~~TRANSPORTATION~~ CIRCULATION AND MOBILITY ELEMENT

2.7 INTRODUCTION

~~Transportation concerns~~Circulation and mobility consider how people and goods move through and around the City. The ~~transportation element~~ Circulation and Mobility Element addresses how a comprehensive, integrated transportation network ~~roadway, transit, rail, freight, bicycle, and pedestrian systems~~ can be planned to ~~achieve maximum~~ maximize individual mobility in a manner consistent with community character and environmental protection. The City is committed to providing a complete, connected, multimodal transportation 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 ~~allowed~~ anticipated by the land use plan. Second, the ~~policies of the transportation~~Transportation, ~~land~~ Land U~~u~~se and ~~air~~ Air ~~quality~~ Quality ~~elements~~ policies are linked ~~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 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, recognizing that mobility goes beyond vehicular circulation patterns.

Protecting and improving safety must come first in our transportation, circulation, and mobility policies and planning decisions. This 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.

Overview of Existing ~~and Future Transportation~~ Circulation and Mobility 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 comprising the primary arterial. A non-grid series of arterial and collector streets surrounds the central business district and serves outlying residential 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

101 freeway, the main state route serving the North Coast of California from San Francisco to Oregon.

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. 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.

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 efficiently as possible. In addition to interconnecting 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. As of 1998, all of the traffic signals in Arcata are were located on Samoa Boulevard, which is State Route 255 state facilities. Examples of arterials include the "G" and "H" Street one-way couplet, Alliance Road, Samoa Boulevard and L.K. Wood Boulevard.

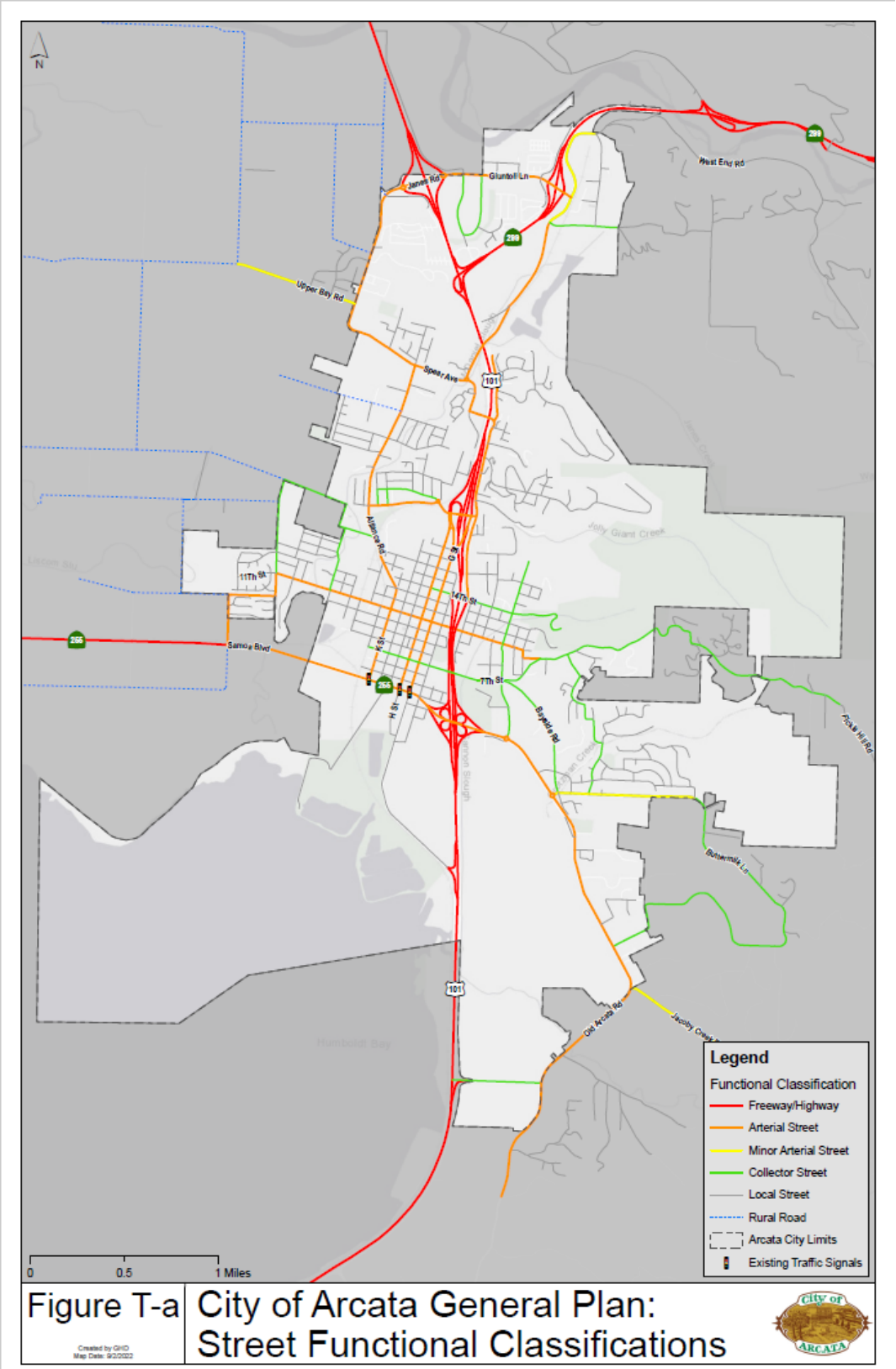
Minor Arterials. Local streets, while providing access to development on adjacent lands, primarily provide mobility between arterial and collector streets. Examples include Buttermilk Lane and West End Road within City limits, and, Jacoby Creek Road and Upper Bay Road (within the Sphere of Influence) West End, Union, and Upper Bay Road.

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. As the name implies, collector 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. Often, local streets in residential areas are utilized by through traffic, resulting in complaints from residents about speeding and high traffic noise volumes.

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. Deprioritize LOS as a management consideration for City streets, and shift focus to methods of analysis that better measure a project's transportation-related environmental impacts, such as use of Vehicle Miles Traveled (VMT). Decades of research and experience show that projects that attempt to relieve congestion and improve LOS simply attract more traffic and are ultimately unsuccessful at relieving congestion. Furthermore, congestion is often desirable from a safety standpoint, as it results in slower traffic speeds. To that end, the City will use LOS to reduce speeds and encourage mode shift. ~~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/15th Street, and locations on 14th 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 Traffic Volumes and Intersection Levels of Service.** Existing and projected future average weekday traffic volumes are shown for selected street locations in Figure T-c. Existing volumes were established with traffic counts conducted in 1996. Projected traffic volumes were developed using the Arcata Citywide Traffic Model. The model was created to evaluate three potential year 2020 growth or "buildout" scenarios for Arcata. The traffic volumes reported in Figure T-c represent the buildout scenario associated with the land use plan. Table T-1 provides levels of service definitions for intersections. Existing and projected future volume/capacity ratios and afternoon peak hour levels-of-service for key intersections are shown in Table T-2. The locations of key intersections analyzed are shown in Figure T-b.~~

~~**Traffic Volumes.** Arterial streets with the highest daily traffic volumes are Samoa Boulevard, Alliance Road, Spear Avenue, "K" Street, and 11th Street. Collector and local streets carry considerably less traffic than arterial streets. The highest projected traffic volume on a surface street is on Samoa Boulevard west of State Route 101, with an average daily volume of over 17,000 vehicles. The largest percent increases in daily traffic volumes are on Alliance Road, "K" Street, and 11th Street east of "K" Street. Projected future traffic volumes on State Route 101 range from nearly 41,000 vehicles per day north of Arcata to 43,000 vehicles per day south of the City. Traffic volumes on Highway 299 east of Arcata are projected to increase from about 10,000 vehicles per day to over 16,000. Traffic volumes on these freeways reflect continuing growth in areas outside Arcata that will result in increased through traffic, particularly McKinleyville to the north along State Route 101.~~

~~**Intersection Levels of service.** Level of service (LOS) is a qualitative and quantitative description of intersection operations defined in terms of a letter grade and averageeither the volume to capacity ratio or total stopped delay per vehicle during the peak hour. Levels of~~

~~service range from LOS "A", representing free flow conditions to LOS "F" which signifies excessive delays, long vehicle queues, and generally unacceptable conditions. The level of service criteria, defined in the most recent version of the1995 Highway Capacity Manual prepared by the Transportation Research Board, are used by local agencies nationwide to establish standards of acceptability for traffic operations.. What is considered acceptable may vary from one jurisdiction to another.~~

~~Level of service for a signalized intersection is defined by its volume to capacity ratio. A ratio of 1.00 indicates that the intersection's volume equals its capacity. At unsignalized intersections, the total stopped delay is applied only to vehicles required to stop.~~

~~TABLE T-1 LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS~~

~~LEVEL OF SERVICE~~	~~SIGNALIZED INTERSECTIONS~~	~~UNSIGNALIZED INTERSECTIONS~~
~~A~~	~~Uncongested operations; all queues clear in a single cycle. Volume to capacity ratio of 0.00 to 0.60.~~	~~No delay for stop controlled approaches. Delay equals 0 to 5 seconds.~~
~~B~~	~~Uncongested operations; all queues clear in a single cycle. Volume to capacity ratio of 0.61 to 0.70.~~	~~Minor delay for stop controlled streets. Delay equals 5.1 to 10 seconds.~~
~~C~~	~~Light congestion; occasional backups on critical approaches. Volume to capacity ratio of 0.71 to 0.80.~~	~~Moderate delay for stop controlled approaches. Delay equals 10.1 to 20 seconds.~~
~~D~~	~~Significant congestion of critical approaches but intersection remains functional. Some vehicles required to wait through more than one cycle during brief periods. No long queues formed. Volume to capacity ratio of 0.81 to 0.90.~~	~~Long delay for stop controlled streets. Delay equals 20.1 to 30 seconds.~~
~~E~~	~~Severe congestion with long standing queues on critical approaches. Blockage of intersection may occur if intersection does not provide protected left turns. Queues may extend into adjacent intersections. Volume to capacity ratio of 0.91 to 0.99.~~	~~Very long delays for stop controlled intersections, reaching level of tolerance for average driver. Delay equals 30.1 to 45 seconds.~~
~~F~~	~~Total breakdown; stop and go operations. Volume to capacity ratio of 1.00 or greater.~~	~~Extreme congestion, intolerable delay for stop controlled vehicles. Delay equals 45.1 seconds or greater.~~

Source: ~~1994 Highway Capacity Manual (Special Report 209) & Circular 212, Transportation Research Board. Delay for unsignalized intersections is based on average stopped delay in seconds per vehicle.~~

~~Table T-2 identifies the existing and projected service levels a t the two signalized and twenty-one unsignalized key intersections within the City. Projected service levels are based on the estimated buildout of the land use plan by the year 2020.~~

~~TABLE T-2 AFTERNOON PEAK HOUR INTERSECTION SERVICE LEVELS~~

Th SIGNALIZED INTERSECTIONS[1]	EXISTING		PROJECTED	
	V/C RATIO	LOS	V/C	LOS
23) G Street / Samoa Boulevard	<1	A	<1	A
22) H Street / Samoa Boulevard	<1	A	<1	A
Unsignalized Intersections[1]	**Delay**	**LOS**	**Delay**	**LOS**
1A) Giuntoli / 101 SB Ramps	8	B	>45	F
1B) Giuntoli / 101 NB Ramps	3	A	>45	F
2) Alliance Road / Spear Ave.	5	A	6	B
3) Alliance Road / 17th Street	1	A	14	C
4) Bayside Road / Crescent Way	4	A	7	B
5) Alliance Road / Foster Ave.	1	A	11	C
6) Sunset Ave. / "G" & "H" Streets	4	A	9	B
7) Alliance Road / 14th Street	1	A	4	A
8) Janes Road / 11th Street	2	A	5	A
9) K Street / 11th Street	6	B	10	B
10) K Street / 7th Street	1	A	9	B
11) K Street / Samoa Boulevard	>45	F	>45	F
12) H Street / 11th Street	7	B	15	C
13) G Street / 11th Street	10	C	23	D
14) Union Street / 14th Street	2	A	5	A
15) H Street / 14th Street	7	B	12	C
16) G Street / 14th Street	12	C	16	C
17) H Street / 7th Street	4	A	7	B
18) G Street / 7th Street	4	A	11	C
19) Union Street / 11th Street	2	A	3	A
20) Union Street / Samoa Boulevard	4	A	>45	F
21) Union Street / 7th Street	3	A	4	A
24) L.K. Wood Blvd. / 14th Street	5	A	5	B
25) Sunset Ave. / US 101 NB Ramp	2	A	10	B
26) Sunset Ave. / L.K. Wood Blvd.	8	B	11	C

[1] See Figure T - b for intersection locations. V/C Ratio = volume to capacity ratio.
< less than, > greater than.

All of the intersections analyzed presently operate at LOS C or better with an average delay of twelve seconds or less per vehicle in the afternoon peak hour. The one exception is the intersection of "K" Street with Samoa Boulevard, which operates at LOS F for the southbound to eastbound left turn. This movement must wait for gaps in both directions of traffic on the four-

~~lane segment of Samoa Boulevard.~~

~~Table T-2 also presents the projected afternoon peak hour intersection levels of service for the buildout scenario. At buildout, the two signalized intersections ("G" and "H" Streets at Samoa Boulevard) continue to operate well under capacity at LOS A. Two of the City's unsignalized intersections are projected to operate at LOS F. These are:~~

~~1. Giuntoli Lane/US 101 Southbound Ramps – failed service level is for left turn movement from the southbound off-ramp approach onto Giuntoli Lane. This intersection meets the Manual of Uniform Traffic Control Devices' (MUTCD's) peak hour volume warrant for signalization. This intersection should be monitored for possible installation of a traffic signal, all-way stop control, or traffic roundabout.~~
~~2. Giuntoli Lane/US 101 Northbound Ramps – failed service level is for left turn movement from the northbound off-ramp approach onto Giuntoli Lane. This intersection meets Manual of Uniform Traffic Control Devices (MUTCD's) peak hour volume warrant for signalization. This intersection should be monitored for possible installation of a traffic signal, all-way stop control, or traffic roundabout.~~

~~Other intersections which operate near or over capacity include the unsignalized intersection of "K" Street/Samoa Boulevard. This intersection currently operates at LOS F for the southbound left turn onto Samoa Boulevard, and continues to operate poorly for this movement with buildout under the land use plan. All of the remaining unsignalized intersections are projected to operate at LOS D or better. Most intersections, however, operate at LOS A or LOS B. Existing and projected peak hour service levels are based on existing intersection control and lane configurations as of 1998. Improvements anticipated by this plan will likely improve the LOS to acceptable levels for all intersections.~~

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 their 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.~~

~~During the school season, A&MRTS ridership increases significantly, by more than 150%. As of 1998, HSU subsidized student bus fares by $0.60 resulting in increased ridership and reduced vehicle travel to the university. The subsidy is funded through parking fines at the University. A 1995 survey indicated that 75% of A&MRTS riders are traveling to and from school, 12% for work, and the remaining 14% for various purposes including shopping, recreational, and personal trips.~~

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. 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.

~~TABLE T-3 A&MRTS RIDERSHIP SUMMARY: EXISTING AND PROJECTED~~

~~PASSENGER TYPE~~	~~AVERAGE SUMMER MONTHLY RIDERSHIP~~	~~AVERAGE SUMMER DAILY RIDERSHIP~~	~~AVERAGE SCHOOL SEASON MONTHLY RIDERSHIP~~	~~AVERAGE SCHOOL DAILY RIDERSHIP~~
~~All Passengers~~	~~5,900~~	~~300~~	~~14,900~~	~~850~~
~~Students~~			~~11,000~~	~~750~~

~~DAILY STUDENT RIDERSHIP BY PERIOD~~	~~STUDENT RIDERS DURING PERIOD~~
~~7 to 11 AM~~	~~400~~
~~11 to 3 PM~~	~~250~~
~~3 to 7 PM~~	~~200~~
~~PM Peak Hour – All Passengers~~	~~70~~

~~Source: A&MRTS superintendent Larry Pardi.~~

~~Note: A&MRTS provides extra shuttles to HSU during school season to accommodate overflow in the morning peak, extra shuttles are not required in the afternoon peak, but buses have standing room only.~~

~~PROJECTED A&MRTS INCREASE IN RIDERS (AT 2020 LAND USE PLAN BUILDOUT)~~			
	~~1% Increase in Riders~~	~~3% Increase in Riders~~	~~5% Increase in Riders~~
~~Passengers~~	~~62~~	~~183~~	~~304~~

~~Note: Increase in daily ridership based on projected land use in traffic analysis zone's [TAZ's] within 1/4 mile of transit corridor stops and 1990 census mode split within each TAZ.~~

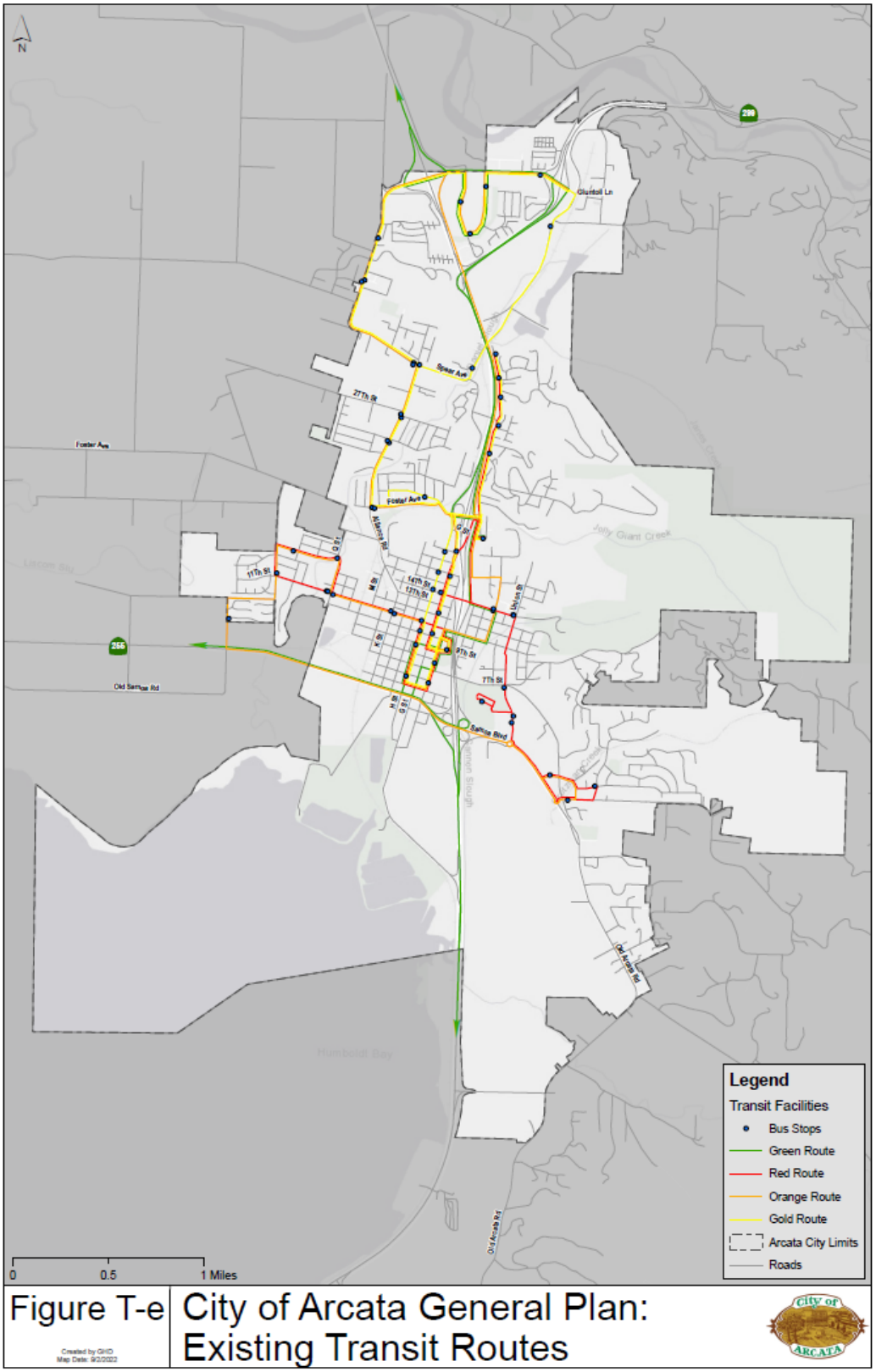
~~In 1997, fares represented 20% of the A&MRTS capital and operating costs. The balance of the costs are funded through Transportation Development Act (TDA) funds (70%), State Transit Assistance (STA) funds (5%), and Federal Transit Administration (FTA) Section 18 funds (5%).~~

~~The two A&MRTS fixed routes serve most of the City, and most points are within 1/3 mile of a bus stop. As of 1998, the system runs on weekdays from 7:00 AM to 7:00 PM with sixty-minute headways. Saturday service is from 9:00 a.m. to 5:00 p.m. with 120-minute headways. In addition to fixed routes, A&MRTS provides "demand responsive" dial-a-ride service. This service accommodates about fifteen to twenty passengers per day. The majority of these passengers are elderly or disabled with destinations to the Mad River Adult Day Health Center. The Humboldt Transit Authority provides regional public transportation through the Redwood Transit System (RTS). This fixed route system serves cities along the Highway 101 corridor from Trinidad to Scotia. The RTS has four stops in Arcata including Humboldt State University and the Arcata Transit Center. The City of Arcata contributes to the funding for RTS. 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.~~

~~The A&MRTS 1995 Transit Development Plan projected a 16% increase in ridership between 1995 and the year 2000 based on an equal projected increase in population. The plan recommends service improvements comprised of redesigning the present "Red Route" creating a more direct and faster route with consistent thirty-minute headways between downtown and Humboldt State University, and thirty-minute headways between downtown and Sunny Brae. If additional resources become available, the plan recommends providing evening service on the Red Route during the school season and providing a third bus on the Red Route during the school season to achieve thirty-minute headways.~~

~~Table T-3 also presents year 2020 projected increases in average school daily riders. This information is derived from growth in population and employment in Traffic Analysis Zones (TAZs) within transit corridors and 1/4 mile from bus stops, and a 1%, 3% and 5% increase in riders over 1990 census mode split information. While relatively small percentages, the increases represent a large increase in riders for Arcata. A sensitivity analysis indicates that these increases in riders could reduce vehicle trips between 0.5% and 2.3% and reduce annual vehicle miles of travel between 0.2% and 1.1%.~~

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~~ provides 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 the following and the City shall make an effort to follow the recommendations in updated TDPs as they become available. ~~:~~

- *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, ~~and~~ 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.~~are on-street facilities delineated from motor vehicle travel lanes by pavement striping and markings~~. Class III bike routes are specially designated corridors in which the travel lanes are shared by motor vehicles and bicycles. 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 presently provides a ~~comprehensive bike~~bikeway network ~~lane system~~ 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 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 identifies pedestrian and bicycle conditions and various proposed improvements.

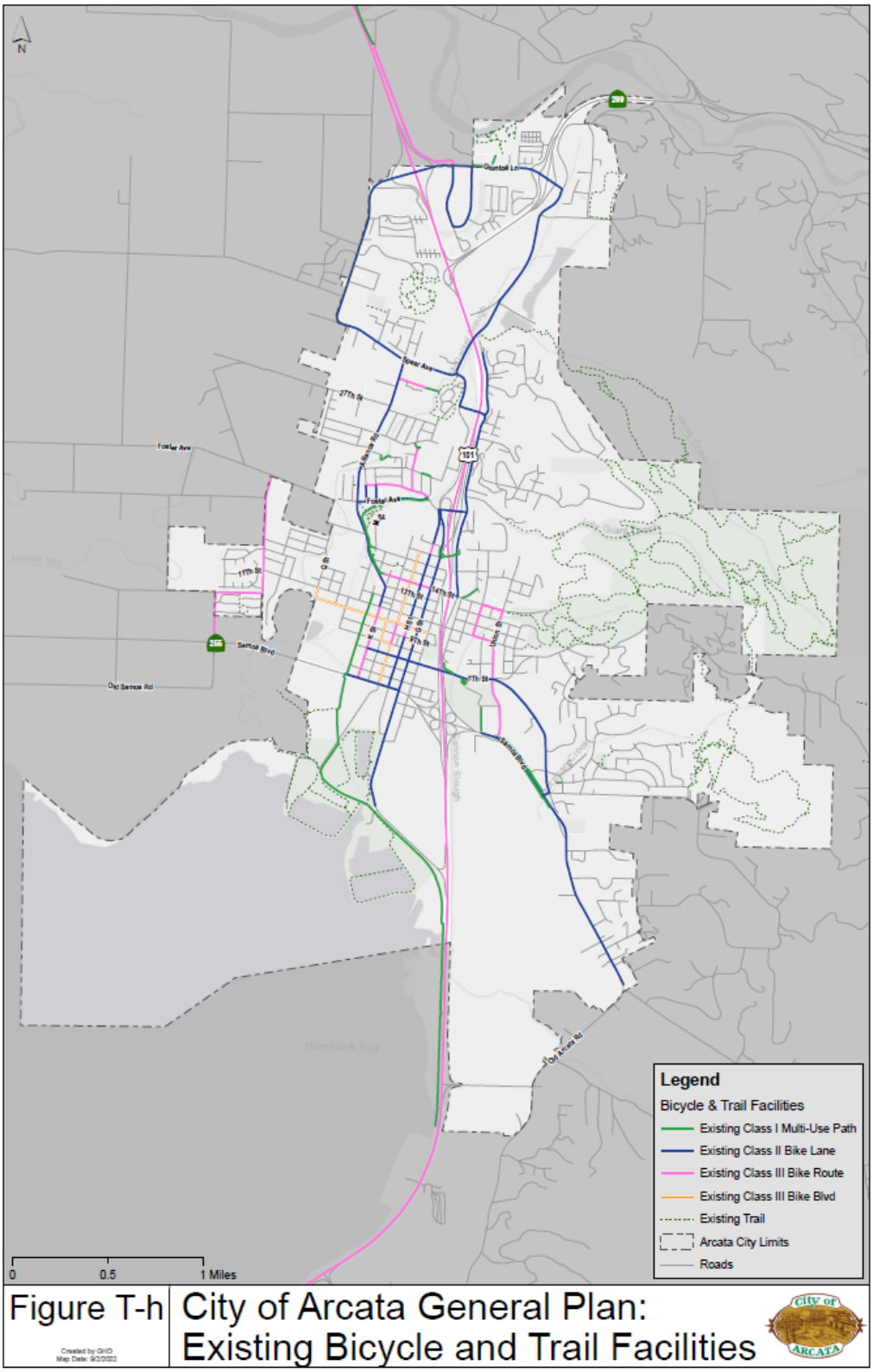
Regional trail needs are assessed when HCAOG updates the Regional Bike Plan and the Regional Transportation Plan (RPT). The 2018 Regional Bike Plan identifies the following proposed bikeways for short-term regional priority projects (not yet completed):

- 11th Street Corridor (Janes Road to Bayview Street) – Class II / Class III
- F Street (7th Street to 14th 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 – 11th to 10th
- Class III Bicycle Routes:
  - 11th Street – B Street to Union Street
  - 14th Street – K Street to L.K. Wood Boulevard
  - Baldwin Street – Cahill Park to Sunset Avenue
  - Union Street – Samoa Boulevard to 14th Street
  - Westside Corridor (includes Janes Road, Vaissade Road, V St.) from Foster Avenue to Samoa Boulevard

FIGURE T - ~~h~~f Existing Bicycle and Trail Facilities



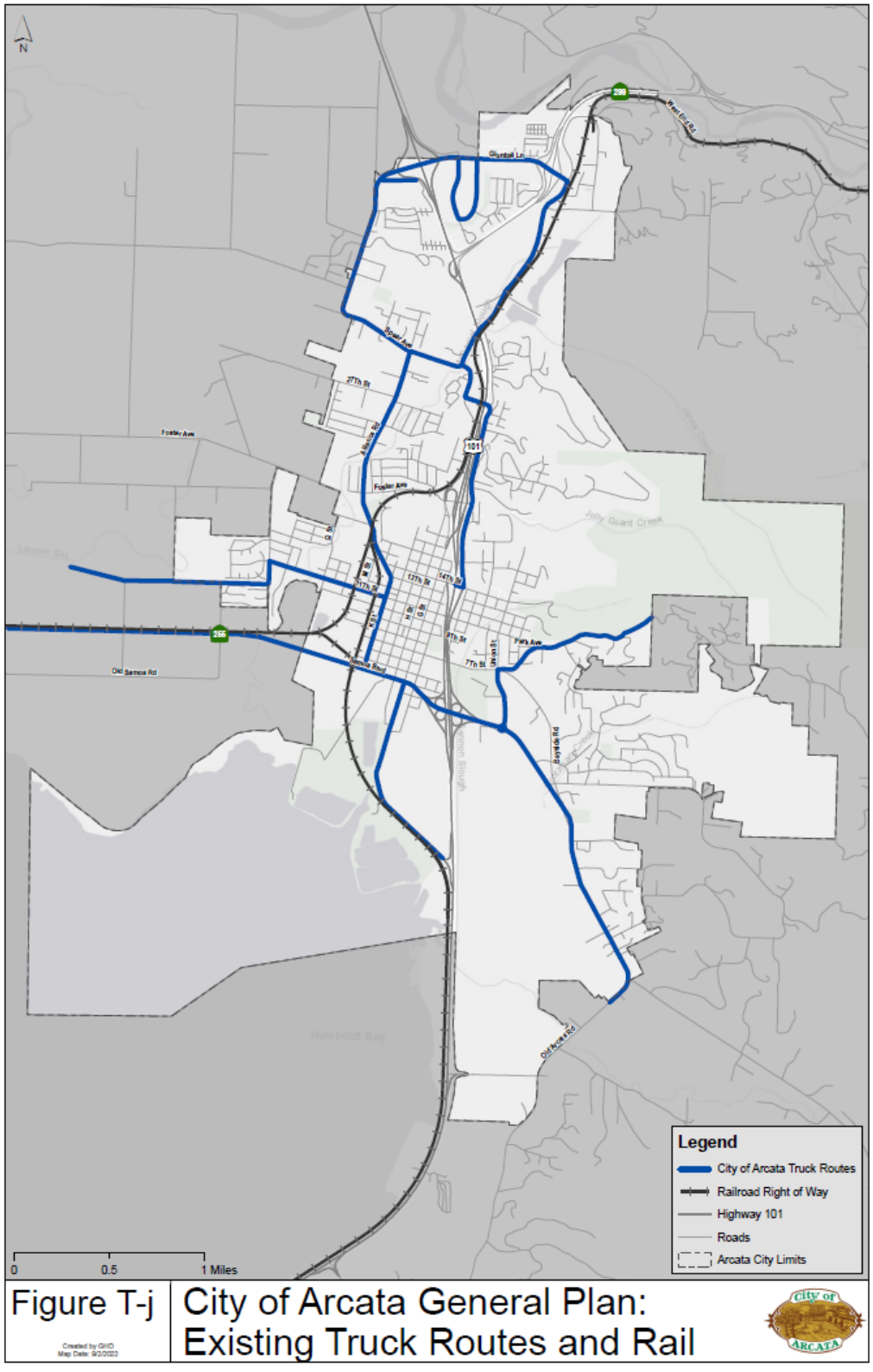
Pedestrian facilities are provided throughout Arcata in the form of sidewalks on public streets and along Class I shared use paths which also accommodate bicyclists. Refer to ~~T~~the City's design standards for ~~streets includes five-foot wide~~ sidewalk widths ~~on both sides of the street with a 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 ~~State University~~ 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 ~~mainline~~ 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~~main line~~ 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. ~~Service consisted of one round trip at night between the hours of 7:30 p.m. and 7:30 a.m. The North Coast Railroad Authority has permitted passenger service between Arcata and Eureka on certain holidays each year as special event excursions. There has been discussion about initiating regular passenger rail service between Arcata and Eureka, but no plans have been developed.~~

Several rail corridors in Arcata have already been converted into Class I trails 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).

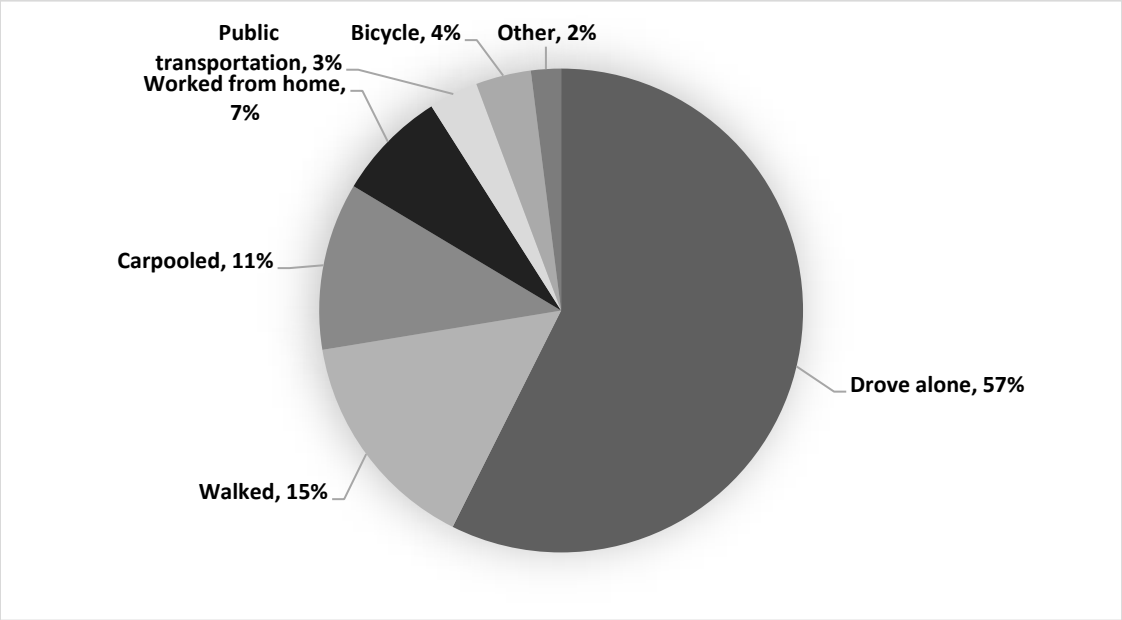
FIGURE T - i Existing Truck Routes & Rail Right of Way



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 Trial 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 ***(note: the City is working with HCAOG to explore if this data can be further parsed to show travel within and outside of City limits per TSC request)*****.** Based on ~~1990~~ 2020 census data, the majority of Arcata residents drive alone to work (~~66~~57%) as shown in the accompanying figure. Walking and bicycling modes make up 15~~12~~% and 4% respectively. About 7~~5~~% of Arcatans work at home and 3% commute via public transportation. ~~Public transit is the least utilized mode of travel at 1%.~~ 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. ~~Transit mode of travel in the downtown area, for example, is about 8%. Similarly, walking and bicycling modes are high in certain areas, up to 16%. Travel modes for people who work in Arcata are similar to those of residents, with the exception that more employees drive alone (71%) and carpool (10%). Compared to residents, fewer employees walk (11%) and bike (3%), while the same amount (1%) use public transit.~~ In the downtown area, the split for walking increases to up to 37%.

Figure T-~~i~~j 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, ~~HSU,~~ which has the following programs offered by the University:

~~1. HSU subsidizes free travel on A&MRTS buses for students, faculty, and staff. This subsidy covers $3.00 for every $11.00 spent for transit service.~~
~~2. The University's "Ease the Crunch" campaign offers information to students explaining the proximity of the campus to residential areas and the convenience of transit use. The information includes transit routes and subsidy programs available.~~
~~3. HSU provides approximately 2000 bike racks on campus to ensure safety of bicycles.~~
~~4. HSU purchased bike racks for buses, enabling members of the university community to combine bus and bicycle commutes to and from the campus.~~
~~5. HSU provides the fee for bicycle licensing.~~

- *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.
- *Humboldt Bikeshare* – bike-sharing program with stations on campus and in and around Downtown Arcata.
- *Bicycle Learning Center* -campus bike 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 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 8th and 9th 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, with an emphasis on mode shift away from single-occupancy vehicles. The City should fully investigate and publicly assess detailed alternatives to provide access to the west side of the Gateway Area.

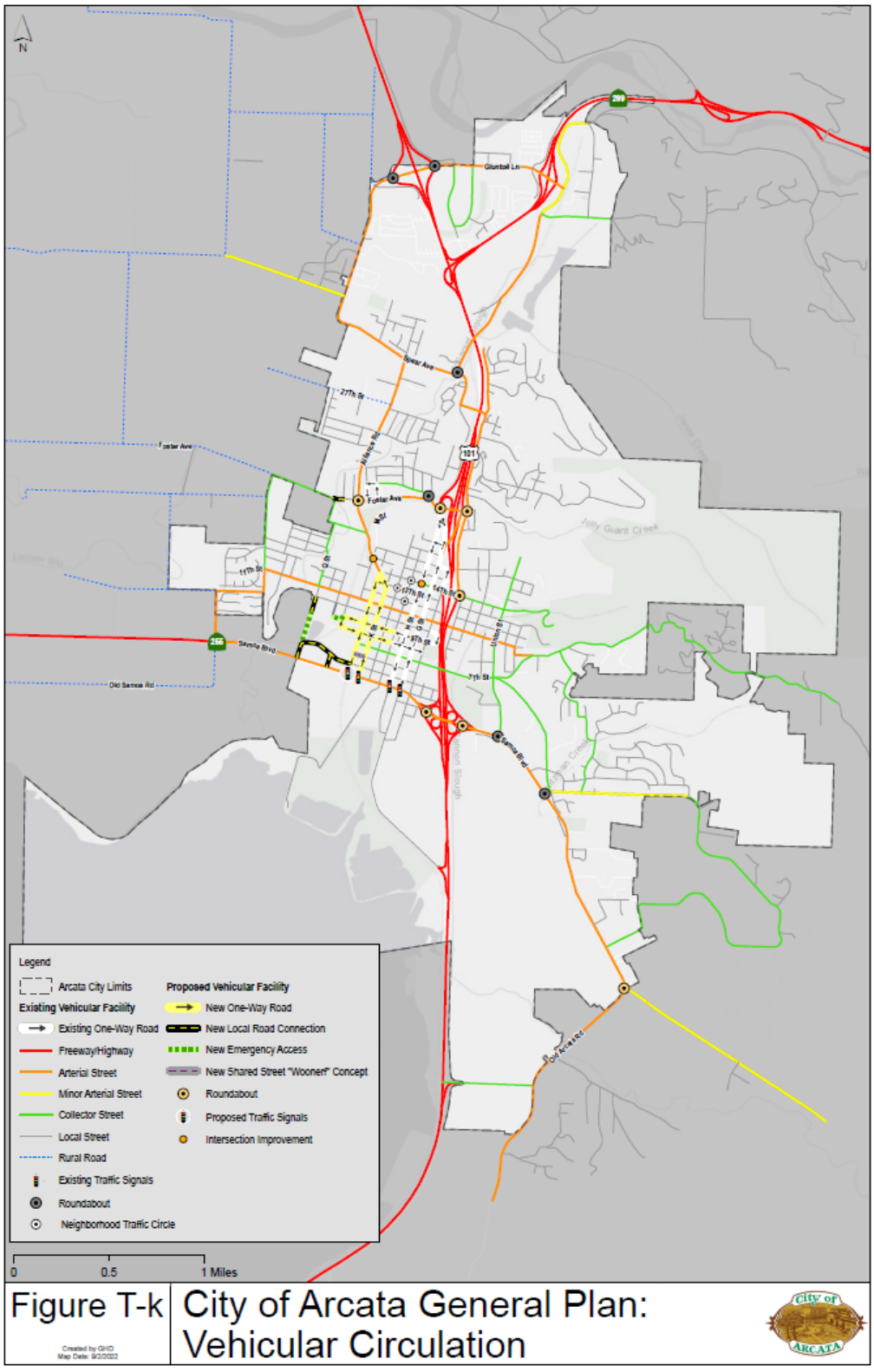
~~the following~~Table T-5 presents the proposed circulation improvements ~~have been~~ identified to meet City goals. Figure T-k presents the proposed Vehicular Circulation Plan on the following page.

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. Class I path on south side of overpass.	Traffic operation improvements (LOS deficiency). Safety improvements for all modes, with bicycle and pedestrian safety addressed through design phase.
Samoa Boulevard (SR 255) at US 101 Interchange	Full Interchange redesign with two roundabouts via "diamond" ramp configuration.	Improved pedestrian and bicycle connections across US 101 overpass. Improve interchange access.
14th Street at L.K. Wood Boulevard	Roundabout	Large intersection, will provide safer access for all modes. Entry feature for campus and City at US 101.
14th Street at H Street	Restripe southbound left lane to be dedicated left turn lane. Also provide improved bicycle access.	Traffic operation improvements (LOS deficiency).
Alliance Road at M Street/15th Street	Intersection improvements including channelization.	Traffic operation improvements (LOS deficiency). Ensure bicycles

Location	Improvement	Notes
		and pedestrians are a priority in design.
Alliance Road at Foster Avenue	Roundabout (or mini-roundabout)	Traffic operation improvements (LOS deficiency).
Foster Avenue ~~Extension~~Connection	~~Extend roadway west across McDaniel Slough~~Connect Foster Avenue west of Alliance	Circulation improvement. Traffic will be diverted from 17th Street and some from M Street at Alliance Road.
Giuntoli Lane / SR 299 Interchange	Dual Roundabouts at both ramp termini	Traffic operation improvements (LOS deficiency). Safety improvements for all modes.
Giuntoli Lane at Valley West Boulevard	Roundabout	Traffic operation improvements (LOS deficiency). Safety improvements for all modes.
Gateway Area Plan Improvements	**Improvement**	**Notes**
K Street & L Street One-Way Couplets	Redesign "K" and "L" Streets to be one-way couplets south of 14th Street. Traffic Signal coordination at Samoa Boulevard. Class I Bikeway along L Street retained as much as possible. Class IV protected bikeway or Class II Buffered Bikeway along K Street.	Improve traffic flow through the Gateway Area while providing safer pedestrian crossings at intersections, and enhanced access
Barrell District Roadways	New roadway connection through Barrell District. New emergency access roads along southern end of Q Street and between N Street and O Street west of 9th Street.	
8th Street and 9th Street One-Way Couplet	Extend existing couplets west to N Street.	

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.

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.

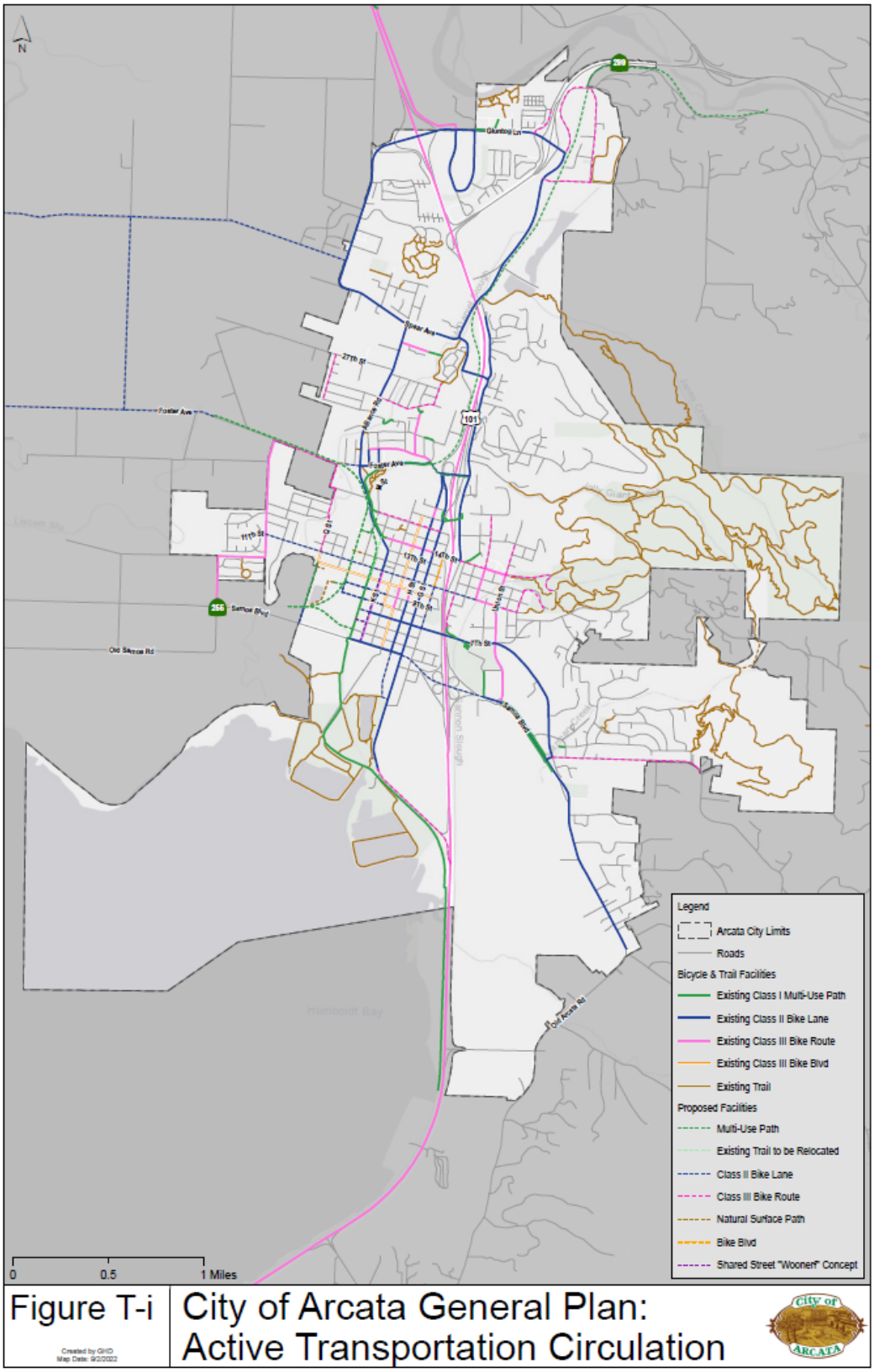
Table T-6 presents the proposed bikeway improvements identified to meet City goals and are consistent with the Gateway Area Plan and the City of Arcata Pedestrian and Bicycle Master Plan (2010). This list may be superseded based on subsequent updates of the Pedestrian and Bicycle Master Plan or a similar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

Table T-6 Proposed Bikeway and Trail Improvements

Bicycle Facility	Roadway/Name	Location
Class I Trail / Shared-Use Path		
	Annie & Mary Rail Trail	West End Road to Arcata Skate Park
	Hammond Trail	Arcata Bottoms to west of Foster Avenue Extension
	Sunset Avenue	L.K. Wood Blvd to Jay Street (south side of 101 overpass)
	Giuntoli Lane	West End Road to Janes Road
	Samoa Blvd.	Union to G street K Street to V Street (and eventually to Manila)
	10th and/or 11th Streets	Bayview to Janes Road
	Spear and St. Louis	Janes Road to L.K. Wood Blvd.
	Class I Paths in Gateway Area Plan:	South of Q Street alignment to Barrell District Roadway Along Barrell District Roadway Along rail line southwest of 9th Street Along N Street alignment from 9th St to Alliance Road

Bicycle Facility	Roadway/Name	Location
		Along L Street north along rail line to M Street then north to Alliance Road 14th Street west of M Street to proposed trail along N Street alignment Pedestrian path along 12th Street west of M Street to proposed Class I path Pedestrian path south of O Street to proposed Class I path
Class II Bike Lanes		
	11th Street	Janes Road to B Street
	7th Street	Between L Street and K Street
	8th Street	N Street to J Street (Gateway Area Plan)
	9th Street	J Street to N Street (Gateway Area Plan)
	F Street	7th to 11th Streets
	Foster Avenue Extension (west)	West of Alliance Road to Foster Avenue
	K Street	Samoa Blvd to 11th Street (Gateway Area Plan)
	N Street	9th Street to 8th Street
	Sunset Avenue	Jay Street to G/H Streets
Class III Bicycle Boulevard		
	F Street	11th Street to 14th Street
Class III Bicycle Route (insert Class IV facilities. Per 05/09/23 PC Approval)		
	11th Street	Union Street to Bayview Road
	14th Street	L.K. Wood Blvd to B Street, then Union Street
	16th Street	M Street to G Street
	Alder Grove Road	West End Road to Ericson Way
	Bayview Street	13th Street to 11th Street
	Boyd Road	Giuntoli Ln to Sierra Way
	Buttermilk Lane	Samoa Blvd east to Arcata city limit
	D Street	11th Street to ped. trail south of 9th
	Ericson Way	West End Road to Aldergrove Road
	Foster Avenue	Janes Road to Alliance Road
	Q Street	17th Street to 11th Street
	Stromberg Ave/Maple Ln	Alliance Rd to Janes Creek Linear Trail
	South G Street	Arcata Corp. to Yard Highway 101
	Union Street	14th Street to 17th Street
	West End Road	Giuntoli Ln to Ericson Way
	Wyatt Lane	27th Street to Stewart Avenue
Shared Street	6th Street	Between L Street and K Street

FIGURE T - ~~I~~ I GENERAL PLAN ACTIVE TRANSPORTATION CIRCULATION



Guiding Principles and Goals.

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 ~~residents~~people in Arcata. ~~and efficient travel.~~

B. Create a transportation system ~~which provides~~that incentivizes a choice of travel modes and is safe, accessible, comfortable, accommodating, and welcoming to all users. Put safety first in all mobility planning, policies, and projects.

C. 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.

~~C.~~D. Prioritize investment and transportation planning which shifts the City's transportation system from being car-centric to one in which transit and active transportation are competitive or superior to single-occupancy vehicles in terms of convenience, perceived and actual safety, and accessibility for all residents.

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

~~E.~~F. Create a multimodal transportation system for people of all mobility levels ~~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.

~~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.

I.~~H.~~ 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.

J.The City recognizes that safe mobility is a right of all people in Arcata.

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

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 a **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, races, ethnicities, incomes, and physical abilities, and all modes of transportation, 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.

T-1b~~a~~ **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-1c~~b~~ **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-1d~~c~~ **Intercity travel.** The City shall coordinate with Humboldt County and Caltrans to provide adequate facilities for vehicles, buses, and bicycles to serve intercity demand. 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-1e~~d~~ **Critical transportation facilities.** 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.

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 ~~HSU~~ Cal Poly Humboldt, with cost/revenue implications presented for each option. This study shall be undertaken jointly with ~~HSU~~ Cal Poly Humboldt.

T-1f **Mobility equity**. The City will adopt policies, pursue plans, and implement programs and projects that further transportation and mobility equity. Safe mobility is a right of all people in Arcata.

POLICY T-2 TRAVEL DEMAND MANAGEMENT

Objective. Reduce the percentage of automobiles 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. 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 incorporation of residential ~~apartments~~ units on upper floors of commercial buildings ~~in the downtown area~~.
4. Integration 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. Pedestrian-scale block patterns.
    b. Incorporate pedestrian and bicycle amenities into public and private projects.
    c. Design streets for multi-modal use.
    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.
    g. Preserve existing and historic urban fabric.
    h. Eliminate blank wall facades.

i. Incorporate bicycle routes and enhancements in public and private projects.

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 employees and reduce the need for mid-day automobile trips.

POLICY T-3 BUS TRANSIT POLICY

Objective. Maintain a bus transit system which connects and serves major commercial and employment 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~~ 12% from the ~~1998~~ 2020 level of ~~13~~% by 2040.

T-3a **5-year transit plans.** The City shall improve ~~maintain~~ the existing A&MRTS routes (as shown in Figure T-~~d~~e), 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).~~

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. In the interest of enhanced coordination and efficiency for local and regional service, the City shall continually evaluate alternatives to existing services including potential mergers with the Humboldt Transit Authority or other service providers.

T-3c **Bus route system.** 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.~~

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 such as bike share locations with racks for one-way trip use. The Arcata Transit Center shall serve as the primary multi-modal transfer station. Bus stops should be located near 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.

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. 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 and alter-abled riders, and secure bicycle parking. Prioritize covered seating at all bus stop locations wherever feasible. 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.

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~~engineering 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.~~

T-3h The City shall study investigate the possibility of pairing its traditional fixed-route bus system with an on-demand micro-transit system which could serve lower density areas and feed into the fixed route system to increase transit mode share.

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) to the extent feasible, maintains a level of service which minimizes ~~delays,~~ delays, acknowledging LOS is not a high priority of the City in street design ~~but allows for higher levels of congestion during the short peak periods on weekdays~~.

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~~.

~~4.~~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 (i.e. lighting, drainage, utilities, pedestrian and bicycle) purposes.

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

~~3~~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 14thStreet. 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 shall not be designed solely to improve vehicular traffic flow and LOS shall be de-emphasized in street capacity planning and design~~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 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.

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 traffic signals and signalized pedestrian crossings to accommodate new or denser land uses, traffic patterns, and safety concerns, especially in the Downtown, Gateway Area, and the Giuntoli/Valley West neighborhood.

   b) ~~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 collisions~~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:

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 circulationfunctional classification map in Figure T-a. The following standards shall apply to these roads:

1. Functional classificationDescription. 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 retains

~~their rural character and discourages use as alternatives to arterials and highways for longer distance travel.~~

T-~~4f~~4c **Slowing ~~T~~traffic ~~calming~~.** The City shall employ ~~the following~~a range of measures to reduce speeds and "calm" traffic throughout the city~~in the various neighborhoods~~ to improve safety and comfort for those walking, rolling, biking, and taking transit:

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 make recommendations to the Council, Commissions, or City staff as appropriate. Measures requested by residents or property owners, or initiated by City staff, 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.

~~1.~~2. Measures should be context sensitive and may include the installation of physical infrastructure, such as street trees, speed bumps, speed humps, narrowing streets, mid-block crossings, and bulb outs, while ensuring that the techniques employed have the effect of slowing traffic without compromising emergency access.

3. The installation of speed tables, humps and lumps shall adhere to the then current 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.~~4. All neighborhood streets shall remain open to through vehicle travel unless there is a demonstrated warranted application of safe streets policy ~~safety problem~~ that cannot be adequately addressed through the measures identified above, as determined by the City Engineer.

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

T-~~4h~~4d **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, multi-use paths, and bicycle lanes, and pay particular attention to conditions that discourage bike usage.

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

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

POLICY T-5 BICYCLE AND PEDESTRIAN FACILITIES

Objective. Create a complete, interconnected bikeway system~~cycle~~ 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.

T-5a **Overall bicycle route system and connectivity.** ~~The~~ ~~b~~Bicycle trails and facilities ~~route system plan is~~ are shown in Figure T-~~e~~i. The bikeway ~~cycle route~~ system shall be improved and expanded ~~as necessary~~ consistent with the City of Arcata Pedestrian & Bicycle Master Plan and applicable Regional Transportation Plans prepared by the Humboldt County Association of Governments (HCAOG) 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 Association~~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 IV~~II~~ bike lanes shall be provided on routes with the highest bicycle demand~~, or~~ where there is sufficient right of way; in areas with insufficient right of way, Class II lanes shall be considered.~~.~~
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 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 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.

~~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 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 shall~~ould~~ 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.

Developers shall be required to provide a minimum number of bicycle parking devices at convenient and visible ground-floor locations within the development. Bicycle parking should be located in an interior location near an entrance whenever feasible. The required number of bicycle parking spaces shall be calculated as a proportion of the number of users.~~vehicle parking spaces~~.

T-5f **Pedestrian network enhancements.** Prioritize implementation of improved pedestrian facilities and enhancements linking residential areas with important destinations such as health care, education, employment, shopping, and recreation with priority given to neighborhoods with the greatest need (disadvantaged communities, etc.) ~~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.
2. Install vertical curbs to keep vehicles from parking on sidewalks.
3. Reduce street crossing distance with curb extensions and smaller curb radii.
4. Use on-street parking as a pedestrian buffer.
5. Install textured crosswalks.
6. Provide adequate street lighting focused on crossings.
7. Restrict parking near crosswalks to improve sight distance.
8. Install rumble strips on approaches to crosswalks.
9. Plant street trees or place street trees in planters in the parking lane.
10. Relocate intersection stop bars five feet back from crosswalks to improve driver and pedestrian visibility.
11. Install wayfinding signage where appropriate.

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. 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, races, ethnicities, incomes, and

physical abilities. The following shall apply to pedestrian pathways or multi-use trails:

1. Easement or right of way dedication. Dedication of easements or rights of ways for pathways through new private developments 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 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 Route 101, and along the perimeter of Arcata Bay towards Manila.

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. 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.
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.
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, and other ~~paraphernalia~~ obstructions that interfere with pedestrian flow.

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

~~DESCRIPTION~~	~~WIDTH~~
~~Low density residential area for two-way pedestrian traffic~~	~~6 feet~~

~~DESCRIPTION~~	~~WIDTH~~
~~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 Great Redwood Trail Agency, 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. 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.

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, non-abandoned railroad lines should also be explored for multi-use trail purposes.

POLICY T-6 PARKING SUPPLY AND PARKING MANAGEMENT

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 ~~Plaza Area Commercial land use category~~dDowntown area:

1. 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.~~Develop additional public parking lotsAssess 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 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 permitted~~should 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 consider~~should reduce~~ing~~ or eliminate the parking standards applicable within the ~~Plaza Area Commercial land use category~~downtown 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, downtown parking benefits districts, and other measures to encourage alternative transportation shall be considered.

T-6b **Parking in neighborhoods impacted by Cal Poly Humboldt ~~State University~~.** 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 Humboldt~~HSU~~ to provide residents and their visitors more on-street parking and to discourage students 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 Humboldt ~~State 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 eliminate minimum parking requirements. Parking lots should be located, where feasible, to the rear or side of commercial and multi-family residential buildings.

T-6d **Shared or joint-use parking for commercial development.** ~~A 25%~~ R~~r~~eductions in the individual use parking requirements ~~may be allowed~~ should be considered where two or more ~~non-residential~~ uses provide joint parking. Developers of projects with appropriate land uses for effective shared parking 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.~~

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.

~~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.~~

~~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-~~7c~~7a **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.

~~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 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 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.~~b. bicycle lane and parking lane;
   ~~d.~~c. reconstruction of curb, gutter and sidewalk;
   ~~e.~~d. 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 mobility~~traffic~~ 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. The City may elect to require streets connecting to a public street to be dedicated to the City.

T-8c **Traffic/Vehicle Miles Traveled 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~~ mobility impacts of new development based on a Vehicle Miles Traveled (VMT) or similar analysis. 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.

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 and funding transit through parking meter revenues where feasible.

2.9 IMPLEMENTATION MEASURES

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
~~LU-1~~	~~**Amend LUC to Incorporate Street Standards**~~ ~~Add Street Standards to City's LUC (formerly LUDG)~~	~~Community Devel. Dept.~~	~~Year 1~~
~~T -1~~	~~**Create Neighborhood Traffic Management Program**~~ ~~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 2will involve installing traffic calming devices in appropriate circumstances.~~	~~Public Works Dept.~~	~~Year 1~~
T-1	**Reducing Vehicle Miles Traveled** 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 Dept.	Ongoing
T - 2	**Pavement Management Program** A pavement management program will evaluate roadway conditions, and schedule and complete needed maintenance and repair in a timely manner.	~~Public Works Dept.~~Engineering Dept.	Ongoing
T -3	**Capital Improvements Program (CIP)** Include transportation improvements, including bicycle and pedestrian facilities, in the City's CIP.	~~Public Works Dept~~Engineering ~~.~~ Dept.	Annually
T -4	**Adoption of Traffic ~~Mitigation~~ Impact Fee ~~Ordinance~~Program** Adopt a citywide traffic impact fee ~~in accordance with AB 1600~~ to mitigate ~~the~~ traffic impacts. Assess an equitable share of costs associated with cumulative traffic impacts to all development projects on facilities for all modes of travel.	~~Public Works Dept.~~Engineering Dept.	Year ~~1~~5
~~T -5~~	~~**Develop Additional Public Parking Lot on West Side of Downtown**~~	~~Community Devel. Dept.~~	~~Year 2~~
T -~~6~~5	~~**Develop Comprehensive**~~ **Pedestrian and Bicycle Master Plan ~~and~~ Priorities** Periodically review and update Pedestrian and Bicycle Master Plan priorities including collaborating with Humboldt County Association of Governments on Humboldt Regional Bicycle Plan updates. Seek ~~sidewalk improvement program~~ funding to implement priority projects.	~~Public Works Dept.~~Engineering Dept. and Transportation Safety Committee	Ongoing
T-~~7~~6	**Bicycle Boulevards** 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 Dept.	Year 1

#	IMPLEMENTATION MEASURE DESCRIPTION	RESPONSIBLE PARTY	TIME FRAME
T-7	**Rail Right of Way Coordination with Great Redwood Trail Agency** 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 Dept.	Ongoing
T-8	**Weekend Transit Service** Continue to monitor demand for weekend bus service to Eureka in coordination with HCOAG and transit providers and ensure that planning for weekend transit service from Arcata to Eureka is appropriately addressed in the Humboldt County Transit Development Plan.	Engineering Dept.	
~~T~~ ~~8~~ T-9	~~**Foster Avenue Connection**~~ ~~Secure funding for the Foster Avenue connection, including bicycle paths.~~ City shall consider implementing a slow streets program.	~~Public Works Dept.~~ Engineering Dept.	~~Year 3~~ Year 5
T-~~10~~9	**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.	Engineering Dept.	Year 2

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