Research has shown that Class III bike routes do not provide adequate safety or comfort for bicyclists unless significant additional design features are included.](#) Bicycle boulevards are a type of Class III facility on low-volume roadways which prioritize the use of bicycles with traffic controls, signage, roadway markings, and traffic calming measures, including bicyclists having the right-of-way. [Class IV bike lanes are protected from traffic by a vertical barrier. Arcata does not currently have any Class IV bike lanes, but research has shown that most people will not bike on busy streets without them.](#)

Arcata currently provides a [comprehensive](#)-bikeway network connecting most major areas of the City on primary arterial streets, [but many of the current facilities do not provide adequate protection for the comfort and safety of bicyclists](#). The primary Class I shared use path along the L Street rail alignment provides a north-south connection from the southern City limits and to the Humboldt Bay Trail south to Eureka, connecting to Alliance Road north of the Gateway area, and connects to Foster Avenue at Sunset Avenue. Additional Class I facilities provide brief connections between existing roadways and on-street bicycle facilities. Most Class II bike lanes

are located on north-south streets, while Class III bike routes and bicycle boulevards provide east-west connection on key streets. The western portion of the City (west of Alliance Road) is least served by bike lanes, providing an opportunity to expand the bike lane system to encompass more residential areas. Figure T-h presents the existing bicycle and trail facilities. See the discussion of Class IV bike lanes above for the reasoning for these changes.

\*\*\*\*

I propose the following changes to the section titled “Proposed Circulation Network”:

Arterial, collector, and local roads will provide access to new and established residential, commercial, and industrial areas, connecting those areas with the existing local and regional transportation system. Buildout of the General Plan land uses to year 2045 will increase multimodal, access ~~and parking~~ demands and will result in areas already under stress to exceed acceptable limits for safety ~~and delay~~. ~~As presented in Appendix A Table T-3, forecasted traffic operations at several intersections are projected to degrade to LOS D, E, or F.~~

In order to accommodate the existing and planned land uses within the City, a robust network of multimodal ~~safety capacity~~ improvements will be needed. ~~Based on buildout of the General Plan land uses and forecasted traffic operations, Several improvements are planned for most of the intersections projected to operate deficiently, mainly installation of roundabouts.~~ At the US 101/Sunset Avenue interchange, the City is currently undergoing the Project Approval and Environmental Document (PA&ED) phase of the interchange improvement, which proposes to install two roundabouts at the interchange including pedestrian and bicycle facilities.

Additionally, implementation of the mobility improvements within the Gateway Area Plan, including the “K” and “L” Streets couplets, and the 8<sup>th</sup> and 9<sup>th</sup> Street couplets extension, will ~~alleviate traffic congestion within the Gateway and will~~ ensure all transportation modes remain comfortable, convenient, safe, and attractive to residents, workers, students, and visitors.

See the discussion above about LOS and congestion management for an explanation of these changes. Table T-5 and Figure T-k should be modified accordingly to remove projects motivated solely by congestion concerns.

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Add Class IV facilities to Table T-6.

\*\*\*\*

I propose that we make the following changes to Guiding Principle D:

Manage the street and highway system to promote more efficient use of existing ~~capacities facilities~~ rather than increase the number of travel lanes ~~or make other capacity enhancements~~.

See the discussion above regarding LOS and congestion management for an explanation.

\*\*\*\*

I propose the following changes to Policy T-1d:

Critical transportation facilities for emergency vehicle access and emergency evacuation shall be maintained and improved as a priority need. ~~However, when determining needed improvements, ease and speed of emergency vehicle access shall at all times be weighed against safe design for all street users.~~ Critical transportation facilities include the major routes into and out of the City such as Highways 101, 299, and 255, their interchanges with City streets and primary intra-city street connections including Samoa Boulevard, 11th Street, "G" and "H" Streets, Sunset Avenue, L.K. Wood Boulevard, Alliance Road, Janes Road, and Giuntoli Lane. Due to the potential for structural failure of these facilities in a seismic emergency, alternative routes and procedures for their use shall be identified.

Emergency access is very important, but road design should not simply maximize emergency access or minimize response times in the absence of other considerations. Statistics indicate that more people in

the US die from car crashes than from fires, crime, etc., so maximizing lives saved means that safe road design proposals can't be automatically vetoed only because of emergency access concerns.

\*\*\*\*

Policy T-3: Ensure this policy is consistent with the adopted Regional Transportation Plan, which calls for doubling transit trips by 2025, again by 2030, and again by 2040.

\*\*\*\*

I propose the following changes to Section T-3a:

The City shall maintain-improve the existing A&MRTS routes (as shown in Figure T-de), frequency, and level of service ~~as funding permits until increased demand, additional development, and transit planning studies identify the need for either route modification, an expanded route system, or increased service on existing routes. The transit planning studies should evaluate the cost-effectiveness and feasibility of increased routes and service based on projected capital and operating costs, fare box recovery, and state and federal subsidies (see Policy T-3c for planning criteria).~~

The city can't meet its goal to increase transit ridership just by maintaining existing service levels. We have to improve the service as funding permits.

\*\*\*\*

I propose the following changes to Policy T-3c:

Public transportation is both a civil right and a critical climate solution, and should be designed to provide service competitive with automobile travel in terms of access, convenience and comfort. Potential improvements to the transit system should be assessed according to the best available evidence of both need and existing and induced demand. ~~an enterprise activity and its services must be designed to be as efficient and productive as possible. As a transit operator, the City must balance demand with resources for a sustainable system. The City shall consider adding transit routes or modifying existing transit routes and level of service based on the transit planning efforts described in Policy T-3a. Criteria to evaluate and identify thresholds for changes to the A&MRTS system shall be developed. General guidelines for planning future routes and service include:~~

- ~~1. Accessibility of route to residents and employees. Calculate the number of people living or working within walking distance of the route (typically 1,000 feet). Assuming 1% to 8% of that population would use transit (based on existing transit mode share by census block), determine if the route will serve an adequate population for cost-effective service.~~
- ~~2. Review the housing density within the proposed route corridor. Minimum densities of at least seven dwelling units per acre are necessary to support local transit service. Ideally, the average housing density within a transit corridor or transit served nodes should range between eighteen to twenty dwelling units per acre, depending on the proximity to stops.~~
- ~~3. Evaluate the efficiency and directness of future routes. Compare bus travel time with automobile travel time to avoid a disproportionality which favors automobile use. Determine if the route requires inefficient loops which take riders out of their way and discourages transit use. Design routes to be as direct as possible with turnarounds at endpoints.~~
- ~~4. Evaluate the diversity of the destinations served. Efficient routes serve a diversity of land uses including residential, employment, schools, and shopping. Evaluate the number of activity centers connected by the route and the transfer opportunities provided.~~

While I acknowledge that there are legal and practical limitations to the city's ability to provide public transportation, I believe it is counterproductive to view it as a "business" rather than as a basic right. We do not ask roads to pay for themselves (and they don't), and we shouldn't ask public transportation to do so either.

Additionally, while there is nothing inherently wrong with the enumerated planning guidelines, I believe it is preferable to allow the guidance to evolve as evidence and best practice evolve, rather than immortalizing them in the General Plan.

\*\*\*\*

I propose the following change to Policy T-3b:

Short- and long-range transit plans shall be coordinated with the regional transit service provided by the Redwood Transit System. The City supports regional transit plans which improve service and timed transfers, and reduce headways for intercity travel. [In the interest of enhanced coordination and efficiency for local and regional service, the city shall immediately begin planning to merge A&MRTS with the Humboldt Transit Authority.](#)

All other major transit services in Humboldt County are managed by HTA. Fully integrating A&MRTS into the HTA system will allow easier coordination and greater efficiency. I am aware that this has been discussed for years, but I can think of no good reason not to do it.

\*\*\*\*

I propose the addition of a Policy T-3h:

[T-3h. A&MRTS shall study the possibility of pairing its traditional fixed-route bus system with an on-demand microtransit system which could serve lower density areas and feed into the fixed route system to increase transit mode share.](#)

Significant technological advances and planning innovations have occurred in public transit since the last General Plan was adopted. It is increasingly accepted in transit planning that microtransit can be a good option for areas without high enough density to support traditional fixed-route buses. The city should explore this possibility for improving the transit system.

\*\*\*\*

I propose the following change to Policy T-4 Objectives:

Plan an internal street system the circulation network consistent with Figure T-k and Figure T-i and Arcata's small-town, non-metropolitan character to create Complete Streets solutions that are appropriate to individual contexts; that best serve the needs of all people using streets and that support the land-use, climate, safety, and environmental quality targets and policies of the City and which: 1) efficiently utilizes existing facilities and reduces need for investment in new or expanded street and highway facilities or capacities; 2) improves connectivity of streets to provide for direct routes between origins and destinations; 3) has a high quality of regular maintenance and repair; ~~and 4) maintains a level of service which minimizes delays, but allows for higher levels of congestion during the short peak periods on weekdays.~~

See above discussion of LOS.

\*\*\*\*

I propose the following modifications to the section titled "No additional vehicular travel lanes":

Street projects [shall not be designed](#) to improve [vehicular](#) traffic flow [shall emphasize intersection improvements and facility maintenance.](#) [If congestion occurs, it shall be welcomed or](#) managed using alternative methods such as diversion of trips to other travel modes or intersection improvements. Construction of additional arterial street~~vehicle~~ travel lanes shall [not](#) be considered only when no other feasible congestion management methods are available and if [unless](#) it supports the land-use, climate, safety, and environmental quality targets and policies of the City.

See above discussion of LOS and congestion. These edits reflect the fact that adding lanes is not the only way to increase capacity, and that the principle of induced applies to any increase in capacity.

\*\*\*\*

I propose the following changes to Policy T-4c:

The City shall employ ~~the following a range of measures to reduce speeds and “calm” traffic throughout the city in the various commercial areas, near schools, public recreation areas and in residential neighborhoods~~ to improve safety and comfort for those walking, rolling, biking, and taking transit

Traffic calming is critical for safety, and there is no reason to limit this safety work to only certain areas of the city. This is related to the thinking about functional classification, which has resulted in dangerous arterial street designs.

\*\*\*\*

I propose the deletion of Section T-4c.4:

~~4. All neighborhood streets shall remain open to through vehicle travel unless there is a demonstrated safety problem that cannot be adequately addressed through the measures identified above.~~

The “Slow Streets” movement has shown how effective it can be to close local streets to through traffic, for improving safety and invigorating neighborhoods. There’s no reason to take this option off the table in Arcata.

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Table T-7: Add stop signs back into the list of traffic calming measures; Add lowered speed limits as allowed by law.

\*\*\*\*

I propose the following change to Policy T-5a.2:

Maintain existing bicycle routes and provide additional routes where feasible connecting the various neighborhoods with Cal Poly Humboldt State University. Class ~~IV~~ bike lanes shall be provided on routes with the highest bicycle demand, or where there is sufficient right of way.

See above discussion about Class IV bike lanes.

\*\*\*\*

I propose the following changes to Policy T-6:

**Objective.** Manage parking to reduce the incentive for single occupancy vehicle use.  
~~Provide an adequate supply of parking in perimeter lots downtown. Minimize the impacts of Cal Poly Humboldt State University parking into adjacent neighborhoods. Ensure that new development provides an adequate but not excessive supply of parking.~~

**T-6a      Downtown parking.** The following shall apply to parking within the Downtown area:

~~1. Assess and plan for future parking needs. Municipal parking lots shall be provided in the perimeter of downtown to create an adequate parking supply to serve existing businesses, future development, and to replace on street parking removed for pedestrian, bicycle, and landscaping improvements. One municipal lot is planned to complete the City’s parking system, but Assess the need for additional parking lots may be provided if additional demand or opportunities arise. The City shall explore implementing a smart parking meter system in the Downtown area to manage parking demand while generating revenue to support public transit and/or active transportation.~~

The concept of “adequate supply” of parking seems to reflect the assumption that a particular land use or number of people automatically translates into a certain amount of driving and parking. The evidence doesn’t bear out this assumption. Rather, we know now that the parking supply helps dictate the amount of driving. Reflecting this, and in alignment with the city’s other transportation goals, it seems logical to establish an objective to manage parking to achieve mode shift, for example by charging for parking.

For similar reasons, the idea of adding more parking lots to downtown based on “demand” seems outdated. Instead, managing parking through a smart meter system reflects modern best practices in

parking management, and would reduce the subsidy for driving and create a new revenue source to help fund other city projects. See the work of Donald Shoup for much more on this topic.

\*\*\*\*

I propose the following changes to Policy T-8a:

Developers shall be required to construct transportation improvements along their property frontages. Where appropriate, a traffic impact study shall be required which identifies on-site and off-site impacts and mitigation measures.

The developer shall be required to provide all necessary access and circulation facilities within the property and such facilities shall be designed to meet City standards. The following improvements may be required, based on the individual context and the needs of all people using streets and the right-of-way; and that support the land-use, climate, safety, and environmental quality targets and Complete Streets policies of the City:

1. If development is located on an existing street:
  - a. dedication of right of way;
  - ~~b. widening of street along property frontage to provide for a travel lane;~~
  - c. bicycle lane and parking lane;
  - d. reconstruction of curb, gutter and sidewalk;
  - e. transit facilities and landscaping within the right of way.
2. If development is located in a new growth area not served by streets:
  - a. dedication of right of way to construct a street to connect the project site to a public street, which accommodates all modes of transportation, particularly those walking, rolling, biking, and using transit;
  - b. construction of the street and connecting intersection(s) to City standards;
  - c. after the dedication is accepted, the City will maintain the street.
3. In all instances, the developer shall be responsible for mitigating any off-site ~~traffic-mobility~~ impacts of the proposed development in a manner consistent with the policies of this plan. Measures may include ~~a reduction in the size or density of the development;~~ installation of additional pedestrian, bicycle and transit amenities to encourage alternative travel modes; or implementation of Transportation Demand Management measures.

See above discussion of LOS and congestion management.

\*\*\*\*

I propose the following change to Policy T-8c:

The City may adopt a citywide traffic impact fee to fund transportation improvements to mitigate the ~~traffic-mobility~~ impacts of new development. The traffic impact fee may substitute in whole or in part for the off-site mitigation requirements described in Policy T-8a, but would be in addition to the developer's responsibility for on-site and frontage improvements. The traffic impact fee may be used to fund roadway extensions, intersection improvements, safety improvements, transit facility improvements, and pedestrian and bicycle facilities or amenities.

This change is to reflect the discussion of LOS above, to ensure that the focus is on multimodal mobility, not traditional "traffic impacts," i.e., congestion.

\*\*\*\*

I propose the following change to Policy T-8d:

A&MRTS should continue to fund capital and operating expenses through fare box revenue, Cal Poly Humboldt State University subsidies, and state and federal subsidies. The City will explore the possibility of new development contributing a one-time fee towards A&MRTS capital expenses through the citywide traffic mitigation fee ordinance and funding transit through parking meter revenues.

See above discussion of metered parking.

## **Public Facilities and Infrastructure**

### Considerations for Consent

## **Circulation**

### Considerations for Consent

- 1) Consider changing the name of the Element to “Circulation and Mobility Element.” Beyond simply adding the statement at the end of the introduction, full explanation that circulation and mobility do NOT necessarily relate only to vehicular transportation, with pedestrian and bike facilities tacked on, is important.
- 2) Consider the following:

**2.7 INTRODUCTION**

Circulation and mobility consider how people and goods move through and around the City. The circulation element addresses how a comprehensive, integrated transportation network can be planned to ~~achieve maximize~~ individual mobility in a manner consistent with community character and environmental protection. The City is committed to providing a complete, connected, multimodal transportation and mobility network. California law requires that transportation and land use policies be closely correlated. The Arcata General Plan accomplishes this in two ways. First, travel demand has been ~~forecasted~~ based on the amount and distribution of growth ~~anticipated allowed~~ by the land use plan. Second, ~~the policies of the~~ transportation, land use and air quality ~~policies are linked elements have been interwoven to provide a~~ balance ~~between~~ land uses and the transportation facilities that serve them. The overall theme of this element is achieving a balanced transportation and mobility system that is safe, accessible, comfortable, accommodating, and welcoming to all users. ~~Transportation and mobility planning and policies in Arcata will put the safety of people first, both outside of vehicles and in them.~~ *~~CONSIDER ADDING explanation here recognizing that mobility goes beyond just the transportation conditions focusing on vehicular roadways.~~*
- 3) **Safety first:** Include clear wording in the Introduction, Guiding Principles and Goals, and throughout the Element’s Policies to indicate that protecting and improving **safety must come first in all policies and transportation / circulation / mobility planning decisions.** Such wording is in line with a “Vision Zero” approach to transportation planning that strives to eliminate traffic-related death and injury as the highest priority in transportation planning, above and beyond speed, convenience, and financial cost. (Detailed suggestions for new wording are included in the “Track Changes” version of the MSWord draft Circulation Element.)
- 4) **Guiding Principles and Goals:** This entire section should be moved from the draft’s current location to an up-front location immediately after the Element’s **Introduction.** The **Guiding Principles and Goals** must be the basis for the rest of the descriptions, analysis, planning policies, and implementation actions that follow. In the draft, the **Guiding Principles and Goals** are hidden right before specific policies but AFTER the “Proposed Circulation Network,” halfway through the Element. They should certainly precede, not follow, the “Proposed Circulation Network” section.

5) **Transportation and Mobility Equity, & Safety First:** Add explicit principle and goal, as well as explicit mention in relevant policies, of the City's intention to develop transportation and mobility policies and improvements to achieve mobility and transportation equity. Add to the "Principles and Goals" section "The City recognizes that safe mobility is a right of all people in Arcata. The City will adopt policies and pursue plans that further transportation and mobility equity." Such changes should appear in the "Guiding Principles and Goals" section, and in other relevant policies and specific plans for improvement, as indicated in my detailed suggestions.

**Guiding Principles and Goals**

**The City of Arcata shall:**

- A. Provide a connected multimodal transportation and mobility system which allows that contributes directly to the safety, health, economic vitality, and quality of life of all people in Arcata. residents, and efficient travel.
- B. Recognize that safe mobility is a right of all people in Arcata. The City will adopt policies and pursue plans that further transportation and mobility equity.
- A. Put safety first in all transportation and mobility planning, policies, and projects.
- B.C. Create a transportation system which provides that incentivizes a choice of travel modes and is safe, accessible, comfortable, accommodating, and welcoming to all users.
- C.D. Provide for increased use of active and shared transportation modes as alternatives to the single-occupant vehicle, including walking, rolling, bicycling, public transit, carpooling/vanpooling, and ridesharing.
- D.E. Manage the street and highway system to promote more efficient use of existing capacities rather than increase the number of travel lanes.
- E.F. Create a multimodal transportation system which that will improve the livability of residential neighborhoods, including use of methods to calm or slow traffic and reduce through-traffic on local neighborhood streets. ADD statement on varied ability mobility here
- F.G. Educate residents, employees, and students about the importance of using alternative forms of transportation and mobility instead of the single-occupant automobile.
- G.H. Promote land use patterns that encourage walking, rolling, bicycling, and public transit use.
- H. Establish a set of curb-fee-based parking prices that are high enough to maintain an adequate supply of available spacesdrive more active and shared transportation

6)

**Policy Pitch Section**

- 1) **Accessibility and mobility for people with varied abilities and disabilities:** Add explicit inclusive policies and language throughout the Element to address needs of people of diverse abilities and disabilities. (I have suggested detailed language in the "Track Changes" version of the Draft submitted to staff.) In the policy list, start with Policy T-1, BALANCED TRANSPORTATION SYSTEM WITH CHOICE OF MODES: After T-1e (or somewhere before): Insert this or similar policy –
  - a) **T-1f Improve accessibility and mobility:** The City shall undertake a comprehensive program to assess and improve accessibility and mobility for people of varied physical abilities and disabilities." (In the Implementation measures list, this should happen in the next 1-2 years.)
- 2) I propose we change policy T-6 in the following ways:
  - a) **Objective.** Manage parking to reduce the incentive for single occupancy vehicle use. Provide an adequate supply of parking in perimeter lots downtown. Minimize the impacts of Cal Poly Humboldt State University parking into adjacent neighborhoods. Ensure that new development provides an adequate but not excessive supply of parking.

T-6a **Downtown parking.** The following shall apply to parking within the Downtown area:

1. Assess and plan for future parking needs. Municipal parking lots shall be provided in the perimeter of downtown to create an adequate parking supply to serve existing businesses, future development, and to replace on-street parking removed for pedestrian, bicycle, and landscaping improvements. One municipal lot is planned to complete the City's parking system, but Assess the need for additional parking lots may be provided if additional demand or opportunities arise. The City shall explore implementing a smart parking meter system in the Downtown area to manage parking demand while generating revenue to support public transit and/or active transportation.

b) The concept of “adequate supply” of parking seems to reflect the assumption that a particular land use or number of people automatically translates into a certain amount of driving and parking. The evidence doesn’t bear out this assumption. Rather, we know now that the parking supply helps dictate the amount of driving. Reflecting this, and in alignment with the city’s other mobility goals, it seems logical to establish an objective to manage parking to achieve mode shift, for example by charging for parking. For similar reasons, the idea of adding more parking lots to downtown based on “demand” seems outdated. Instead, managing parking through a smart meter system reflects modern best practices in parking management, and would reduce the subsidy for driving and create a new revenue source to help fund other city projects such as protected bike lanes and public transit. See the work of Donald Shoup for much more on this topic.

3)

4) With regard to the **Gateway Area, within the Circulation Element:**

The draft’s “**Proposed Circulation Network**” section addresses street and circulation changes City staff now propose in the draft Gateway Area Plan. Current language is “**Additionally, implementation of mobility improvements within the Gateway Area Plan, including the “K” and “L” Streets couplets, and the 8<sup>th</sup> and 9<sup>th</sup> Street couplets extension, will alleviate traffic congestion within the Gateway and will ensure all transportation modes remain comfortable, convenient, safe, and attractive ...**” However, significant disagreement among Arcatans, is far from resolved, especially about the proposed K/L Street one-way couplet. I recommend the following:

The City should fully investigate and publicly assess detailed alternatives to provide access to the west side of the Gateway Area. These will include a K Street / L Street one-way couplet, and detailed alternatives that would retain and improve the L Street corridor as a Class 1 bikeway, pedestrian way, and linear park, and retain K Street as a 2-way Arterial, with safety and traffic flow improved by possible means including new city-operated vehicle and pedestrian signals, left-turn lanes, on-street parking adjustments, and vehicle access to new development west of K and L Streets mainly via East-West streets; or other options including completing portions of M or N Street.

5) I propose we stop using Level of Service as a management consideration for city streets. And prioritize traffic calming and safety on all city streets regardless of classification. We can accomplish this through the following policy change:

a) LOS shall not be a management consideration for city streets. Decades of research and experience show that projects which attempt to relieve congestion and improve LOS simply attract more traffic and are ultimately unsuccessful. Furthermore, congestion is often desirable from a safety standpoint, as it results in slower traffic speeds. Appendix A of this Element describes existing and projected traffic volumes and LOS for key City intersections. Although

several unsignalized locations are projected to operate at LOS C or better, locations which experience higher volumes such as US 101/Sunset Avenue interchange, Alliance Road at Foster Avenue, Alliance Road at "M" Street/15<sup>th</sup> Street, and locations on 14<sup>th</sup> Street at "G" and "H" Street couplets are projected to operate at LOS D, E or F. Improvements anticipated by this plan (see Figure T-k) are expected to improve the LOS to acceptable levels for all intersections while balancing the priorities of active transportation goals. See appendix A for the complete analysis.

b) The effect of induced demand is well documented in transportation planning, and is even referenced in Arcata's own planning documents. Managing for LOS means adding vehicular capacity (whether that means adding lanes or making smaller "functional improvements"), but the principle of induced demand dictates that any resulting reductions in congestion will be temporary - the street will fill back up with more cars soon. Managing for LOS is just pretending that induced demand isn't real, when we know it is. In other words, managing for LOS just doesn't work. Instead of managing for LOS we should be managing to reduce vehicle miles traveled (VMT) in order to reduce environmental impacts. The State recognized this in 2013 with the passage of SB 734 which required all environmental studies for proposed projects in the state to switch from LOS to Vehicle Miles Traveled (VMT) as the critical measure of a project's impact. Previously, the state, its local municipalities, and its regional governments had been basing an assessment of a project's environmental consequences based solely on whether the project would create congestion. By focusing on VMT instead of LOS, CEQA now puts the planning onus on the reduction of car trips. Furthermore, even if we could reduce congestion with engineering projects, it is not clear if that would really be desirable. Congestion, by definition, slows down traffic, and slower speeds result in greater safety for all road users. It's time for Arcata to stop prioritizing the annoyance of minor delays for drivers over the lives of community members and the environment. If fully rejecting LOS is out of the questions, other cities, like Seattle, have reformed their LOS to set specific target rates of transportation modes (e.g., walking, biking, transit, and driving) rather than solely focusing on driving.

6)

7) **Traffic signals in policy T-4b Vehicular Circulation:**

With anticipated population to 28,000, and much denser development patterns in much of the city, it will soon be time to reconsider the City's longstanding determination not to develop a traffic signal (traffic light) system of its own, above and beyond the CalTrans lights on Samoa Blvd and a few other high traffic locations. A Circulation Element policy would open that possibility:

<p>3. <u>Improvements at intersections. Improvements at intersections shall be designed to allow the safe, comfortable, convenient and accessible use of streets and walkways for all roadway users.</u></p> <p>a) <u>Minor improvements at intersections. Minor projects to improve traffic safety include redistributing lane allocations and coordination of traffic signals. Improvement projects shall be designed to accommodate the needs of pedestrians and bicyclists.</u> <u>The City shall consider developing City-operated traffic signals and signalized pedestrian crossings to accommodate new or denser land uses, traffic patterns, and safety concerns, especially Downtown, in the Gateway Area, and in the Giantuli / Valley West area.</u></p> <p>b) <u>6. Minimize the installation of new traffic signals. New traffic signals shall be provided only in instances where there is no feasible alternative to relieve a demonstrated safety problem at an intersection (based on documented accidents). Alternatives which shall be studied prior to signals include roundabouts or installation and monitoring of all-way stop signs.</u></p> <p><u>6. Minor improvements at intersections. Minor projects to improve traffic safety</u></p>
--

8) **Transportation Advisory Committee: Policy T-4 4c 1** in the draft now hides the role of the Transportation Safety Committee within a single subsection of the sub-policy related to "Slowing Traffic." I suggest a broader role for a re-named, re-framed committee, possibly a "**Transportation Advisory Committee.**" The Transportation Safety Committee's narrowly defined role is too easy for City staff and officials to overlook, and even now does not reflect the diverse community concerns that come before them. I suggest:

**T-1g ADD POLICY: TRANSPORTATION ADVISORY COMMITTEE:** The City shall consider renaming its Transportation Safety Committee, and broaden its role to advise City staff, Planning Commission, and City Council on matters related to transportation safety, and diverse community concerns related to transportation, circulation, and mobility safety and accessibility.

9)

## Bike Rack

The following document the Bike Rack items that the Commission will resolve as time allows consistent with the Meeting Framework adopted March 14, and amended thereafter. Items shown in grey were discussed but no decision was made. Items without highlighting have not been discussed.

### Vision Statement

No Bike Rack issues.

### Land Use Element

1. I propose changing policy **LU-1c** as follows:
  - a. **Prioritization of transit and active transportation.** Reduce or eliminate minimum parking requirements citywide. ~~in areas where transit and active transportation is planned to support the transportation needs of the community, including neighborhoods where biking infrastructure, trails, complete streets, and transit is or is planned to be accessible.~~
    - i. I recognize that this policy was already changed based on my comments at a previous meeting. However, I worry that this current language accepts that there are areas of the city that we are choosing to leave un-walkable. My proposal makes this policy inclusive of the entire city.
2. **LU-2b: Diversity and choice in residential environments and LU-2c: Planned Development - residential.** These two sections represent another opportunity to incorporate wording to indicate that the City encourages housing for all, including currently unhoused people. I can suggest wording if we choose to do so.
3. **LU-6c: Protection of agricultural lands and uses within the City.** The second paragraph starts with "Private and public non-vehicular recreational activities such as hiking, riding, fishing, hunting, and other recreational activities...." I suggest we specify that the riding is non-motorized by adding that to the wording: "Private and public non-vehicular recreational activities such as hiking, **non-motorized** riding, fishing, hunting, and other recreational activities...." [how does this conflict with current policy]

4. **LU-1d: Streamlined Review and Standards in Infill Opportunity Zones:** We still haven't discussed what this will be, either in the Gateway, much less city-wide. *When will we discuss and resolve this? Let's not assume the model we adopt for the Gateway will hold City-wide. But it would be VERY CONFUSING if it doesn't! I'm very uncomfortable including this as a policy unless we have those discussions BEFORE making a recommendation to the City Council. I recommend changing this policy to CONSIDER adopting streamlined review and standards for Infill Opportunity "Zones". Unless we have already addressed this in depth, include developing and adopting those changes as in implementation action.*
5. **LU-1j: Encourage Valley West's growth as a major community center for north Arcata:** Eliminate the sentence "High density residential use in the Valley West Infill Opportunity Area will be streamline". It seems this is already part of the Infill Opportunity policy elsewhere, and we still haven't figured out what that "streamlining" will be. [develop objective standards to guide development review and approval...] staff needs to come back with these first.
6. **LU-3a Commercial-Central[C-C] :** 'The Commercial-Central Zone will continue to have no upper density limit'. ADD: *however, conditions of permit approval must avoid dangerous effects on public safety.*
7. **Table LU-4 INDUSTRIAL / PUBLIC FACILITY LAND USE CLASSIFICATIONS**
  - a. "EDUCATIONAL, CULTURAL & RELIGIOUS USES" are not listed for either of the Industrial zones. Would this prohibit vocational education facilities on an industrial site? (I support prohibiting K-12, daycare, or preschool facilities in Industrial zones.)
  - b. What is the point in including RELIGIOUS USES in this category? Can we eliminate mention of "Religious Uses" in this part of the Land Use element? (It doesn't show up there in our current LUC.) Remembering 1<sup>st</sup> Amendment rights, the City has little regulatory authority over "Religious Uses" beyond enforcing its own property rights on city-owned sites, and safety rules.
  - c. Residential uses are allowed in I-L zones, though limited and requiring Use Permits. When we amend the Land Use Code and its Use Permit standards for residential uses of I-L sites, let's think clearly and protectively about what IS allowed there, and who is vulnerable to those hazards (even in I-L permitted uses).
  - d. Urban Agriculture: I suggest allowing some "urban agriculture" on I-G and I-L sites, perhaps with a Use Permit to set appropriate conditions. Why is urban agriculture NOT allowed on Industrial sites (I-G or I-L), especially considering what IS allowed on them, and considering that industrial factories (with large-scale industrial structures) have been allowed on Ag Exclusive land? Which leads to ...
8. **LU-1q State mandated housing production** -- The new proposed **LU-1q** works well. I like that this policy represents a City commitment to advocating for reasonable state approaches to housing production in a small city like Arcata. However, **I suggest ending the policy statement with "... meet both state objectives and City need for housing," omitting the end of the draft sentence.** The plan says that elsewhere.
  - a. **LU-1q State mandated housing production.** The City recognizes that the state's housing goals have resulted in laws that increase density above City established base density, removed discretion in housing development, required streamlining in approval processes, established by-right development for certain housing types, and has reduced local control over many land use decisions related to housing production. The City shall

monitor and comment on state actions to advocate for reasonable solutions to housing production that meet both state objectives and City need for housing development that produces high-density, infill housing in mixed-use or residential projects in appropriately zoned and designated areas.

9. **New Policy LU-6f Restoration of former tidelands.** I'd like to propose an additional land use policy for inclusion in the Ag section of the land use element.
  - a. **LU-6f Restoration of former tidelands.** The City of Arcata recognizes the need to restore former tidelands to salt marsh in order to adapt to rising sea levels and promote biodiversity and a safe environment. The City shall encourage and support the restoration of former tidelands, currently zoned Agricultural Residential [A-R] or Agricultural Exclusive [A-E].

### Ideas for Discussion

1. **LU-1k: Support and revitalize other existing neighborhood and commercial activity areas.** This section promotes travel by walking, biking, and transit. One of its intentions to reduce vehicle miles traveled. Yet, it also encourages "improvement of parking." Do we want to also encourage the conversion of parking lots to other uses, such as housing, walkways, playgrounds, etc.?
2. Housing density limits are not expressed quantitatively in this element. Nonetheless, I suggest we consider adding language to address the possibility of housing bonuses affecting the overall density of development.
  - b. LU-2a: Residential Land Use Classifications. This section discusses different residential density zones. Given that the density bonus can be large and the rules covering the bonus are evolving rapidly, we can add language here so that we end up with a reasonable densities we can live with.
  - c. LU-3a: Commercial-Central (C-C): The last sentence reads, "The Commercial-Central Zone will continue to have no upper density limit." Do we really want to say that? Would a 12-story building be allowed in this district?
3. **LU-1k: Support and revitalize other existing neighborhood and commercial activity areas.** Although not a "neighborhood" center, it would also help to have some explicit mention of Uniontown, especially in light of AB 2011. Uniontown might be a prime target for mixed use redevelopment (and a reasonable one), if not under its current owners, then under some future ownership by 2045.
4. **LU-2: Residential Land use** That's real estate-talk. Change that to "residents." The policy refers to "in higher density developments". Clarify: Does that refer to RM and RH only? What about in those mixed use developments we're expecting, and in :PD Planned Developments?
5. **LU-2c: Planned Development – residential: Add:** Planned Development may also incorporate non-residential uses *where they will not reduce safety or livability for residents, and must include adequate walkways, and set conditions for commercial operations.* (Avoid a scenario where commercial use is added to a residential :PD and brings dangerous vehicle traffic or constant loud noise into a previously kid-friendly, quiet area.)

- a. The Implementation Measures list calls for the City to review sites in the :PD combining zone, and possibly releasing some of them from :PD requirements. However, new state housing laws already limit City discretion for projects that include affordable housing, and exempt some of those projects from CEQA review. The City should generally retain the discretionary review that the :PD combining zone provides, especially for already developed sites, to ensure that intensified development there does not threaten safety or existing environmental assets and recreational spaces.

6. **LU-3a Commercial use classifications** “Large scale retail uses shall require a use permit due to evaluate...” *Can we add a threshold size or scale?*

- a. “Potential impact on existing and projected traffic conditions” – *Add: pedestrian and residents’ safety*

7. **Table LU34 COMMERCIAL LAND USE CLASSIFICATIONS:** (Questions mainly)

- a. What is the rationale for adding Travel trailer [RV] parks to principally permitted uses in the C-G zone?
- b. Will eliminating animal sales and services make existing pet stores and veterinary services in C-G non-conforming? Or are these rolled into some larger category?
- c. Add to the “Gas sales” category electric vehicle charging stations? What about zip car rentals, etc?
- d. Restaurants, Bars, Taverns and pubs, nightclubs: Will bars still require a Use Permit? If we’re now allowing on-site cannabis consumption, should these be added to the list?
- e. Commercial Recreation / Entertainment: How come “outdoor recreation uses and services” are NOT allowed in either the C-C or C-M zones? Should they be?
- f. Educational, Cultural & Religious Uses: Since no “Religious Uses” are actually listed, and since the City has limited authority to regulate them anyway, should we take “Religious Uses” off the category title? (AND ... Does the City have discussion / condition procedures set up for when an Arcata church decides XYZ is actually a religious use, and demands services to support it?)
- g. Urban Agriculture: Not allowed in the C-C zone. So, NO herb or vegetable gardens on a temporarily vacant lot downtown? What about as an accessory use? (No commercial herb gardens in backyards and roofs? Or is that allowed under some other rule?)
- h. Commercial – General This is mainly Valley West. With a max residential density up to 50 “units” per acre in addition to commercial uses on the same site (???), with density bonuses likely to allow up to 90 dwellings per acre, what do we envision in Valley West for this allowable density, especially in light of AB 2011?

8. **LU-3e Commercial – Central** : Residential use is allowed as the primary use on vacant sites. Presumably, NO maximum density & no parking? Given current vacancy rates, may existing commercial buildings be converted to residential use anywhere in C-C? [Staff Response - I think that is the next step. This could be an implementation measure]

9. **LU-4b Little Lake** : The City has sat on cleaning up its Little Lake site for 20 years. There’s some new activity there now. (I’d heard “staging and material storage” for the WWTP upgrades?) The draft policy is: “... The site shall be planned as a mixed-use development including passive recreational uses and a dog park. Development shall be consistent with the adopted Long Range Property Management Plan.” That plan indicates the site should be used for “economic development,” which presumably means jobs. But the property management plan doesn’t go

further than this. *I hope* our Sea Level Rise discussions on Tuesday will help us envision what types of structures could be safely allowed on that site – IF ANY – and strongly recommend against allowing permanent structures, or ANY “mixed use” that includes housing.

Throughout the Plan, let’s replace the term “passive recreational uses” with something that actually relates to land use / infrastructure, like “recreation facilities for walking, running, sitting, nature observation, and social interaction.” It’s more words, but better connotation in our sports-dominated society. [Staff response – no mixed use or residential use is planned on this site]

**10. Table LU-6: AGRICULTURE AND NATURAL RESOURCE LAND USE CLASSIFICATIONS**

- a. Coastal-dependent recreation in the A-E zone: What would this be? Duck hunting blinds? Kayak docks & rentals?
- b. Keeping confined animals isn’t allowed in the A-R zone. No backyard hen coop? No backyard goat pen? It’s odd that hens are allowed in residential zones but not in an ag zone. It might help to re-state the list of allowable uses to reflect scale of confined animal keeping (I think the LUC does this.)
- c. “Silvicultural operations” and “Aquacultural operations” are not allowed in either agricultural zone. It might make sense to allow tree nurseries and fish ponds, for example, with a Use Permit to protect groundwater and prevent noxious odors.
- d. Farm worker housing policy is clear for diked/ reclaimed former tidelands (**LU-6d2**) but not for other ag lands. Farm worker housing should count as “residential units” and “dwelling units” with standards identical to other housing or ADUs.

**11. 2.3 IMPLEMENTATION MEASURES TABLE** – This is a bare-bones list, focusing on the near-term, with little except the “ongoing” items and Economic Development Strategic Plan 5-year updates that carries us beyond the first couple of years. It would be great to develop a much more substantial list of implementation actions to achieve the goals of the many policies in the Land Use element.

- a. It would help to include specific implementation measures for Policy LU-1b “Promotion of infill development and designated Infill Opportunity Zones,” if only to identify a time frame for action.
- b. LU-4 Pedestrian-friendly activity centers: These measures are more policies themselves, than specific implementation actions, and will be only parts of the types of form-based standards that would be needed to implement them. Once we have experience with a form based code in the Gateway, would it make sense to include an implementation measure to consider developing appropriate standards for the other activity centers?
- c. LU-5 Business park plans: The city should seriously revisit the “business park” master plan idea for Little Lake, even though the City is committed to putting those 12 acres to some economic use. Developing a site plan for Little Lake: Yes. But let’s reconsider calling it a “business park.”
- d. LU-6 Planned Development Overlay: An inventory of :PD sites will be useful. (See comments above.) But beware of using this review to eliminate City development guidance and discretion as a gift to developers.
- e. LU-7 Commercial Visitor Serving Overlay – Is there a rationale for retaining the Visitor Serving zoning designation? It seems the proposed Land Use classification system has

already assumed that the Commercial General classification is appropriate for Valley West, especially as so many of the motels there no longer serve "visitors."

To: City staff, Planning Commission members, public

From: Judith Mayer, Planning Commission member

About: Priority recommendations and concerns regarding the Draft Circulation Element of Arcata's draft General Plan 2045

Date: April 7, 2023; for consideration at the April 11, 2023 Planning Commission meeting

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Please consider these "priority" recommendations, suggestions, and concerns in line with the new procedures for Planning Commission consideration of General Plan update drafts.

I'm also submitting a separate marked-up version of the MSWord "Track Changes" version of the 2022 draft Circulation element. The many smaller suggested changes may be more useful for Staff to consider in revising the draft Circulation Element than for the Planning Commission as a whole.

In a separate set of suggestions regarding the draft Gateway Area Plan's Circulation section, I submit recommendations, comments, and suggestions for Planning Commission, staff, and public consideration.

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**"Priority" Recommendations, Suggestions, and Concerns:**

**1) Consider changing the name of the Element to "Circulation and Mobility Element."** Beyond simply adding the statement at the end of the introduction, full explanation that circulation and mobility do NOT necessarily relate only to vehicular transportation, with pedestrian and bike facilities tacked on, is important. Consider the following:

**2.7 INTRODUCTION**

Circulation and mobility consider how people and goods move through and around the City. The circulation element addresses how a comprehensive, integrated transportation network can be planned to ~~achieve maximize~~ individual mobility in a manner consistent with community character and environmental protection. The City is committed to providing a complete, connected, multimodal transportation and mobility network. California law requires that transportation and land use policies be closely correlated. The Arcata General Plan accomplishes this in two ways. First, travel demand has been ~~forecasted~~ based on the amount and distribution of growth ~~anticipated allowed~~ by the land use plan. Second, ~~the policies of the~~ transportation, land use and air quality ~~policies are linked elements have been interwoven~~ to provide a balance ~~between~~ land uses and the transportation facilities that serve them. The overall theme of this element is achieving a balanced transportation and mobility system that is safe, accessible, comfortable, accommodating, and welcoming to all users. ~~Transportation and mobility planning and policies in Arcata will put the safety of people first, both outside of vehicles and in them.~~ ~~CONSIDER ADDING~~ explanation here recognizing that mobility goes beyond just the transportation conditions focusing on vehicular roadways.

**2) Safety first:** Include clear wording in the Introduction, Guiding Principles and Goals, and throughout the Element's Policies to indicate that protecting and improving **safety must come first in all policies and transportation / circulation / mobility planning decisions**. Such wording is in line with a "Vision Zero" approach to transportation planning that strives to eliminate traffic-related death and injury as the highest priority in transportation planning, above and beyond speed, convenience, and financial cost. (Detailed suggestions for new wording are included in the "Track Changes" version of the MSWord draft Circulation Element.)

**3) Guiding Principles and Goals:** This entire section should be moved from the draft's current location to an up-front location immediately after the Element's **Introduction**. The **Guiding Principles and Goals** must be the basis for the rest of the descriptions, analysis, planning policies, and implementation actions that follow. In the draft, the **Guiding Principles and Goals** are hidden right before specific policies but AFTER the "Proposed Circulation Network," halfway through the Element. They should certainly precede, not follow, the "Proposed Circulation Network" section.

**4) Transportation and Mobility Equity, & Safety First:** Add explicit principle and goal, as well as explicit mention in relevant policies, of the City's intention to develop transportation and mobility policies and improvements to achieve mobility and transportation equity. Add to the "Principles and Goals" section "The City recognizes that safe mobility is a right of all people in Arcata. The City will adopt policies and pursue plans that further transportation and mobility equity." Such changes should appear in the "Guiding Principles and Goals" section, and in other relevant policies and specific plans for improvement, as indicated in my detailed suggestions.

#### **Guiding Principles and Goals**

**The City of Arcata shall:**

- A. Provide a connected multimodal transportation and mobility system which allowsthat contributes directly to the safety, health, economic vitality, and quality of life of all people in Arcata. -residents, and efficient travel.  
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  - a) Minor improvements at intersections. Minor projects to improve traffic safety include redistributing lane allocations and coordination of traffic signals. Improvement projects shall be designed to accommodate the needs of pedestrians and bicyclists.  
The City shall consider developing City-operated traffic signals and signalized pedestrian crossings to accommodate new or denser land uses, traffic patterns, and safety concerns, especially Downtown, in the Gateway Area, and in the Giantulji / Valley West area.
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6. Minor improvements at intersections. Minor projects to improve traffic safety

## 8) Transportation Advisory Committee: Policy T-4 4c 1 in the draft now hides the role of the Transportation Safety Committee within a single subsection of the sub-policy related to "Slowing Traffic." I suggest a broader role for a re-named, re-framed committee, possibly a "**Transportation Advisory Committee.**" The Transportation Safety Committee's narrowly defined role is too easy for City staff and officials to overlook, and even now does not reflect the diverse community concerns that come before them. I suggest:

**T-1g ADD POLICY: TRANSPORTATION ADVISORY COMMITTEE:** The City shall consider renaming its

Transportation Safety Committee, and broaden its role to advise City staff, Planning Commission, and City Council on matters related to transportation safety, and diverse community concerns related to transportation, circulation, and mobility safety and accessibility.

## DRAFT TRANSPORTATION CIRCULATION ELEMENT

### 2.7 INTRODUCTION

~~Transportation concerns~~ Circulation and mobility consider how people and goods move through and around the City. The ~~transportation circulation~~ element addresses how a comprehensive, integrated transportation network roadway, transit, rail, freight, bicycle, and pedestrian systems can be planned to ~~achieve~~ maximize individual mobility in a manner consistent with community character and environmental protection. The City is committed to providing a complete, connected, multimodal transportation and mobility network. California law requires that transportation and land use policies be closely correlated. The Arcata General Plan accomplishes this ~~correlation~~ in two ways. First, travel demand has been forecasted based on the amount and distribution of growth anticipated allowed by the land use plan. Second, the policies of the transportation, land use and air quality policies are linked elements have been interwoven to provide a balance between land uses and the transportation facilities that serve them. The overall theme of this element is achieving a balanced transportation and mobility system ~~that is safe, accessible, comfortable, accommodating, and welcoming to all users.~~ CONSIDER ADDING explanation here recognizing that mobility goes beyond just the transportation conditions focusing on vehicular roadways.

#### INSERT "Guiding Principles and Goals" section here!

#### Overview of Existing and Future Transportation Conditions

~~Existing Roadway System.~~ Arcata's pattern of highways and streets is similar to many small and rural communities. The central business district has a traditional grid pattern of streets, with a one-way couplet system, G Street and H Street, together comprising the primary arterial. A non-grid series of arterial and collector streets surrounds the central business district and serves outlying residential neighborhoods subdivisions, neighborhood shopping centers, Cal Poly Humboldt State University, and industrial areas. On the outer edges of Arcata, the transportation system is comprised of rural roads and highways serving isolated farms and residences. Arcata is bisected by the State Route US Route 101 freeway, the main road state route serving the North Coast of California from San Francisco to Oregon.



**Commented [JHM1]:** The Guiding Principles and Goals should be the basis for the rest of the analysis and planning policies that follow. Readers should be able to keep them in mind when reading about both current condition descriptions and proposed policies and plan details.

**Functional Classifications of the Street System.** Arcata's existing and planned primary streets and their functional classifications are shown in Figure T-a. The functional classification system

is described in the following paragraphs.

**Freeways and Highways.** Freeways are high speed facilities with restricted access that move traffic on an intercity or regional basis. Access to freeways is limited to grade-separated interchanges. Routes 101 and 299 are designated as freeways. Highways are also high-speed facilities, but with fewer restrictions on access and at-grade intersections. Route 255 is designated as a highway.

**Arterial Streets.** The primary function of arterial streets is to provide intracity mobility as ~~safely~~ and efficiently as possible. In addition to ~~inter~~connecting the various parts of the city, arterial streets also provide some access to abutting lands. Compared to other communities, arterials in Arcata have fewer traffic control devices at intersections. In 2023, ~~a~~All of the traffic ~~lights~~ signals in Arcata are located on Samoa Boulevard, which is State Route 255. Examples of arterials include the "G" and "H" Street one-way couplet, Alliance Road, Samoa Boulevard and L.K. Wood Boulevard.

**Minor Arterials.** Local streets, while providing access to development on adjacent lands, primarily provide mobility between arterial and collector streets while providing access to development on adjacent lands. Examples include Buttermilk Lane and West End Road within the City Limits, and Jacoby Creek Road and Upper Bay Road within the sphere of influence.

**Collector Streets.** Collector streets provide both mobility and access to land in about equal proportions. These roadways move vehicular, pedestrian, and bicycle traffic within and between residential, commercial, and industrial areas and institutional areas. As the name implies, ~~c~~ollector streets are intended to collect traffic from local streets and channel it to the arterial street system. Examples of collector streets include 7th Street, 14th Street, Union Street, Buttermilk Lane, and Fickle Hill Road.

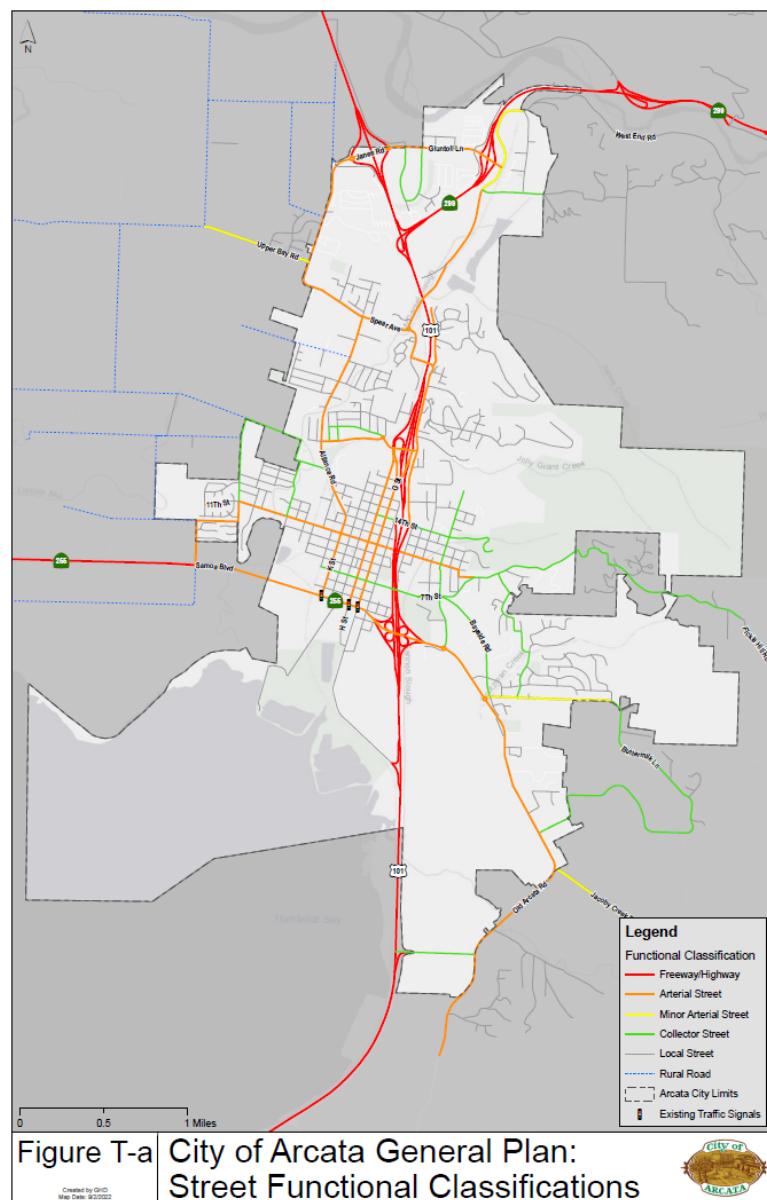
**Local Streets.** Local streets mainly serve to provide access to development on abutting parcels of land. These low-speed roadways provide access between land uses and collector streets. Local streets serve all types of land use including residential, commercial, and industrial, public facilities, and institutional. Often, local streets in residential areas are utilized by through traffic, resulting in complaints from residents about speeding and high traffic noise volumes. Pedestrian and cycle use of local streets, and safety for pedestrians, cyclists, and local neighborhood use, is as important as motorized traffic on local streets.



**Commented [JHM2]:** Buttermilk is identified as a Minor Arterial. Use it as an example in one area OR the other, or indicate which portion is which.

**Rural Roads.** Rural roads are generally two-lane unimproved facilities located on the outer edges of the community, not within the City. Their primary function is to provide connection

and access to farms, isolated residential areas, and industrial uses. Rural roads usually do not have ~~typical urban improvements such as~~ underground drainage, lighting, sidewalks, or curbs and gutters. Examples of rural roads in the Arcata area include Mad River Road, Upper Bay Road, Jackson Ranch Road, the western portion of Foster Avenue, and Jacoby Creek Road.

**FIGURE T - a STREET FUNCTIONAL CLASSIFICATIONS**

**Operational analysis and intersection level of service (LOS) Summary.** Appendix A of this Element describes existing and projected traffic volumes and LOS for key City intersections. Although several unsignalized locations are projected to operate at LOS C or better, locations which experience higher volumes such as US 101/Sunset Avenue interchange, Alliance Road at Foster Avenue, Alliance Road at "M" Street/15<sup>th</sup> Street, and locations on 14<sup>th</sup> Street at "G" and "H" Street couplets are projected to operate at LOS D, E or F. Improvements anticipated by this plan (see Figure T-k) are expected to improve the LOS to acceptable levels for all intersections while balancing the priorities of active transportation goals. See appendix A for the complete analysis.

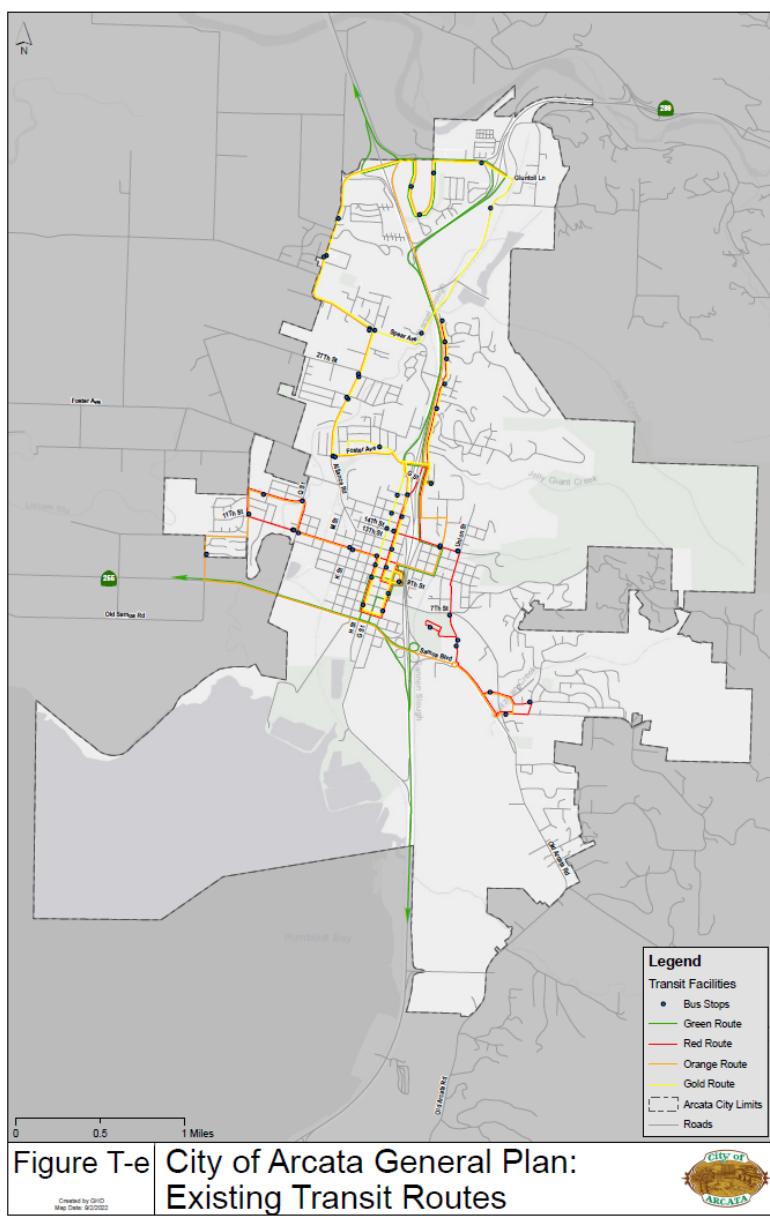
**Existing and Projected Transit Ridership.** The Arcata & Mad River Transit System (A&MRTS) is a service provider of the Humboldt Transit Authority (HTA) that offers public bus service for the City and is operated by the City's Public Works Department, and Humboldt Transit Authority are the two transit systems providing service in the City of Arcata. Fixed service routes include the Red, Gold and Orange Route(s) running along major streets in the city to destinations including City Hall, Uniontown Shopping Center, and Mad River Hospital, and Transit services are offered along major streets in the city and to major inter-route transfer points including the Arcata Transit Center and Cal Poly Humboldt State University (HSU). The Willow Creek route offers travel between the communities of Arcata and Willow Creek, located east of Arcata. HTA also provides regional public transportation for Humboldt County including service through Arcata via the Redwood Transit System (RTS), a fixed route system serving cities along the Highway 101 corridor from Trinidad to Scotia. The RTS has four stops in Arcata including Cal Poly Humboldt and the Arcata Transit Center. The Arcata Transit Center, located on "F" Street between 9th and 10th Streets, provides a centralized transit facility for buses operated by A&MRTS, RTS, Greyhound, and Amtrak. The Transit Center provides a park-and-ride lot and secure bicycle facilities. HSU student ridership is significant during the school season when extra shuttles are provided to accommodate overflows in the morning peak hour. Table T-3 shows existing and projected A&MRTS bus ridership.

Cal Poly Humboldt student ridership is significant during the school season. Cal Poly Humboldt provides unlimited free ride access on several HTA routes, including A&MRTS, through the Jack Pass program, paid through student fees. The Jack Pass program aims to encourage mass transit and reduced travel via single-occupant vehicles. Staff, faculty, and Extended Education participants are also granted unlimited rides on these HTA routes for \$60 a semester. A&MRTS ridership over the past several years is included in Figure T-e of Circulation Element Appendix A. Figure T-f presents the existing transit routes and stops.

**Commented [JHM3]:** Since the body of the plan itself refers to Level of Service, a brief summary of LOS ratings should be included in the body of the plan (here), NOT just in the Appendix

**Commented [JHM4]:** "acceptance levels" should be defined HERE. LOS C or better? Or something else?

**Commented [JHM5R4]:** AT THIS POINT the plan should address road SAFETY, especially PEDESTRIAN safety!

**FIGURE T - f Existing Transit Routes**

[The Humboldt County 2017-2022 Transit Development Plan \(TDP\)](#) was prepared for the Humboldt County Association of Governments (HCAOG) to help provide guidance to local agencies on service programs, capital improvements and financial strategies to improve the public transit services in Humboldt County over a five-year period. Recommended alternatives in the TDP include:

- [Adjust Schedule to Better Match University Class Schedules / Increase Trip Choices](#) – The TDP identified adjustments to transit schedules that allowed more time for students to get to class from campus stops would encourage more transit use.
- [Make the Community Center and “On Demand” Stop](#) – Low ridership at the Community Center stop was identified and recommended for “on demand” service. Procedures include passengers telling operators at boarding to be dropped off and to call a service helpline in advance for pick-up.
- [Extend Transit Service to South G Street](#) – Higher density housing and commercial activities are identified south of Samoa Boulevard on H and G Streets and potentially capture additional ridership for the Red Route.
- [A&MRTS Services Recommended Contingent on Funding: Provide a High Frequency Shuttle between Cal Poly Humboldt and Downtown in Peak Periods](#). The TDP also recommended considering new shuttle service during peak periods so that students and university staff would be better served as highest transit demand was noted between Downtown Arcata and Cal Poly Humboldt.

**Existing Bicycle and Pedestrian Facilities.** Arcata’s bicycle transportation system consists of Class I off-street shared use paths, Class II bike lanes, Class III bike routes, and bicycle boulevards on public streets. Class I facilities are multi-use paths that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized. Class II bike lanes provide a striped and signed lane for one-way bicycle travel on a street or highway within the paved area of a roadway. Class III bike routes are specially designated corridors in which the travel lanes are shared by motor vehicles and bicycles and are usually marked with on-street pavement stencils. Bicycle boulevards are a type of Class III facility on low-volume roadways which prioritize the use of bicycles with traffic controls, signage, roadway markings, and traffic calming measures, including bicyclists having the right-of-way.

Arcata currently provides a comprehensive bikeway network connecting most major areas of the City on primary arterial streets. The primary Class I shared use path along the L Street rail alignment provides a north-south connection from the southern City limits and to the Humboldt Bay Trail south to Eureka, connecting to Alliance Road north of the Gateway area, and connects to Foster Avenue at Sunset Avenue. Additional Class I facilities provide brief connections between existing roadways and on-street bicycle facilities. Most Class II bike lanes are located on north-south streets, while Class III bike routes and bicycle boulevards provide east-west connection on key streets. The western portion of the City (west of Alliance Road) is least served by bike lanes, providing an opportunity to expand the bike lane system to encompass more residential areas. Figure T-h presents the existing bicycle and trail facilities. The City of Arcata adopted a *Pedestrian and Bicycle Master Plan*, last updated in 2010, that

**Commented [JHM6]:** Will the updated TDP be published and adopted BEFORE the General Plan? (If so, material in this section should be updated to reflect that plan.)

identifies pedestrian and bicycle conditions and various proposed improvements.

Regional trail needs are assessed when HCAOG updates the Regional Bike Plan and the Regional Transportation Plan (RPT). The 2018 Regional Bike Plan identifies the following proposed bikeways for short-term regional priority projects (not yet completed):

- 11<sup>th</sup> Street Corridor (Janes Road to Bayview Street) – Class II / Class III
- F Street (7<sup>th</sup> Street to 14<sup>th</sup> Street) – Class I / II
- Sunset Avenue east (L.K. Wood Boulevard to Jay Street) – Class I

**Improvements since 2020 General Plan.** Below is a list of bikeway and trail improvements which have been implemented since the last update of the General Plan and since the 2010

Pedestrian and Bicycle Master Plan:

- Class I Shared-Use Paths/Trails:
  - Humboldt Bay Trail – Arcata Segment, Arcata Skate Park to Bracut Marsh
- Class II Bike Lanes:
  - Foster Avenue Extension (east) – from Alliance Road to Sunset Avenue (also includes adjacent Class I trail)
  - G and H Streets
  - Old Arcata Road – Hyland Street south city limit
  - Samoa Boulevard – Union Street to Crescent Way
- Class III Bicycle Boulevards:
  - Q Street – 11<sup>th</sup> to 10<sup>th</sup>
- Class III Bicycle Routes:
  - 11<sup>th</sup> Street – B Street to Union Street
  - 14<sup>th</sup> Street – K Street to L.K. Wood Boulevard
  - Baldwin Street – Cahill Park to Sunset Avenue
  - Union Street – Samoa Boulevard to 14<sup>th</sup> Street
  - Westside Corridor (includes Janes Road, Vaissade Road, V St.) from Foster Avenue to Samoa Boulevard

## FIGURE T - hf Existing Bicycle and Trail Facilities

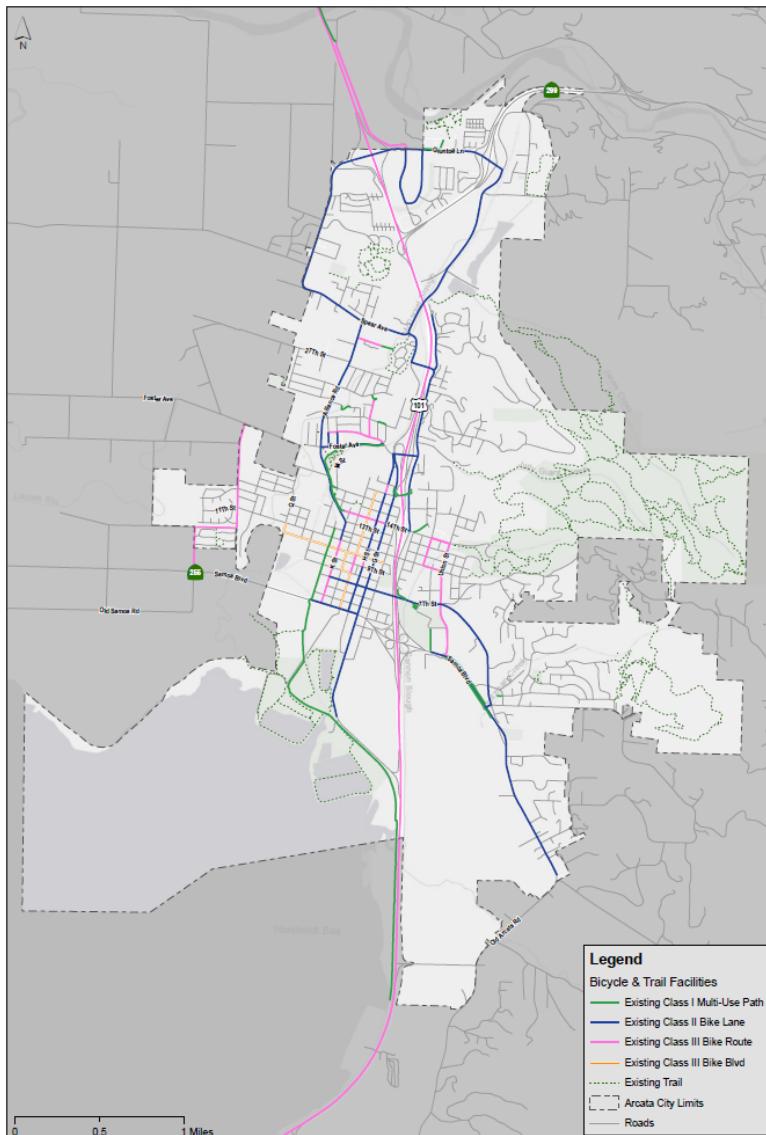


Figure T-h City of Arcata General Plan:  
Existing Bicycle and Trail Facilities



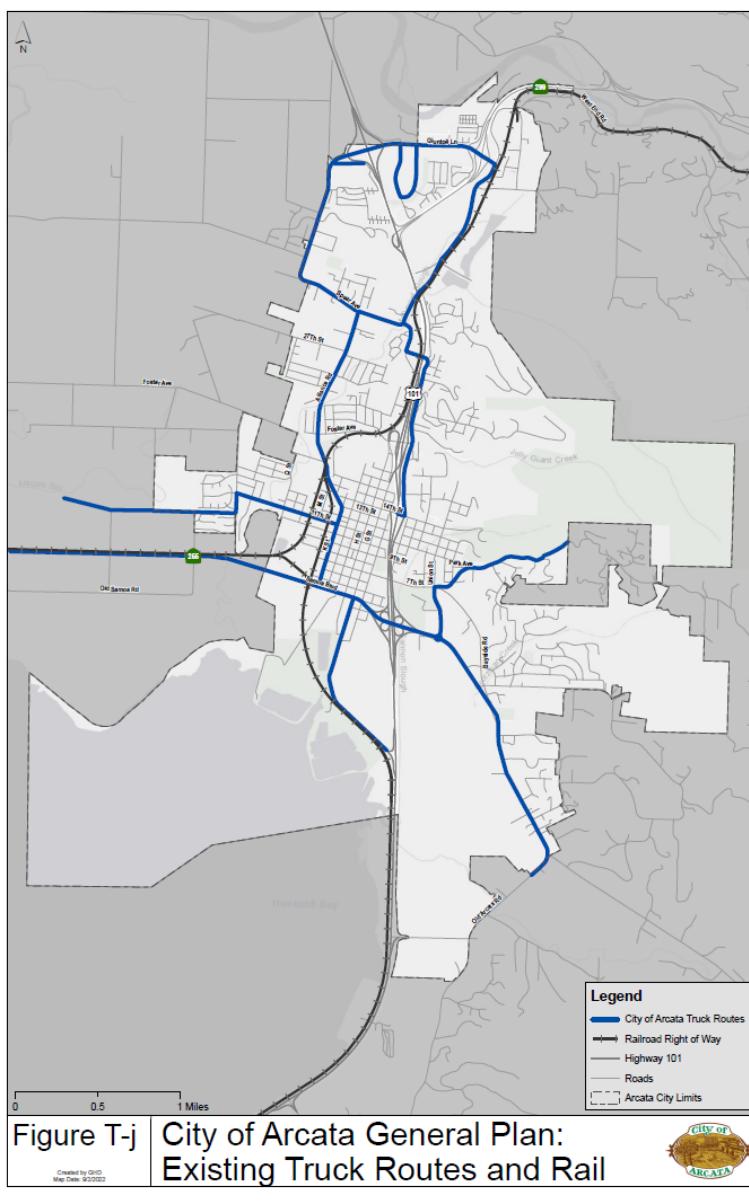
Pedestrian facilities are provided throughout Arcata in the form of sidewalks on public streets and along Class I shared use paths which also accommodate bicyclists. Refer to ~~The City's design standards for streets includes five foot wide sidewalk widths on both sides of the street with a fifty foot wide and~~ right of way. Many streets, particularly local, collector, and rural roads, do not have curb and gutters or sidewalks, forcing pedestrians to walk on unpaved shoulders or within the travel lanes. While the downtown and areas surrounding Cal Poly Humboldt provide a continuous sidewalk system, in other areas of the City, there are many gaps in the sidewalk system. The City's standard ~~five foot wide~~ sidewalk meets the minimum Americans with Disabilities Act (ADA) requirements, but wider sidewalks are desirable for high-traffic pedestrian locations and to encourage walking. Narrow sidewalks are often obstructed with utility poles, signs, and street furniture, further reducing their effectiveness. In addition, the City's street standards lack sufficient width for a planting strip or street trees, which are important elements in promoting walking as an alternative mode of transportation. Opportunities exist, however, within the standard fifty-foot wide right of way to provide street trees in planter boxes located in the parking lane, or to add a planting strip between the sidewalk and travel lanes when new development projects are considered.

**Existing Freight and Railroad Transportation Systems.** Arcata has designated truck routes on several key arterial and collector streets including Giuntoli Lane, Valley West/Valley East Boulevard, West End Road, Alliance Road, "K" Street, Spear Avenue, L. K. Wood Boulevard, 11th Street, Fickle Hill Road, Union Street, Old Arcata Road, Vaissade Road, Heindon Road, South G Street, Janes Road, and Samoa Boulevard. These streets provide intracity connections for freight travel and serve most of the industrial areas of the City. All state facilities including Routes 101, 299, and 255 are designated truck routes. US Highway 101 is considered an STAA Terminal Access Route within Humboldt County, apart from Richardson Grove at the southern border with Mendocino County where access is limited as a California Legal Truck Route. SR 299 is considered an STAA Terminal Access Route between US Highway 101 in Arcata and Interstate 5 in Redding, and SR 255 is considered a California Legal Truck Route between Eureka and Arcata.

**Railroad Right of Way Transportation Systems.** Arcata has railroad right-of-way formerly managed by the North Coast Railroad Authority (NCRA), with spurs into several industrial properties. Although most rail service was suspended following damage to tracks caused by storms in 1997, the mainline and many spurs in Arcata were active prior to that time. They served several industrial uses in the northeast and southwest areas of the City and were used to move freight between Arcata and Eureka. The Great Redwood Trail Agency, established in March 2022, took over railroad corridor management from NCRA. The Great Redwood Trail is a proposed multi-use rail-to-trail project connecting San Francisco to the Humboldt Bay area.

Several rail corridors in Arcata have already been converted into Class I cycle trails with pedestrian facilities also, with others planned. The Arcata Rails with Trails Project was completed connecting Foster Avenue and Alliance Road south to SR 255 along the L Street rail alignment (Phase 1 of the Humboldt Bay Trail).

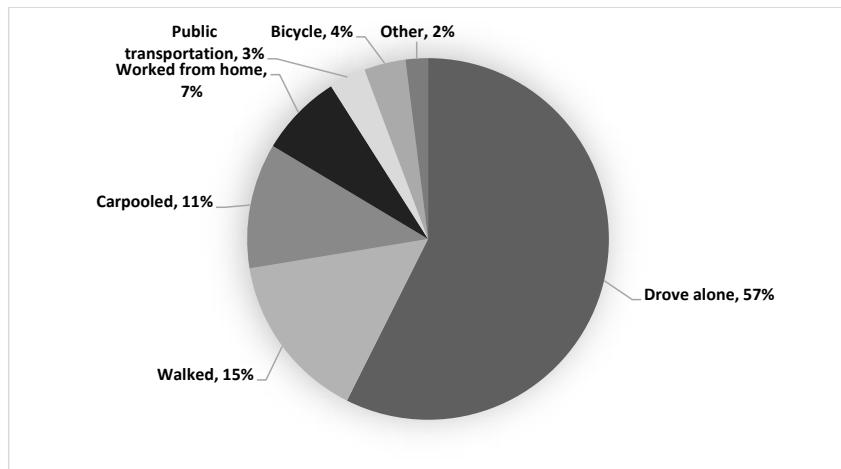
**Commented [JHM7]:** Some mention of the pedestrian trail system NOT on streets should be included here -- it's not ONLY for recreation! Many people do walk to work and school through the Community Forest, parks, and other footpaths. As pedestrian mobility is encouraged, the importance of these paths will grow.

**FIGURE T - i Existing Truck Routes & Rail Right of Way**

The rail to trail corridor south of SR 255 [at this location](#) to US 101/Bracut has also been constructed (City of Arcata Rail with Trail Connectivity Project) and is part of the Humboldt Bay Trail connecting to Eureka. The Annie and Mary Rail Trail and Trail Connectivity Project are planned trails that will connect Sunset Avenue to the Aldergrove Industrial Park along West End Road in Arcata, and then continue east to the City of Blue Lake along the inactive rail corridor.

**Existing Modes of Travel.** Based on 2020 census data, the majority of Arcata residents drive alone to work (57%) as shown in the accompanying figure. Walking and bicycling modes make up 15% and 4% respectively. About 7% of Arcata [adults](#) [work at home](#) and 3% commute via public transportation. While low on a citywide basis, public transit usage is higher in some areas of the City when examined at the census block level using Replica. In the downtown area, the split for walking increases to up to 37%. [\(These Census “journey to work” data do not address travel for education, either by university students, or pre-school through high school students.\)](#)

**Figure T-ii Existing Modal Split**



Source: US Census, 2020 ACS 5-Year Estimates.

**Existing Travel Demand Management.** The most comprehensive use of Transportation Demand Management (TDM) measures is by the City's largest employer, Cal Poly Humboldt which has the following programs offered by the University:

- *Jack Pass* – utilizes student ID cards and reduced rates for staff and faculty to ride local bus system.
- *Zipcar* – car-sharing program offered to students as alternative to car ownership or rental with two cars on campus [\(2023\)](#).
- *Humboldt Bikeshare* – bike-sharing program with two stations on campus and two in Downtown Arcata [\(2023\)](#).
- *Bicycle Learning Center* – campus bike [maintenance](#) shop run by students offering parts,

tools and instruction on bike repair, maintenance, and safety.

- *Carpool Preferential Parking* - allows commuters by car with additional passengers between designated hours (7am and 11am) to receive permission to park in preferred locations for the day.
- *Homeward Bound Bus Charter* – Program offered during school year that provides students discounted round-trip fare for travel between Arcata and San Francisco or Los Angeles. (*Note program offered for free during 2022 school year supported by funding to meet students with basic needs, subject to funding availability in the future.*)



#### Proposed Circulation Network

Arterial, collector, and local roads will provide access to new and established residential, commercial, and industrial areas, connecting those areas with the existing local and regional transportation system. Buildout of the General Plan land uses to year 2045 will increase multimodal access and parking demands and will result in areas already under stress to exceed acceptable limits for safety and delay. As presented in Appendix A Table T-3, forecasted traffic operations at several intersections are projected to degrade to LOS D, E, or F.

In order to accommodate the existing and planned land uses within the City, a robust network of multimodal capacity improvements will be needed. Based on buildout of the General Plan land uses and forecasted traffic operations, Several improvements are planned for most of the intersections projected to operate deficiently, mainly installation of roundabouts. At the US 101/Sunset Avenue interchange, the City is currently undergoing the Project Approval and Environmental Document (PA&ED) phase of the interchange improvement, which proposes to install two roundabouts at the interchange including pedestrian and bicycle facilities.

Additionally, Implementation of the mobility improvements within the Gateway Area Plan, including the "K" and "L" Streets couplets, and the 8<sup>th</sup> and 9<sup>th</sup> Street couplets extension, will alleviate traffic congestion within the Gateway and will ensure all transportation modes remain comfortable, convenient, safe, and attractive to residents, workers, students, and visitors.

the following Table T-5 presents the proposed circulation improvements have been identified to meet City goals. Figure T-k presents the proposed Vehicular Circulation Plan on the following page.

**Table T-5 Proposed Vehicular Circulation Improvements**

Location	Improvement	Notes
Sunset Avenue Interchange	Dual Roundabouts at both ramp termini. Easternmost roundabout will be 5-legged combined with ramps and L.K. Wood Boulevard.	Traffic operation improvements (LOS deficiency). Safety improvements for all modes.

**Commented [JHM8]:** Should the Guiding Principles and Goals section come BEFORE the "Proposed Circulation Network"? That would make a lot more sense than the current draft order.

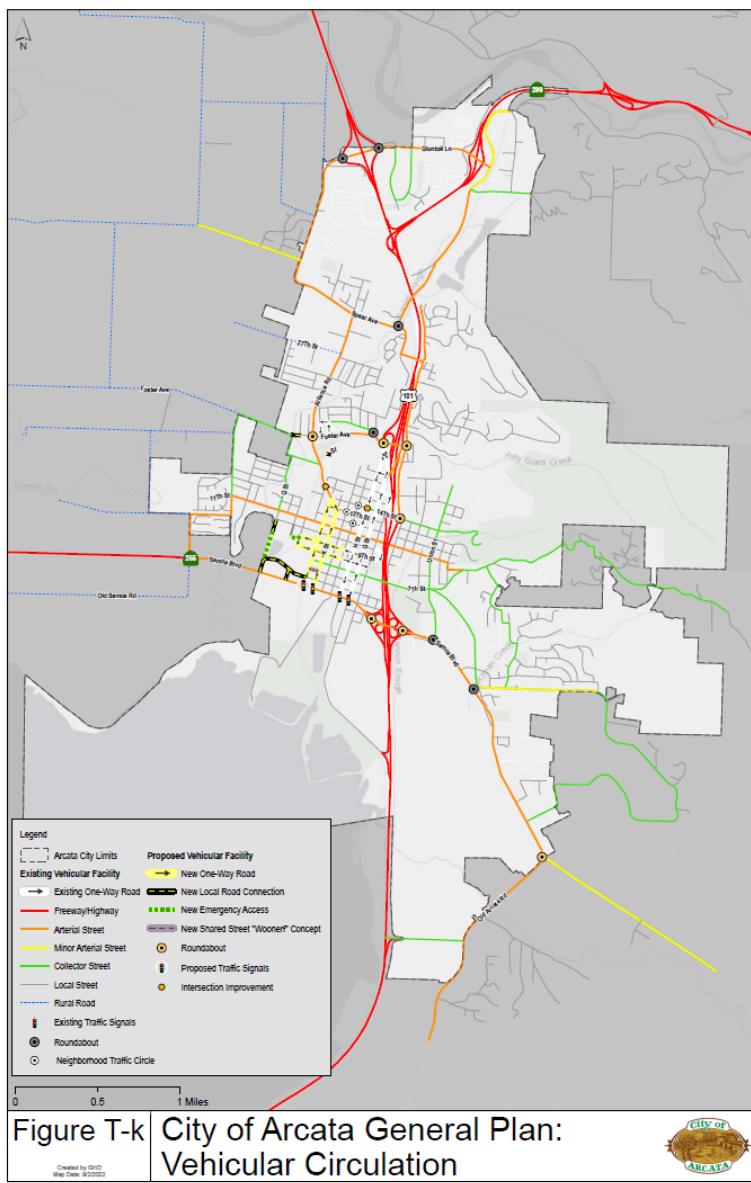
**Commented [JHM9]:** Since there is significant enough debate about the K/L couplet especially, UNTIL THAT IS RESOLVED these specifics should NOT appear in this element draft.

**Commented [JHM10]:** The Implementation section of this element should identify approximate dates for these improvements, especially if funding sources are already known

Location	Improvement	Notes
<u>Samoa Boulevard (SR 255) at US 101 Interchange</u>	<u>Class I path on south side of overpass.</u> <u>Full Interchange redesign with two roundabouts via “diamond” ramp configuration.</u>	<u>Improved pedestrian and bicycle connections across US 101 overpass. Improve interchange access.</u>
<u>14<sup>th</sup> Street at L.K. Wood Boulevard</u>	<u>Roundabout</u>	<u>Large intersection, will provide safer access for all modes. Entry feature for campus and City at US 101.</u>
<u>14<sup>th</sup> Street at H Street</u>	<u>Restripe southbound left lane to be dedicated left turn lane. Also provide improved bicycle access.</u>	<u>Traffic operation improvements (LOS deficiency).</u>
<u>Alliance Road at M Street/15<sup>th</sup> Street</u>	<u>Intersection improvements including channelization.</u>	<u>Traffic operation improvements (LOS deficiency).</u>
<u>Alliance Road at Foster Avenue</u>	<u>Roundabout (or mini-roundabout)</u>	<u>Traffic operation improvements (LOS deficiency).</u>
<u>Foster Avenue Extension Connection</u>	<u>Extend roadway west across McDaniel Slough</u> <u>Connect Foster Avenue west of Alliance</u>	<u>Circulation improvement.</u> <u>Traffic will be diverted from 17<sup>th</sup> Street and some from M Street at Alliance Road.</u>
<u>Gateway Area Plan Improvements</u>	<u>Improvement</u>	<u>Notes</u>
<u>K Street &amp; L Street One-Way Couplets</u>	<u>Redesign “K” and “L” Streets to be one-way couplets south of 14<sup>th</sup> Street.</u> <u>Traffic Signal coordination at Samoa Boulevard.</u> <u>Class I Bikeway along L Street retained as much as possible.</u> <u>Class IV protected bikeway or Class II Buffered Bikeway along K Street.</u>	<u>Improve traffic flow through the Gateway Area while providing safer pedestrian crossings at intersections, and enhanced access</u>
<u>Barrell District Roadways</u>	<u>New roadway connection through Barrell District.</u> <u>New emergency access roads along southern end of Q Street and between N Street and O Street west of 9<sup>th</sup> Street.</u>	
<u>8<sup>th</sup> Street and 9<sup>th</sup> Street One-Way Couplets</u>	<u>Extend existing couplets west to N Street.</u>	

**Commented [JHM11]:** For this element, best NOT to include this specific item until K/L couplet debate is resolved.



**FIGURE T - e-k GENERAL PLAN VEHICULAR CIRCULATION**

As part of the Gateway Area Plan, the City is exploring mobility concepts and proposing circulation patterns to convert two-way streets into one-way couplets on K Street, L Street, 8th Street and 9th Street (continuation west of I Street). This would allow new opportunities for implementing Active Transportation (bicycling and walking) elements as part of the Gateway Area Plan including the addition of Class IV separated bikeways. Class IV bikeways facilities are designed within the roadway using barriers such as bollards, raised medians, vehicle parking and other devices creating a physical separation between vehicle traffic and people riding bicycles. For example, K Street, between 13th Street and Samoa Boulevard, is characterized as a two-way street with one lane in each direction, parking on both sides and designated as a Class III bike route. Changing K Street to a one-way couplet maintains a travel lane and parking but would then allow the street to be upgraded with a Class IV facility through implementation of the Gateway Area Plan.

**Commented [JHM13]:** Good to mention this as an exploratory concept, not an approved action

Additional Active Transportation ideas included in the Gateway Area Plan include the Shared Street, "Woonerf" concept proposed on 6th Street between K Street and L Street. Through this concept walking and bicycling are the primary modes emphasized and vehicle traffic is de-emphasized. Through traffic calming, lowered speed limits and enhanced streetscapes, Shared Streets allow more public space opportunities that prioritize people over vehicles. The potential to apply these concepts outside of the Gateway Area depends on context but the City should consider context-specific implementation via Policy.

**Commented [JHM14]:** This is the point where the Plan should ALSO mention the possibility of retaining K as a 2-way street, adding safety features such as traffic signals and left-turn lanes, and considering eliminating on-street parking in choke spots, as well as retaining and upgrading L as a bike and pedestrian way,

Table T-6 presents the proposed bikeway improvements identified to meet City goals and are consistent with the Gateway Area Plan and the City of Arcata Pedestrian and Bicycle Master Plan (2010). This list may be superseded based on subsequent updates of the Pedestrian and Bicycle Master Plan or a similar planning document. Figure T-1 presents the proposed Active Transportation Circulation Plan on the following page.

**Commented [JHM15]:** Within the "Barrel District" preferred access / egress points for new developments west of K and L Streets will be from east-west streets to facilitate traffic flow on north-south streets, retain the L Street corridor cycle and pedestrian way, and minimize curb-cuts.

**Table T-6 Proposed Bikeway and Trail Improvements**

Bicycle & Pedestrian Facility	Roadway/Name	Location
<b>Class I Trail / Shared-Use Path</b>		
	<u>Annie &amp; Mary Rail Trail</u>	<u>West End Road to Arcata Skate Park</u>
	<u>Hammond Trail</u>	<u>Arcata Bottoms to west of Foster Avenue Extension</u>
	<u>Sunset Avenue</u>	<u>L.K. Wood Blvd to Jay Street (south side of 101 overpass)</u>
	<u>Giuntoli Lane</u>	<u>West End Road to Janes Road</u>
	<u>Samoa Blvd.</u>	<u>Union to G street</u> <u>K Street to V Street (and eventually to Manila)</u>
	<u>10th and/or 11th Streets</u>	<u>Bayview to Janes Road</u>
	<u>Spear and St. Louis</u>	<u>Janes Road to L.K. Wood Blvd.</u>
	<u>Class I Paths in Gateway</u>	<u>South of Q Street alignment to Barrell District Roadway</u> <u>Along Barrell District Roadway</u>

**Commented [VB16]:** The highlighted east/west connections added per 11/18/22 email from Emily S.

<u>Bicycle &amp; Pedestrian Facility</u>	<u>Roadway/Name</u>	<u>Location</u>
	<u>Area Plan:</u>	<p>Along rail line southwest of 9th Street</p> <p>Along N Street alignment from 9th St to Alliance Road</p> <p>Along L Street north along rail line to M Street then north to Alliance Road</p> <p>14th Street west of M Street to proposed trail along N Street alignment</p> <p>Pedestrian path along 12<sup>th</sup> Street west of M Street to proposed Class I path</p> <p>Pedestrian path south of O Street to proposed Class I path</p>
<u>Class II Bike Lanes</u>		
	<u>11<sup>th</sup> Street</u>	<u>Janes Road to B Street</u>
	<u>7<sup>th</sup> Street</u>	<u>Between L Street and K Street</u>
	<u>8<sup>th</sup> Street</u>	<u>N Street to J Street (Gateway Area Plan)</u>
	<u>9<sup>th</sup> Street</u>	<u>J Street to N Street (Gateway Area Plan)</u>
	<u>F Street</u>	<u>7th to 11th Streets</u>
	<u>Foster Avenue Extension (west)</u>	<u>West of Alliance Road to Foster Avenue</u>
	<u>K Street</u>	<u>Samoa Blvd to 11th Street (Gateway Area Plan)</u>
	<u>N Street</u>	<u>9th Street to 8th Street</u>
	<u>Sunset Avenue</u>	<u>Jay Street to G/H Streets</u>
<u>Class III Bicycle Boulevard</u>		
	<u>F Street</u>	<u>11th Street to 14th Street</u>
<u>Class III Bicycle Route</u>		
	<u>11<sup>th</sup> Street</u>	<u>Union Street to Bayview Road</u>
	<u>14<sup>th</sup> Street</u>	<u>L.K. Wood Blvd to B Street, then Union Street</u>
	<u>16th Street</u>	<u>M Street to G Street</u>
	<u>Alder Grove Road</u>	<u>West End Road to Ericson Way</u>
	<u>Bayview Street</u>	<u>13th Street to 11th Street</u>
	<u>Boyd Road</u>	<u>Giuntoli Ln to Sierra Way</u>
	<u>Buttermilk Lane</u>	<u>Samoa Blvd east to Arcata city limit</u>
	<u>D Street</u>	<u>11th Street to ped. trail south of 9<sup>th</sup></u>
	<u>Ericson Way</u>	<u>West End Road to Aldergrove Road</u>
	<u>Foster Avenue</u>	<u>Janes Road to Alliance Road</u>
	<u>Q Street</u>	<u>17th Street to 11th Street</u>
	<u>Stromberg Ave/Maple Ln</u>	<u>Alliance Rd to Janes Creek Linear Trail</u>
	<u>South G Street</u>	<u>Arcata Corp. to Yard Highway 101</u>
	<u>Union Street</u>	<u>14th Street to 17th Street</u>
	<u>West End Road</u>	<u>Giuntoli Ln to Ericson Way</u>
	<u>Wyatt Lane</u>	<u>27th Street to Stewart Avenue</u>

<u>Bicycle &amp; Pedestrian Facility</u>	<u>Roadway/Name</u>	<u>Location</u>
<u>Shared Street</u>	<u>6<sup>th</sup> Street</u>	<u>Between L Street and K Street</u>

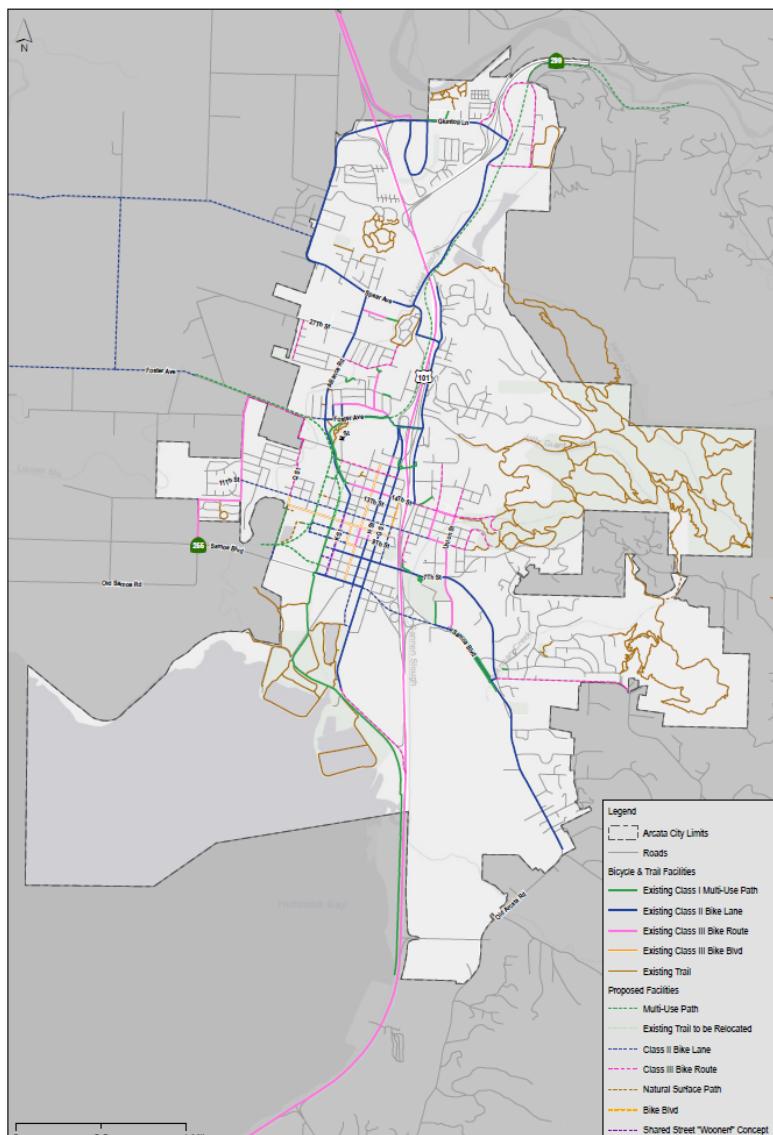
**FIGURE T -  GENERAL PLAN ACTIVE TRANSPORTATION CIRCULATION**

Figure T-i City of Arcata General Plan:  
Active Transportation Circulation

Created by QHD  
Map Date: 9/2022

**Guiding Principles and Goals:****The City of Arcata shall:**

- A. Provide a connected multimodal transportation and mobility system which allows that contributes directly to the safety, health, economic vitality, and quality of life of all people in Arcata. residents, and efficient travel.
- B. Recognize that safe mobility is a right of all people in Arcata. The City will adopt policies and pursue plans that further transportation and mobility equity.
- C. Put safety first in all transportation and mobility planning, policies, and projects.
- D. Create a transportation system which provides that incentivizes a choice of travel modes and is safe, accessible, comfortable, accommodating, and welcoming to all users.
- E. Provide for increased use of active and shared transportation modes as alternatives to the single-occupant vehicle, including walking, rolling, bicycling, public transit, carpooling/vanpooling, and ridesharing.
- F. Manage the street and highway system to promote more efficient use of existing capacities rather than increase the number of travel lanes.
- G. Create a multimodal transportation system which that will improve the livability of residential neighborhoods, including use of methods to calm or slow traffic and reduce through-traffic on local neighborhood streets. ADD statement on varied ability mobility here
- H. Educate residents, employees, and students about the importance of using alternative forms of transportation and mobility instead of the single-occupant automobile.
- I. Promote land use patterns that encourage walking, rolling, bicycling, and public transit use.
- J. Establish a set of curb fee-based parking prices that are high enough to maintain an adequate supply of available spaces drive more active and shared transportation.

**Commented [JHM17]:** This section should appear BEFORE the proposed circulation pattern section, since these principles and goals are supposed to GUIDE those decisions.

**Commented [JHM18]:** Insert these crucial guiding principles up-front in the Guiding Principles and Goals! Pursuing speed and efficiency, it's too easy to take them for granted or ignore them, so it's crucial to state these explicitly, to ensure the City sticks to them!

**Commented [JHM19]:** Add a statement: City transportation and mobility policies and practices shall address needs of people with varied abilities and disabilities.

## 2.8 POLICIES

The [Transportation Circulation](#) Element includes the following policies:

- T-1 Balanced Transportation System with Choice of Modes
- T-2 Travel Demand Management
- T-3 Bus Transit System
- T-4 [Streets and Highways Plan](#)[Circulation Maps and Context Sensitive Street Design](#)
- T-5 Bicycle and Pedestrian Facilities
- T-6 Parking Supply and Parking Management
- T-7 [Rail and Freight Transportation](#)
- T-8 Financing Transportation Improvements

**Add a "VISION ZERO" SAFETY POLICY HERE!****POLICY T-1 BALANCED TRANSPORTATION SYSTEM WITH CHOICE OF MODES**

**Objective.** Create and maintain a balanced transportation system with choice of bus transit, bicycle, and pedestrian as well as private automobile modes. Reduce the percentage of trips that are made by automobile and provide the opportunity and facilities to divert trips from automobiles to other modes.

**T-1 Complete Streets.** The City shall direct the design, construction, reconstruction, repair and maintenance efforts on the City's streets, bridges, pathways, and sidewalks, creating a comprehensive, integrated transportation network that is safe, accessible, comfortable, accommodating, and welcoming to users of all ages, physical abilities, incomes, races, and ethnicities, incomes, and physical abilities, and all modes of transportation and mobility, particularly those walking, rolling, biking, and using transit. ~~and in doing so the City shall apply a Complete Streets framework in all applicable and feasible transportation projects to allow the safe, comfortable, convenient and accessible use of streets for all street users. ADD a separate SAFETY FIRST policy here!~~

- T-1a Investment in alternative modes.** In order to provide a realistic and cost-effective balance between travel modes, the City shall emphasize investment in alternative modes (bikeways, etc.) as a priority over increasing vehicular capacities of streets.
- T-1b Interconnections and transfers between travel modes.** The City shall provide and maintain a Transit Center to facilitate interconnection and transfers between bus routes and systems. As funding permits, Transit Center facilities shall be improved to encourage its use as a multi-modal transfer point. Pedestrian and bicycle amenities shall be provided at other locations which serve as modal transfer points such as bus stops and park-and-ride lots.
- T-1c Intercity travel.** The City shall coordinate with Humboldt County and Caltrans to provide adequate facilities for vehicles, buses, and bicycles to serve intercity demand. Coordinate with long distance bus operators to improve services to Arcata. Joint efforts may include transportation improvements outside of Arcata which serve intercity travel, such as bicycle links, timed-transfer bus stops, park-and-ride lots, and regional transit service and development of park-and-ride lots in Arcata to reduce intercity vehicular travel.
- T-1d Critical transportation facilities.** Critical transportation facilities for emergency vehicle access and emergency evacuation shall be maintained and improved as a priority need. Critical transportation facilities include the major routes into and out of the City such as Highways 101, 299, and 255, their interchanges with City streets and primary intra-city street connections including Samoa Boulevard, 11th Street, "G" and "H" Streets, Sunset Avenue, L.K. Wood Boulevard, Alliance Road, Janes Road, and Giuntoli Lane. Due to the potential for structural failure of these facilities in a seismic emergency, alternative

**Commented [JHM20]:** The General Plan is the BEST place to adopt a new "Vision Zero" road safety policy, which puts the safety of people, especially pedestrians, FIRST, before any other transportation policy!

**Commented [JHM21]:** Add a "Safety First" policy here! "Where there are apparent trade-offs between practices that increase or protect safety of people versus speed or convenience of vehicular travel, consideration of safety, especially for pedestrians, cyclists, or wheel-chair riders must prevail. (Or something like this -- "Vision Zero" policies vary, but several could be inserted up-front here.)

routes and procedures for their use shall be identified.

T-1e **Parking and public transit service study.** The City shall undertake a comprehensive study of parking and public transit service options for the downtown/uptown area and Cal Poly Humboldt, with cost/revenue implications presented for each option. This study shall be undertaken jointly with Cal Poly Humboldt.

**T-1f ADD Policy: The City shall undertake a comprehensive program to assess and improve accessibility and mobility for people of varied physical abilities and disabilities.**

**T-1g ADD POLICY: TRANSPORTATION ADVISORY COMMITTEE: The City shall consider renaming its Transportation Safety Committee, and broaden its role to advise City staff, Planning Commission, and City Council on matters related to transportation safety, and diverse community concerns related to transportation, circulation, and mobility safety and accessibility.**

**Commented [JHM22]:** We can't take just meeting minimum ADA requirements as our goal -- THIS PLAN is the place to adopt policies that do better!

## POLICY T-2 TRAVEL DEMAND MANAGEMENT

**Objective.** Reduce the percentage of automobile trips and reduce the annual vehicle-miles of travel.

T-2a **Land use development patterns.** The City encourages and supports travel demand

management efforts. The City shall promote land use and development patterns that encourage walking, bicycling and transit use. In recognition of the link between land use and transportation, the land use plan shall discourage low density, homogenous land-use patterns that foster automobile travel and are impractical to serve with transit. Land use planning shall emphasize high density and mixed land-use patterns which translate into higher transit and pedestrian travel in the downtown and neighborhood commercial areas. Infill, redevelopment, and reuse of underutilized property at higher densities shall be encouraged prior to outward expansion of City boundaries, or building up open spaces or agricultural land. The following land use measures are emphasized:

1. Mixed-use neighborhood centers within transit corridors which include housing and commercial services near employment.
2. Land use patterns which maximize linking trip opportunities by assembling uses, thus allowing people to take care of a variety of daily needs with a single trip.
3. Clustering of higher density housing and incorporating on of residential apartments units on upper floors of commercial buildings in the downtown area.
4. Integrating on of new housing into neighborhood shopping centers, including Sunny Brae, Westwood, and Valley West.
5. Pedestrian-oriented land use and urban design, including the following elements:
  - a. Design new development with pedestrian-scale block patterns.
  - b. Incorporate pedestrian and bicycle amenities into public and private projects.
  - c. Design "complete streets" where feasible streets for multi-modal use.

**Commented [JHM23]:** Original language could be interpreted to mean small local streets would be redesigned to accommodate large buses, etc.

- d. Integrate transit stop facilities into public and private projects.
- e. Orient buildings and houses to the street.
- f. Provide attractively landscaped streets and buffers between roadways and walkways.
- g. Preserve existing and historic urban fabric.
- h. Eliminate blank wall facades.
- i. Incorporate bicycle routes and enhancements in public and private projects.
- j. Design streetscapes to safely accommodate needs of people with varied abilities.

6. A fixed urban services boundary to reduce sprawl and infrastructure costs.

7. Focused growth along existing or planned transit corridors rather than extension of transit to serve new isolated development.

8. Prevention of large areas of single uses. Isolated single-use developments at the edge of the City could encourage automobile travel for commuting and errands.

9. Provision of convenience retail and services in ground floor space in the downtown to accommodate the needs of workers, students, and other downtown users employees and reduce the need for mid-day automobile trips.

**Commented [JHM24]:** There should also be a way to address possibilities for courtyard-style development, which is very ped oriented, but NOT oriented to a street

### POLICY T-3 BUS TRANSIT POLICY

**Objective.** Maintain a bus transit system which connects and serves major commercial and employment, and service-areas within Arcata, Cal Poly Humboldt State University, public schools, and higher density residential areas. Increase average citywide transit mode share of daily person trips to 5 % from the 1998-2020 level of 43 %.



**T-3a 5-year transit plans.** The City shall maintain the existing A&MRTS routes (as shown in Figure T-~~de~~), frequency, and level of service until increased demand, additional development, and transit planning studies identify the need for either route modification, an expanded route system, or increased service on existing routes. The transit planning studies should evaluate the cost-effectiveness and feasibility of increased routes and service based on safety needs, projected capital and operating costs, fare box recovery, and state and federal subsidies (see Policy T-3c for planning criteria).

**T-3b Regional transit service.** Short- and long-range transit plans shall be coordinated with the regional transit service provided by the Redwood Transit System. The City supports regional transit plans which improve service and timed transfers, and reduce headways for intercity travel. Work with long-distance bus services to improve service to Arcata.

**T-3c Bus route system.** Public transportation is an enterprise activity and its services must be

**Commented [JHM25]:** Isolated new development isn't happening anyway in "built-out" Arcata. This could also be interpreted as a policy NOT to add transit to new concentration of (for example) students in new student-oriented developments

**Commented [VB26]:** Netra to review and get back to us

**Commented [JM27]:** Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

COMMUTING TO WORK		
Workers 16 years and over	9,141	±594
Car, truck, or van -- drove alone	5,245	±599
Car, truck, or van -- carpooled	1,020	±414
Public transportation (excluding taxicab)	305	±124
Walked	1,369	±294
Other means	522	±197
Worked from home	680	±211

**Commented [JHM28]:** SAFETY FIRST! Remember, transit reliance will ONLY happen if riders feel they can use buses safely, including for women at night.

**Commented [JHM29]:** We'll never convince students, especially, not to bring their cars to Arcata unless better long-distance alternatives exist!

designed to be as safe, efficient and productive as possible. As a transit operator, the City must balance demand with resources for a sustainable system. The City shall consider adding transit routes or modifying existing transit routes and level of service based on the transit planning efforts described in Policy T-3a. Criteria to evaluate and identify thresholds for changes to the A&MRTS system shall be developed. General guidelines for planning future routes and service include:

1. Accessibility of route to residents and employees. Calculate the number of people living or working within walking distance of the route (typically 1,000 feet). Assuming 1% to 8% of that population would use transit (based on existing transit mode share by census block), determine if the route will serve an adequate population for cost-effective service. Consider needs of populations with few options.
2. Review the housing density, commercial uses, and employment within the proposed route corridor. Minimum densities of at least seven dwelling units per acre are necessary to support local transit service. Ideally, the average housing density within a transit corridor or transit served nodes should range between eighteen to twenty dwelling units per acre, depending on the proximity to stops.
3. Evaluate the efficiency and directness of future routes. Compare bus travel time with automobile travel time to avoid a disproportionality which favors automobile use. Determine if the route requires inefficient loops which take riders out of their way and discourages transit use. Design routes to be as direct as possible with turnarounds at endpoints.
4. Evaluate the diversity of the destinations served. Efficient routes serve a diversity of land uses including residential, employment, schools, and shopping. Evaluate the types of number of activity centers connected by the route and the transfer opportunities provided.

T-3d **Transfers between routes and systems.** The public transit system shall provide convenient transfers between routes, other transit services, and other modes of travel. The Arcata Transit Center shall serve as the primary multi-modal transfer station. Bus stops should be located near major residential, commercial, and education developments, municipal parking lots or future park-and-ride lots. The A&MRTS and Redwood Transit System schedules shall be coordinated to provide a timed-transfer system at key stops.

**Commented [JHM30]:** Safety first!

**Commented [VB31]:** Are the guidelines below still relevant and applicable?

**Commented [VB32R31]:** City to provide most recent transit development Plan (TDP) to incorporate and revised this section as needed.

**Commented [JHM33]:** Especially for people who can't drive, or can't afford to, this is a transportation justice issue.

**Commented [JHM34]:** Especially in the growing number of areas with mixed uses, HOUSING density alone should not be the determining factor.



**Commented [JHM35]:** Add: Evaluate and consider adding "paratransit" options where major bus routes would not be cost-effective, including for special-needs populations.

**Commented [JHM36]:** Add this

T-3e **Bus stops.** Existing bus stops should be improved and new bus stops on future routes should be designed with appropriate amenities and features. Design elements include either bus stop lanes or bus turnouts. Emphasize bus stop design amenities which increase rider comfort and feeling of safety and encourage walking and bicycling ~~are emphasized~~, including shelters, benches, lighting, shade trees, signs, information kiosks, waste receptacles, paved surfaces, facilities for disabled riders, and secure bicycle parking. Bus stop areas should be consistently maintained and cleaned, including vandalism repair and graffiti removal. Developers shall be required to provide bus stops and amenities on their frontage if the property is located on an existing or future bus route and is an appropriate location for a stop. Pedestrian, and bicycle, and handicapped rider access should be provided to neighborhood bus stops.



**Commented [JHM37]:** Add facilities for disabled riders

**Commented [JHM38]:** Add handicapped rider access

T-3f **Transit subsidies.** The City supports continued A&MRTS contract services with Cal Poly Humboldt ~~State University~~ to provide subsidized fares to its students and employees. This subsidy/revenue source, which allows these users to ride without cost to the individual, is the single most important Transportation Demand Management strategy for Arcata.

T-3g **Transit implications of new development.** The public works department and A&MRTS shall evaluate proposed new development projects and make recommendations prior to project approval regarding transit improvements and road designs.

T-3h Increased weekend transit service. The feasibility and cost-effectiveness of providing weekend bus service to Eureka should be studied.

#### **POLICY T-4 STREETS AND HIGHWAYS PLAN AND CIRCULATION MAPS AND CONTEXT SENSITIVE STREET DESIGN POLICY**

**Objectives.** Plan an internal street system the circulation network consistent with Figure T-k and Figure T-i and Arcata's small town, non-metropolitan character to create Complete Streets solutions that are appropriate to individual contexts; that best serve the needs of all people using streets and that support the land-use, climate, safety, and environmental quality targets and policies of the City and which: 1) efficiently utilizes existing facilities and reduces need for investment in new or expanded street and highway facilities or capacities; 2) improves connectivity of streets to provide for direct routes between origins and destinations; 3) has a high quality of regular maintenance and repair; and 4) maintains a level of service which minimizes delays, but allows for higher levels of congestion during the short peak periods on weekdays.

**Commented [JM39]:** Make IM to update this...continue to monitor and address that points to regional plan through HCOAG and HTA

T-4a **Freeways and Highways.** ~~State Routes 101 and 299 are designated as freeways for their entire length in the City. State Route 255 is designated as both an arterial and a highway within the City.~~ The following standards shall apply to State Routes 101 and 299 and State Route 255 ~~these classifications:~~

1. ~~Function.~~ The function of freeways is to provide for high speed automobile and freight movement for intercity and regional travel. Freeway access is highly controlled to achieve this function. Freeway operations, design, and maintenance are under the jurisdiction of the State. Highways (Route 255) also function to move automobiles and freight at relatively high speeds with little friction from intersections and conflicting traffic. Access is controlled on highways, but not as restrictive as freeways. [See functional classification map in Figure T-a.]
1. No additional travel lanes. The City does not support development of any additional through-travel lanes to State Routes 101, 299, or 255 in Arcata or nearby areas. Existing and projected traffic volumes do not warrant additional lanes on these facilities.
2. Auxiliary lanes. The City does not support construction of auxiliary lanes between existing interchanges, or any new interchanges, on State Route 101.
3. Interchange improvements. The City supports interchange improvements that increase safety and reduce potential conflicts created by unrestricted access from freeway off-ramps.
4. Landscaping. The City encourages Caltrans to maintain and improve landscaping along freeway corridors in Arcata and surrounding areas to improve aesthetics, and provide a visual and noise buffer, and maintain the rural and small town character of the region.
5. Undesignated right of way. All public rights of way with no land use designation (i.e. freeways, highways and associated interchanges) shall be used for transportation purposes only, including multi-modal use. All land uses within these rights of way shall be for transportation or related purposes (i.e. lighting, drainage, utilities, pedestrian and bicycle) purposes. ~~If vacated these areas shall be designated in accordance with the Land Use Code.~~

**Commented [JM40]:** I recommend that the description of the functions be removed from policy because in many cases the description of the func. class. goes counter to complete streets. The Functional Classification system is described in the Overview of Existing and Future Transportation Conditions above, and if it is necessary to have the function class identified for road funding purposes, it is accomplished in the narrative.

T-4b **Arterial Streets Vehicular Circulation.** ~~Routes designated as arterial streets are shown on the functional classification map in Figure T-a.~~ The following shall apply to vehicular ~~these routes circulation routes:~~

1. Functional classification and designated routes. Arterial streets are intended to provide a high degree of mobility and serve longer trips within the City. Arterials connect various neighborhoods within Arcata and provide direct connections to the state highway system. Arterials are intended to emphasize traffic movement over access to property.
2. Alternative street cross-sections for arterial streets. The Department of Public Works shall prepare alternative cross-sections for new arterial ~~existing and proposed~~

**Commented [JM41]:** I don't think that this is consistent with the City Complete Streets Policy in all instances. Access seems more important than traffic movement on G Street, H Street, and 11th Street, as well as LK Wood north of the over crossing. The "mobility" over access should be limited to those areas with limited driveways or intersections. In downtown, and most arterials provide considerable

~~new arterial, collector, and local streets utilizing a smaller right-of-way, and prepare alternative cross sections for existing rights of way that reduce traffic speed and shall be designed to allow the safe, comfortable, convenient and accessible use of streets for all roadway and walkway users and safely accommodate bicycle and pedestrian traffic.~~

~~2. Arterial street connectors. Extend existing roads to increase the City's arterial connectivity if proposed development creates significant traffic congestion or overwhelms existing neighborhoods. The Foster Avenue to Sunset connector is a planned road extension if feasible. This project will extend Foster Avenue east of Alliance Road to connect with Sunset Avenue near the State Route 101 interchange to create an east west facility between Spear Avenue and 14th Street. This extension would bypass the residential neighborhoods on Sunset Avenue, provide a direct arterial connection from Alliance Road to State Route 101, and improve and facilitate bus routing.~~

~~No additional automobile vehicular travel lanes on arterial streets. Street projects to improve vehicular traffic flow shall emphasize intersection improvements and facility maintenance. If congestion occurs, it shall be managed using alternative methods such as diversion of trips to other travel modes or intersection improvements. Construction of additional arterial street vehicle travel lanes shall be considered only when no other feasible congestion management methods are available and if it supports the safety, land-use, climate, safety, and environmental quality targets and policies of the City.~~

~~3. Improvements at intersections. Improvements at intersections shall be designed to allow the safe, comfortable, convenient and accessible use of streets and walkways for all roadway users.~~

~~a) Minor improvements at intersections. Minor projects to improve traffic safety include redistributing lane allocations and coordination of traffic signals. Improvement projects shall be designed to accommodate the needs of pedestrians and bicyclists.~~

~~The City shall consider developing City-operated traffic signals and signalized pedestrian crossings to accommodate new or denser land uses, traffic patterns, and safety concerns, especially Downtown, in the Gateway Area, and in the Giantoli / Valley West area.~~

~~b) Minimize the installation of new traffic signals. New traffic signals shall be provided only in instances where there is no feasible alternative to relieve a demonstrated safety problem at an intersection (based on documented accidents). Alternatives which shall be studied prior to signals include roundabouts or installation and monitoring of all-way stop signs.~~

~~6. Minor improvements at intersections. Minor projects to improve traffic safety include redistributing lane allocations and coordination of traffic signals. Improvement projects shall be designed to accommodate the needs of pedestrians and bicyclists.~~

~~T-4c Collector Streets. Routes designated as collector streets are shown on the functional classification map in Figure T-a. The following shall apply to collector routes:~~

**Commented [JM42]:** Foster Ave extension has been constructed and the circulation diagram does not appear to show any new arterials

**Commented [JHM43]: BUT PRECEDED BY::** The City shall consider developing City-operated traffic signals and signalized pedestrian crossings to accommodate new land uses, traffic patterns, and safety concerns, especially in the Downtown areas, the Gateway, and Giantoli / Valley West areas.

*(Waiting for serious accidents to occur, especially with new or denser development, is NOT acceptable in "safety first" planning.)*

1. Functional classification and designated routes. Collector streets serve to provide access to land use and movement of traffic, pedestrians, and bicycles within residential, commercial, and industrial areas. Collectors generally penetrate, but should not have continuity through residential neighborhoods. Collector streets collect traffic from local streets and distribute it to the arterial street system.
2. Alternative street cross sections for collector streets. The Department of Public Works shall prepare alternative cross sections for new collector streets utilizing a smaller right of way, and prepare alternative cross sections for existing rights of way that reduce traffic speed and safely accommodate bicycle and pedestrian traffic.
3. No additional automobile travel lanes on existing collector streets. No additional travel lanes are planned on collector streets. If congestion occurs, it shall be managed using alternative methods such as intersection improvements or diversion of trips to other travel modes.
4. Intersection Improvements. No new traffic signals are planned on collector streets. Other alternatives that may be considered to improve safety at intersections include stop signs, roundabouts, or other traffic calming measures.

T-4d Local Streets. All streets within the city not classified in another category in Figure T-a are designated as local streets. The following standards apply to these streets:

1. Functional classification and designated routes. Local streets function to provide access to adjacent land use and exist in any land use setting such as residential, commercial, and industrial areas. Movement on local streets is intended to involve traveling to and from a collector facility. Therefore, the trip length on a local street is intended to be short, volumes should be low, and speeds slow.
2. Alternative street cross sections for local streets. The Department of Public Works shall prepare alternative cross sections for new local streets utilizing a smaller right of way, and shall prepare alternative cross sections for existing rights of way that reduce traffic speed and safely accommodate bicycle and pedestrian traffic.

T-4ec Rural Roads. Routes designated as rural roads are shown on the vehicular circulation functional classification map in Figure T-a. The following standards shall apply to these roads:

1. Functional classification Description. Rural roads serve very low-density land uses (mostly agricultural and rural residential) outside of the urbanized area of Arcata. Rural roads are usually not intended to serve through traffic, but often accommodate truck traffic related to the land uses served.
2. Maintain rural character. Rural roads shall be maintained in a manner which will retain their rural character and discourage use as alternatives to arterials and highways for longer distance travel.

T-4f4c Slowing Traffic calming. The City shall employ the following range of measures to reduce speeds and "calm" traffic in the various commercial areas, near schools, public recreation areas, and in residential neighborhoods to improve safety and comfort for those walking, rolling, biking, and taking transit:

Commented [VB44]: Remove this too?

Commented [JM45R44]: There are no "rural roads" in the City. If T-4c2 is to be retained it should probably have language that directs the City to request that the County maintain rural roads to discourage use as alternatives to arterials and highways.

1. Transportation Safety Committee. Neighborhood Traffic Management. A Neighborhood Traffic Management Program (NTMP) shall be developed to respond to problems in a consistent and methodical approach. The NTMP should be a two-phase program, with the first phase involving education and community driven measures, and the second phase involving installation of restrictive physical devices in appropriate circumstances. Neighborhood residents and businesses should be invited to participate in the program so that they can evaluate the benefits and trade-offs of various measures and be involved in the decision-making process. The Transportation Safety Committee holds regular public meetings and reviews matters related to traffic safety in Arcata, and makes recommendations to the Council, Commissions, and/or City staff as appropriate. Measures requested by Residents, or property owners, and/or initiated by City staff should present concerns about safety and traffic to the Transportation Safety Committee. The Committee shall advise staff, the Planning Commission, and the City Council regarding matters related to safe transportation and improved mobility. ~~that intended to slow traffic shall/should be presented to the Transportation Safety Committee for recommendations. The Transportation Safety Committee shall make recommendations after a public meeting where any public comments are heard.~~

2.1. Measures should be location-specific and context sensitive and may include the installation of physical infrastructure, sidewalks, such as street trees, speed bumps, speed humps, narrowing streets, mid-block crossings, and bulb outs, street trees, and handicapped accessibility features, while ensuring that the techniques employed have the effect of slowing traffic without compromising emergency access.

2.2. The installation of speed tables, humps and lumps shall adhere to the then current state and City of Arcata policy regarding installation of speed tables, humps and lumps for residential and local streets administered by the Department of Public Works.

2.3. All neighborhood streets shall remain open to through vehicle travel unless there is a demonstrated safety problem that cannot be adequately addressed through the measures identified above. ADD: If maintaining through vehicle travel poses safety concerns that cannot be adequately addressed within existing rights-of-way, the City shall develop alternative pedestrian, cycle, and handicapped access, which may include acquiring new public access easements for safe non-motorized mobility.

T-4g **Street closures.** All neighborhood streets shall be kept open unless there is a demonstrated safety problem. The following traffic calming measures will keep streets open and safe, and will reduce through traffic:

1. Full or partial diverters or closures of streets.
2. Median barriers at intersections.
3. Diagonal diverters at intersections.
4. Entrance barriers at beginning of street.

Commented [JM46]: I am not sure that the City is doing this. This policy may better be used to refer to the Traffic Safety Committee

Commented [VB47R46]: Yes, let's check with engineering about this.

Commented [VB48R46]: Revise policy language.

Commented [VB49R46]: Have policy utilizing TSC to hear and assess neighborhood safety concerns. Reference existing city speed hump/table policy.

Commented [JHM50]: The entire role of the Transportation Safety Committee is hidden in a subsection of the sub-policy on "slowing traffic"! Please consider renaming the Committee and a broader role, as the "Transportation Advisory Committee."

Commented [JHM51]: This is important, especially where narrow roadways may affect safety, if the priority is to keep vehicular through-traffic. (If "shared road" experiments fail to protect pedestrian safety, this also provides a fall-back policy.)

### 5. Conversion of street to one way

**TABLE T-4-7 PASSIVE AND RESTRICTIVE TRAFFIC CALMING MEASURES**

PHASE I PASSIVE MEASURES	PHASE II RESTRICTIVE MEASURES
<u>Neighborhood campaigns for traffic safety or speed watch reporting</u>	<u>Stop signs, new marked crosswalks, Traffic circles or roundabouts, or new signalized intersections or crosswalks</u>
<u>Passive traffic controls such as stop signs</u>	<u>Medians</u>
<u>Parking restrictions or modifications</u>	<u>Raised intersections and raised crosswalks</u>
<u>Active police enforcement</u>	<u>Speed humps/speed tables</u>
<u>Pavement markings and signage</u>	<u>Curb extensions at intersections or midblock</u>
<u>Neighborhood gateway features</u>	<u>Chicanes or slow points</u>
<u>Visual cues at neighborhood entries</u>	<u>Narrowing travel lanes, augmented crosswalk marking</u>
<u>Emphasis on visual rather than physical deterrent</u>	<u>Reduced curb radii, augmented painted safety guides to slow turns</u>
<u>Textured crosswalks</u>	<u>Signalized crosswalks</u>

T-4h4d **Street maintenance.** The Pavement Management System shall be maintained to identify and prioritize street maintenance projects in the City's Capital Improvement Program (CIP). The maintenance program shall include regular street cleaning and repair of pavement, sidewalks, and bicycle lanes, and pay particular attention to conditions that discourage bike usage or restrict accessibility and safety for handicapped people.

**TABLE T-4 PASSIVE AND RESTRICTIVE TRAFFIC CALMING MEASURES**

PHASE I PASSIVE MEASURES	PHASE II RESTRICTIVE MEASURES
<u>Neighborhood campaigns for traffic safety or speed watch reporting</u>	<u>Traffic circles or roundabouts</u>
<u>Passive traffic controls such as stop signs</u>	<u>Medians</u>
<u>Parking restrictions or modifications</u>	<u>Raised intersections and raised crosswalks</u>
<u>Active police enforcement</u>	<u>Speed humps/speed tables</u>
<u>Pavement markings and signage</u>	<u>Curb extensions at intersections or midblock</u>
<u>Neighborhood gateway features</u>	<u>Chicanes or slow points</u>
<u>Visual cues at neighborhood entries</u>	<u>Narrowing travel lanes</u>
<u>Emphasis on visual rather than physical deterrent</u>	<u>Reduced curb radii</u>
<u>Textured crosswalks</u>	

## POLICY T-5 BICYCLE AND PEDESTRIAN FACILITIES

**Objective.** Create a complete, interconnected bikeway system and pedestrian circulation system network. Increase the percentages of person trips via walking and bicycling. Provide a pedestrian and bicycle system, which serves commuter as well as recreational travel the full range of mobility needs.

**Commented [JM52]:** This policy seems to have some internal inconsistencies. Measure #1 includes full closure, when the measures are intended to keep roads open, also changing a street vehicle flow to one-way may reduce volume but may not reduce speed.

Maybe this policy would best be the third bullet in the policy above and limited to "All neighborhood streets shall be kept remain open to through vehicle travel unless there is a demonstrated safety problem that cannot be adequately addressed through the measures identified above."

**Commented [VB53R52]:** Agree, and incorporated above. Need to confirm this looks OK to the City.

**Commented [VB54]:** Update this table

**Commented [VB55R54]:** City to provide feedback

**Commented [JHM56]:** Add a narrative explanation preceding this table!

**Commented [JHM57]:** Consider additional restrictive measures to protect pedestrians!

**Commented [JHM58]:** Handicapped accessibility is crucial, and should guide sidewalk and road maintenance.

T-5a **Overall bicycle route system and connectivity.** The ~~b~~Bicycle trails and facilities route system plan is are shown in Figure T-ei. The bikeway cycle route system shall be improved and expanded ~~as necessary consistent with the City of Arcata~~ Pedestrian & Bicycle Master Plan to serve new development and activity centers. Routes that provide access to and between major destinations including public facilities, schools, parks and open space, employment, and shopping, shall be the highest priority. Future improvements may be made which upgrade bike routes to a higher class. The City shall:



1. Regularly (at least every ~~two-five~~ years) update the City of Arcata Pedestrian & Bicycle Master Plan and coordinate planning efforts with Caltrans and the Humboldt County Council of Government's bicycle plans and advocacy groups to provide continuous bicycle routes.
2. Maintain existing bicycle routes and provide additional routes where feasible connecting the various neighborhoods with Cal Poly Humboldt State University. Class II bike lanes shall be provided on routes with the highest bicycle demand, or where there is sufficient right of way.
3. Improve and maintain bicycle infrastructure including removal of height differences between pavement and gutter pans, smooth pavement on street edges, drainage inlet grates, and street cleaning to remove debris from street shoulders.
4. Continue to implement Pedestrian & Bicycle Master Plan bicycle boulevard project, including the public awareness campaign about the form, functions, and routes of the bicycle boulevards, with messages that bicycle boulevards are preferred routes for bicyclists and pedestrians and do not exclude motor vehicle traffic. Consider developing standards for a "Bicycle Boulevard," a low volume and low speed through street where bicycles have priority over vehicles, conflicts between vehicles and bicycles are minimized or eliminated, and bicycle travel time is reduced by removal of stop signs and other impediments.

T-5b **Bikeway system and pedestrian network standards.** Class I bikeways. The City of Arcata Pedestrian & Bicycle Master Plan and Humboldt County Association of Governments (HCAOG) Humboldt Regional Bicycle Plan 2010 contain appropriate design standards and guidelines for the proposed bikeway system and pedestrian network improvements in the City of Arcata. Continue to work with regional partners and HCAOG to plan improvements to the bikeway system and pedestrian network. Class I bikeways are within completely separated right of way for exclusive use of non-motorized modes. They generally serve corridors not served by streets and provide a recreational opportunity or a high speed commuter route. Class I bikeways can be multi-use trails serving bicyclists, pedestrians, rollerbladers, and equestrians. A Class I

**Commented [JM60]:** I am assuming that the City of Arcata Pedestrian & Bicycle Master Plan 2010 and its APPENDIX A: Design Guidebook, in combination with state standards are an appropriate external reference for bikeway system and pedestrian network standards and that it is not necessary to specify them here

~~bikeway shall be included on the proposed Sunset Foster arterial. The following standards shall apply to development of Class I bikeways:~~

- ~~1. Bikeway continuity. Off street bikeways do not need to be continuous but need to connect to other types of facilities at each end of the bikeway to provide an interconnected system.~~
- ~~1.2. Right of way opportunities. As opportunities arise, the City shall utilize existing or acquire new easements or right of way for Class I bikeways. Such opportunities may include connecting dead-end streets in new developments with existing neighborhoods, along streets with excess width and unpaved right of way, along drainage channels or creeks, or along abandoned railroad rights of way.~~
- ~~2. Retain existing cycle routes. The City shall retain existing cycle routes, especially Class 1 bike routes, unless there is a compelling safety reason to reroute or further upgrade them. If a Class 1 bike route is to be rerouted, the entire new configuration shall be built and open to cycle traffic before the old route is closed.~~
- ~~3. Design standards. Two way Class I bikeways shall be constructed with a minimum width of eight feet and a preferred width of ten feet (five feet for one way travel). Caltrans design standards shall be used for other design elements such as drainage slope, clearance, signing and striping, and control where bikeways intersect streets.~~

~~T-5c **Class II bikeways.** Class II bikeways are lanes located on the outside edge of roadways, including all arterial streets, and delineated from vehicle travel lanes with striping and pavement markings. The following standards apply to Class II bikeways:~~

- ~~1. Design standards. Caltrans design standards shall be used for Class II facilities. Minimum widths are five feet adjacent to on-street parking or vertical curb without on street parking, and four feet on streets without curb and gutter. Appropriate signing and pavement markings shall be provided to identify the bicycle lane. Caltrans standards shall be used for bike lane markings or transitions at intersections.~~
- ~~2. Required street width. The standard street width of forty feet curb to curb can accommodate Class II bike lanes in both directions if parking is eliminated from one side of the street and vehicle travel lanes are reduced to eleven feet. Bike lanes should be provided in both directions, if feasible, unless the street is one way. Streets appropriate for Class II bike lanes include those where on-street parking needs are not critical. Alternatively, prohibition of parking on one side of the street during certain hours of the day may be considered to accommodate bicyclists.~~
- ~~3. Bike lanes in new development areas. New collector streets in new development areas should have a cross-sectional standard with a minimum curb to curb width of forty-eight feet, which can contain two twelve foot vehicle travel lanes, seven foot wide parking lanes, and five foot wide bike lanes.~~

~~T-5d **Class III bikeways.** Class III bikeways are unmarked bicycle routes which share the street with other vehicles. This type of facility is usually established on low volume local neighborhood streets, but can be located on any type of street. Many of the existing~~

**Commented [JHM61]:** This key policy is directed at the prospect of losing the L Street bike and pedestrian corridor for a significant period if the City goes ahead with the K/L Street one-way couplet through the Gateway, which would radically reconfigure the L-street bikeway and connections to it. However, it should also apply to any other Class 1 bike route the City has invested in.

~~City designated bicycle routes consist of this type of facility. Any Class III bike routes on routes to school with younger bicyclists should have wider outside lane widths (fourteen to sixteen feet). Prohibition of parking during school hours may be considered to achieve the desired width.~~

T-5e **Bicycle parking facilities.** Secure bicycle parking facilities should be provided at important activity centers, civic facilities, apartment complexes, employment centers, shopping centers, major bus stops, and schools. Bicycle parking facilities include racks, lockers, and bollards.

~~The City shall require developers shall be required to provide a minimum number of bicycle parking devices at convenient and visible locations within the development. The required number of bicycle parking spaces shall be calculated as a proportion of the number of vehicle parking spaces housing units for developments that include housing. The City shall adopt cycle parking development standards for other land uses appropriate to support cycle transportation for those uses.~~

T-5f **Pedestrian network enhancements.** Prioritize implementation of improved pedestrian facilities and enhancements in areas of the city with the greatest need including the Arcata Plaza, Westwood Center area, Valley West area, the Sunset Avenue neighborhood, Samoa Boulevard, Alliance Road, Spear Avenue, Janes Road in the vicinity of the Pacific Union School, and Bayside Road in the vicinity of Jacoby Creek School. The following pedestrian improvements and safety enhancements should be considered in future planning for these areas:

1. ~~Close sidewalk gaps. Prioritize accessibility for users with diverse abilities.~~
2. ~~Widen sidewalks in intensively used pedestrian areas; Adopt design standards that require new development to build walkways wide enough to accommodate two-way pedestrian and wheelchair use.~~
3. Install vertical curbs to keep vehicles from parking on sidewalks.
4. Reduce street crossing distance with curb extensions and smaller curb radii.
5. Use on-street parking as a pedestrian buffer to moving traffic lanes.
6. Install textured crosswalks.
7. Provide adequate street lighting focused on crossings.
8. Restrict parking near crosswalks to improve sight distance.
9. ~~Plant street trees or place street trees in planters in the "parking" lane or in vegetated strips between sidewalk and vehicle lanes. Do not block two-way access on sidewalks with trees, sign posts, or "street furniture."~~
10. Relocate intersection stop bars five feet back from crosswalks to improve driver and pedestrian visibility.

T-5g **Pedestrian pathways and multi-use trails.** Pedestrian pathways or multi-use trails for the exclusive use of non-motorized transportation modes should be provided.

**Commented [JHM62]:** If residential car parking places are reduced, the previous language would ALSO reduce bike parking even further! We want to increase requirements for cycle parking, not weaken them!

**Commented [JHM63]:** These two accessibility policies go together

**Commented [JHM64]:** Focus on sidewalk safety, and continuous accessibility!

Pathways may be long facilities located along corridors or short facilities providing direct access through development projects or connecting areas not directly accessible by streets. Pathways should be planned to serve the full range of mobility both ~~recreational and commuter~~ needs for people of all ages, physical abilities, incomes, races, and ethnicities, incomes, and physical abilities. The following shall apply to pedestrian pathways or multi-use trails:

1. Easement or right of way dedication. The City may require dedication of easements or rights of ways for pathways through new private developments. The City shall develop objective standards for public rights of way to support public pedestrian and cycle access. ~~may be required.~~
2. Cooperation with local and regional agencies and jurisdictions. The City shall cooperate with other agencies to establish and maintain off-street pathways and trails utilizing creek, utility, and railroad right of way.   
Foster Avenue Extension. Multi-use paths or trails shall be included in the Foster Avenue extension to Sunset Avenue.
3. Other Locations. Other potential locations for new multi-use paths are within the North Coast Railroad right of way from Giuntoli Lane to Samoa Boulevard, along the west side of Samoa Boulevard/Old Arcata Road east of State US Route 101, and along the perimeter of Arcata Bay towards Manila, and along State Route 255 toward Manila.

**Commented [JHM65]:** City objective standards will be necessary to apply and enforce such requirements. Just demonstrating "nexus" and "proportionality" to support such exactions will likely NOT be enough in the future.

T-5h **Sidewalks.** A continuous and interconnected system of sidewalks shall be provided throughout the City. The existing standard right of way of most arterials, collectors, and local streets (fifty feet) permits a five-foot sidewalk in each direction, the minimum width to comply with Americans with Disabilities Act (ADA) requirements. Some commercial areas in downtown Arcata should have wider sidewalks to accommodate higher levels of pedestrian traffic and window-shopping and "street furniture." The following standards shall apply to sidewalks:

1. Sidewalk continuity. Gaps in existing sidewalks should be closed to provide a continuous pathway. Cul-de-sacs should be discouraged because they disrupt pedestrian connectivity, unless pedestrian walkways connect to streets beyond them.
2. Sidewalk widths. New development projects shall be required to construct or reconstruct sidewalks along the property frontage in accordance with adopted City standards. Required widths for new or reconstructed sidewalks are shown in Table T-5.
3. Sidewalk Requirements. Where adequate width exists to maintain ADA minimum clearance, sidewalk pedestrian amenities should be provided in the downtown commercial area. These include benches, bicycle parking, pedestrian-scale lighting, street trees, flower boxes, trash receptacles, drinking fountains, and awnings. Private development projects shall be required to include sidewalk improvements; other landowners are encouraged to provide improvements.

**Commented [JHM66]:** The County, City, and CalTrans missed a huge opportunity when they did not ask the trans-Pacific cable company to help acquire an easements above their cable line along SR 255 that would have provided a reasonable shoulder and bike lane along the cable route. If 255 is ever raised by 2045 as part of a flood barrier, it will be important that Arcata and regionwide policies already identify the 255 corridor for possible bike path development.

4. **Sidewalk Maintenance.** Sidewalk facilities shall be systematically inspected and maintained to clean and repair damaged surfaces and remove impediments such as poles, newspaper racks, signs, restaurant or business encroachment, and other paraphernalia-obstructions that interfere with pedestrian flow and accessibility for people of all abilities.

**TABLE T-5 SIDEWALK FUNCTIONAL WIDTH REQUIREMENTS**

DESCRIPTION	WIDTH
Low density residential area for two-way pedestrian traffic	6 feet
Low intensity commercial area for two-way pedestrian traffic and window shopping	8 feet
Higher density commercial and residential area for two-way pedestrian traffic, window shopping, and street furniture allowance	10 feet
Minimum width of sidewalk at bus stop with bench on sidewalk, without a shelter	8 feet
Minimum width of sidewalk at bus stop with a shelter on sidewalk	12 feet
High intensity commercial area with high pedestrian traffic and a variety of outdoor sidewalk use such as shopping and dining	12 to 15 feet

T-5i **Retention of railroad right of way.** The future re-establishment of rail service would be a valuable resource for industrial uses in Arcata. The North Coast Railroad Great Redwood Trail Authority, as the holder of the former North Coast Railroad Authority right of way, is encouraged to maintain railroad rights-of-way through railbanking for interim use as a multi-purpose trail, even if service is abandoned. The City may consider purchase of right of way should the Authority decide to sell. Railroad right of way may potentially be used for creation of multi-use trails. Long range potential uses of railroad right of way include bike and pedestrian ways, an exclusive bus transitway, or passenger rail service.

**Commented [VB67]:** Former Policy T-7a

T-5j **Rails to trails conversions.** The City supports plans to convert abandoned railroad rights-of-way to provide multi-use trails. Planning efforts shall be coordinated with federal, state, and regional agencies to obtain funds to purchase or lease abandoned lines if the railroad authority selects not to dedicate the right of way. If feasible, active railroad line rights of ways may be used for multi-use "rail-with-trail" purposes.

**Commented [VB68]:** Former Policy T-7d

## POLICY T-6 PARKING SUPPLY AND PARKING MANAGEMENT

**Objective.** Provide an adequate supply of parking in perimeter lots downtown. Minimize the impacts of Cal Poly Humboldt State University parking into adjacent neighborhoods. Ensure that new development provides an adequate but not excessive supply of parking.

**Commented [JHM69]:** Is this where we consider maximum allowable parking?

T-6a **Downtown parking.** The following shall apply to parking within the Plaza Area Commercial land use category dDowntown area:

1. Develop additional public parking lots Assess and plan for future parking needs.

Municipal parking lots shall be provided in the perimeter of downtown to create an adequate parking supply to serve existing businesses, future development, and to replace on-street parking removed for pedestrian, bicycle, and landscaping improvements. One municipal lot is planned to complete the City's parking system, but Assess the need for additional parking lots may be provided if additional demand or opportunities arise.

2. In-lieu fee for on-site parking. Payment of a fee in-lieu of providing required parking spaces may be permittedshould be required in the Central Commercial District or for Landmark Historic Structures. Fees collected shall be used exclusively to fund municipal off-street parking lots or alternative travel mode facilities.
3. On-site parking standards. The City shall considershould reduceing the minimum parking standards applicable within the Plaza Area Commercial land use categorydowntown area. New development is encouraged to pay in-lieu fees rather than provide parking on-site within the immediate Plaza area. Any on-site parking in the downtown should be located to the rear or side of buildings. Park and ride, car shares, and other measures to encourage alternative transportation shall be considered.

**Commented [VB70]:** Possibly remove?

T-6b **Parking in neighborhoods impacted by Cal Poly Humboldt State University (Not applicable in Coastal Zone).** The City shall employ the following measures to reduce the impacts of HSU-University related parking on the surrounding neighborhoods:

1. Management of on-street parking. Metered on-street parking shall continue to be provided along local streets in the neighborhoods south of Cal Poly Humboldt State University to prevent all-day parking by students.
2. Preferential parking zones. The restrictive residential permit parking program shall be maintained for neighborhoods severely impacted by Cal Poly HumboldtHSU to provide residents and their visitors more on-street parking and to discourage students, staff, and faculty-from driving to campus.
3. Other parking management approaches. Alternative parking management approaches shall be considered if the student population and parking demand increases. Alternative approaches include time limit parking without meters, increasing no-parking zones to decrease supply of spaces, and implementing a strictly enforced tow-away policy. The City encourages Cal Poly HumboldtState University to reduce parking impacts on the City.

T-6c **Parking standards for new development.** The City's should continue parking standards shall be revised to specify a maximum parking requirements ratio as well as a minimum parking ratio for new development and consider eliminating minimum parking requirements. Parking lots should be located, where feasible, to the rear or side of commercial and multi-family residential buildings.

**Commented [JM71]:** Maximums are established. The City should consider eliminating minimum requirements as many jurisdictions have done. This can be justified by the implementation of the city's complete streets program. <https://www.planning.org/planning/2022/spring/a-business-case-for-dropping-parking-minimums/>

T-6d **Shared or joint-use parking for commercial development.** A 25% Reductions in the individual use parking requirements may be allowedshould be considered where two or

**Commented [JM72]:** If the elimination of parking minimums is to be added, this policy could be deleted.

more ~~non-residential~~ uses provide joint parking or combined access to parking. Developers of projects with appropriate land uses for effective shared parking and access are encouraged to provide joint parking facilities. Examples of compatible land uses include office buildings and any use that generates primarily an evening parking demand such as restaurants and theaters. ~~The Urban Land Institute (ULI) Shared Parking manual shall be used to establish criteria for the parking generation characteristics of land uses.~~

**Commented [JHM73]:** Even just paving a single driveway to reach parking behind 2 or more buildings will cut down on parking-related paving

#### POLICY T-7 RAIL AND FREIGHT TRANSPORTATION

**Objective.** Provide a transportation system which adequately serves the freight shipment needs of the City's industrial and commercial uses. Recognize that freight transportation via truck ~~or railroad if rail service is re-established in the future~~, is an essential element of the area's economic base.

**Commented [VB74]:** Split into two policies

**Commented [JM75R74]:** This policy could be focused on freight transportation and Railroad ROW policies could be added to POLICY T-5 BICYCLE AND PEDESTRIAN FACILITIES

T-7a ~~Retention of railroad right of way. The future re-establishment of rail service would be a valuable resource for industrial uses in Arcata. The North Coast Railroad Great Redwood Trail Authority, as the holder of the former North Coast Railroad Authority right of way, is encouraged to maintain railroad rights of way through railbanking for interim use as a multi-purpose trail, subject to possible future reconstruction and reactivation of the right of way for rail service, even if service is abandoned. The City may consider purchase of right of way should the Authority decide to sell. Railroad right of way may potentially be used for creation of multi-use trails. Long range potential uses of railroad right of way include an exclusive bus transitway or passenger rail service.~~

**Commented [VB76]:** Moved to Policy T-5

T-7b ~~Train service. Existing or improved levels of freight train service to industrial uses is encouraged as demand increases. The City supports improvements to facilities and operations and increases in freight service as a necessity for maintaining a viable industrial economy. However, freight train service during the day, particularly in the peak morning and afternoon hours, is discouraged. The possibility of providing passenger train service between Arcata and Eureka using renovated historic trolleys should be considered.~~

T-7e7a ~~Truck routes. The transportation circulation system shall be planned to provide truck mobility to serve all commercial and industrial land uses in Arcata. Specific truck routes are designated in Figure T-f, although other highways, arterials, and collector streets may be designated in the future. The City shall actively enforce truck routes and speed limits, and vehicle weight limits on streets where they apply.~~

**Commented [VB77]:** Moved to Policy T-5

T-7d ~~Rails to trails conversions. The City supports plans to convert abandoned railroad rights-of-way to provide multi-use trails. Planning efforts shall be coordinated with federal, state, and regional agencies to obtain funds to purchase or lease abandoned lines if the railroad authority selects not to dedicate the right of way. If feasible, active railroad lines may be used for multi-use trail purposes.~~

#### POLICY T-8 FINANCING TRANSPORTATION IMPROVEMENTS

**Objective.** Ensure that adequate funding is available to implement transportation improvements required to adequately serve the amount and types of growth allowed by the land use plan. Ensure that private development provides on-site transportation improvements and contributes an appropriate share of funding for off-site improvements.

**T-8a Developer responsibilities and exactions.** Developers shall be required to construct transportation improvements along their property frontages. Where appropriate, a traffic and safety impact study shall be required which identifies on-site and off-site impacts and mitigation measures.

The developer shall be required to provide all necessary access and circulation facilities within the property and such facilities shall be designed to meet City standards. The following improvements may be required, based on the individual ~~usual~~ context and the needs of all people using streets and the right-of-way; and that support the land-use, safety, climate, ~~safety~~, and environmental quality targets and Complete Streets policies of the City:

1. If development is located on an existing street:
  - a. dedication of right of way;
  - b. widening of street along property frontage to provide for a travel lane;
  - c. bicycle lane and parking lane;
  - d. reconstruction of curb, gutter and sidewalk;
  - e. transit facilities and landscaping within the right of way.
2. If development is located in a new growth area not yet served by streets:
  - a. dedication of right of way to construct a street to connect the project site to a public street, which accommodates all modes of transportation, particularly those walking, rolling, biking, and using transit;
  - b. construction of the street and connecting intersection(s) to City standards;
  - c. after the dedication is accepted, the City will maintain the street.

e.d. The City may require the land owner to develop and maintain off-street mobility facilities to standards that the City shall develop for internal walkways, especially to create or maintain pedestrian connections to and between City streets.
3. In all instances, the developer shall be responsible for mitigating any off-site traffic and street safety impacts of the proposed development in a manner consistent with the policies of this plan. Measures may include a reduction in the size or density of the development; installation of additional pedestrian, bicycle and transit amenities to encourage alternative travel modes; or implementation of Transportation Demand Management measures.

**T-8b Subdivision improvements.** All on-site transportation infrastructure shall be constructed using standards approved by the City. Developers are required to establish mechanisms, such as homeowners associations, to provide future maintenance of on-site streets and intersections that are not dedicated for public use. The City may elect to require streets connecting to a public street to be dedicated to the City.

**Commented [JHM78]:** Mentioning safety explicitly is important. It's too easy to focus on LOS, VMT, etc, and lose sight of potential safety impacts, especially pedestrians, children, slow-movers, and handicapped walkers.

**Commented [JHM79]:** This is very important for LARGE developments especially, which may otherwise just shunt pedestrians into parking areas rather than providing safe walkways through new development.

T-8c **Traffic impact fees.** The City may adopt a citywide traffic impact fee ~~in accordance with the requirements of AB 1600~~ to fund transportation improvements to mitigate the traffic impacts of new development. The traffic impact fee may substitute in whole or in part for the off-site mitigation requirements described in Policy T-8a, but would be in addition to the developer's responsibility for on-site and frontage improvements. The traffic impact fee may be used to fund roadway extensions, intersection improvements, safety and accessibility improvements, transit facility improvements, and pedestrian and bicycle facilities or amenities.

T-8d **Transit finance.** A&MRTS should continue to fund capital and operating expenses through fare box revenue, ~~Cal Poly~~ Humboldt ~~State University~~ subsidies, and state and federal subsidies. The City will explore the possibility of new development contributing a one-time fee towards A&MRTS capital expenses through the citywide traffic mitigation fee ordinance.

## 2.9 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
LU-1	<b>Amend LUC to Incorporate Street Standards</b> Add Street Standards to City's LUC (formerly LUDG.)	Community Devel. Dept.	Year 1
T-1	<b>Create Neighborhood Traffic Management Program</b> Prepare and adopt a two phase traffic management program. Phase 1 will involve education and community driven measures, including developing a handbook describing procedures for residents to initiate a local NTMP. At a minimum, the handbook should define the procedures for initiation, types of data to be collected, a toolbox of measures, a method for establishing priorities, and potential funding mechanisms. Phase 2 will involve installing traffic calming devices in appropriate circumstances.	Public Works Dept.	Year 1
T-1	<b>Reducing Vehicle Miles Traveled</b> Consider application of vehicle miles traveled (VMT) as a metric for evaluating impacts of new development at such time as a methodology is available that is suitable for use in Arcata. Work with Humboldt County Association of Governments (HCAOG) when evaluating potential regional applications both to evaluate and to reduce vehicle miles traveled.	Community Development/ Engineering	Ongoing
T - 2	<b>Pavement Management Program</b> A pavement management program will evaluate roadway conditions, and schedule and complete needed maintenance and repair in a timely manner.	Public Works Dept-Engineering	Ongoing
T - 3	<b>Capital Improvements Program (CIP)</b> Include transportation improvements, including bicycle and pedestrian facilities, in the City's CIP.	Public Works Dept-Engineering	Annually
T - 4	<b>Adoption of Traffic Mitigation Impact Fee Ordinance Program</b> Adopt a citywide traffic impact fee <u>in accordance with AB 1600</u> to mitigate <u>the traffic impacts</u> . <u>Assess an equitable share of costs associated with cumulative traffic impacts to all development projects on facilities for all modes of travel</u> .	Public Works Dept-Engineering	Year <u>45</u>
T-5	<b>Develop Additional Public Parking Lot on West Side of Downtown</b>	Community Devel. Dept.	Year 2
T-65	<b>Develop Comprehensive Pedestrian and Bicycle Master Plan and Priorities</b> <u>Periodically review and update Pedestrian and Bicycle Master Plan priorities including collaborating with Humboldt County Association of Governments on Humboldt Regional Bicycle Plan updates.</u> Seek sidewalk improvement program funding to implement priority projects.	Public Works Dept-Engineering	Ongoing <u>at least every 5 years</u>
T-76	<b>Bicycle Boulevards</b> Provide primary bicycle corridors between major activity centers. Clearly sign all bicycle boulevards and include traffic calming measures to discourage automobiles.	Public Works Dept-Engineering	Year 1

**Commented [VB80]:** Should this stay "Public Works Dept." or change to "Engineering" or "Environmental Services"?  
This comment also applies to all rows below.

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
T-7	<b>Rail Right of Way Coordination with Great Redwood Trail Agency</b> Coordinate with the Great Redwood Trail Agency in planning for use of the former NCRA rail right of way for a multi-use trail.	Engineering	Ongoing
T-8	<b>Weekend &amp; Evening Transit Service</b> Continue to monitor demand for weekend and improved evening bus service to Eureka and McKinleyville in coordination with HCOAG and transit providers and ensure that planning for weekend and evening transit service from Arcata to Eureka is appropriately addressed in the Humboldt County Transit Development Plan. Explore "paratransit" opportunities where fixed routes may not be feasible.	Engineering	
→ →	<b>Foster Avenue Connection</b> Secure funding for the Foster Avenue connection, including bicycle paths.	Public Works Dept.	Year 3

**Commented [JHM81]:** This is an expanded policy, especially considering that growth, commuting, and safety needs may expand during evening hours as well as weekends, and that they'll go both north and south, with continuing development especially in McKinleyville.

Appendix T-A City of Arcata Operational Analysis and Intersection Level of Service