

# Mobility

## Complete Streets

### Goal M-1

A model City for multi-modal transportation. (New)

- M-1.1 Complete Streets.** Design and construct both new and reconstructed streets with adequate rights-of way and facilities to support the full range of locally available travel modes, compliant with the City of Eureka Design/Complete Streets Design Guide and the California Complete Streets Act (AB 1358). (Replaces Tables 3-1 and 3-5.) (New)
- M-1.2 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. (New)
- M-1.3 Multimodal Options.** Establish an interconnected transportation network that offers safe and convenient mobility options including adequate streets, transit services, pedestrian walkways, bike routes, commercial rail connections, and aviation services. (New)
- M-1.4 Public Outreach.** Use public outreach to educate and encourage alternative modes of travel and inform the community about the benefits of participation in new programs, approaches and strategies that support Mobility Element goals and policies. (New)
- M-1.5 Range of Users.** Ensure that the transportation network meets the needs of a variety of users by eliminating barriers, where feasible, to allow access by people of all abilities. Implement the Americans with Disabilities Act when designing, constructing, or improving transportation facilities. (New)
- M-1.6 Dense Development.** Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable and transit friendly. (New)
- M-1.7 Consider all Users of Transportation System.** Consider applying a multimodal level of service standard in to ensure that projects do not result in worsening facilities or service for transit, bicyclists, and pedestrians at such time as adequate analysis methodologies are available. (New)
- M-1.8 Slowing Traffic.** Employ a range of measures to reduce speeds and “calm” traffic in various commercial districts, in front of schools, and in residential neighborhoods. Measures may include education as well as the installation of physical infrastructure, such as street trees, in appropriate circumstances, while ensuring that the techniques employed have the effect of slowing through

traffic without compromising safety, emergency access, or reasonable flows. (New).

- M-1.9 Aesthetic Design.** Improve the appearance of existing transportation rights-of-way and incorporate high standards of aesthetic design when designing and construction new transportation facilities, including streets, street trees, bikeways, walkways, and other related rights-of-way. (Modified 3.A.7)

## Streets and Highways

### Goal M-2

A safe and efficient movement of people and goods that provide sufficient access to new development. (Modified)

- M-2.1 Street Classifications.** Expand and maintain the street and highway system according to the most current version of the Caltrans Functional Classification map. Classifications as of 2016 are depicted in Figure XX (the Street Classifications diagram). (Modified 3.A.1)
- M-2.2 Traffic Management.** Address traffic operations, including congestion, intersection delays, and travel speeds, while balancing neighborhood livability and safety concerns. (New)
- M-2.3 Level of Service Standard.** Strive to manage streets and highways to maintain Level of Service (LOS) C operation on all roadway segments and signalized intersections, except for along any portion of US 101, where LOS D shall be acceptable. For evaluation purposes, service levels shall be determined using methodologies and thresholds as set forth in the most up-to-date version of the *Highway Capacity Manual*, Institute of Transportation Engineers.
- For purposes of evaluating development proposals, if an intersection is operating at LOS E or F without project-generated traffic added, the project's impact shall be considered less-than-significant if it does not cause operation to fall from LOS E to LOS F and it increases average delay for the intersection as a whole by 5 seconds or less. (Modified 3.A.2, Replaces Tables 3-3 and 3-4)
- M-2.4 Vehicle Miles Traveled.** Consider the applicability of using transportation performance metrics such as Vehicle Miles Traveled (VMT) and associated thresholds for measuring transportation system impacts consistent with the California Environmental Quality Act (CEQA) guideline and State law, as well as for making General Plan consistency determinations and developing transportation financing programs. (New)
- M-2.5 Design Standards.** Require that all new and improved streets in Eureka be designed, developed, and maintained in accordance with the roadway cross-sections standards shown in the street design guidelines. (Modified 3.A.3)

- M-2.6 Funding for Infrastructure Improvements.** Identify, develop, and prioritize transportation projects that are eligible for Federal and State funds and continue to pursue all available options for funding new and improved street and highway facilities. (Modified 3.A.5)
- M-2.7 Traffic Studies for Development Projects.** At the discretion of the City Engineer or when a project is expected to generate 50 or more peak hour trips or that could result in any vehicle trip increase in an area already operating below the established standards, require the preparation of site-specific traffic studies are required,. Any project that is anticipated to generate significant traffic impacts will be required to mitigate such impacts. (Modified 3.A.6)
- M-2.8 Proportional Share Payments.** Require all new development projects to contribute a proportional or equitable share of the cost of any local or regional transportation improvements that can be attributed to the new or intensified uses. (Modified 3.A.6)
- M-2.9 Multi-modal Access.** Promote the provision of multi-modal access to activity centers such as commercial and employment uses, Downtown, Old Town, schools and parks. (Modified 3.A.8)
- M-2.10 Congestion Relief.** Continue to work with the Humboldt County Association of Governments (HCAOG), Caltrans, and Humboldt County on options for long-term solutions to reduce congestion on U.S. 101, thereby reducing diversion of traffic through residential neighborhoods, and improving access in and out of Humboldt County. (Modified 3.A.10)
- M-2.11 Street Maintenance.** Provide street maintenance to maintain high quality roads. (New)
- M-2.12 Pavement Maintenance.** Continue to seek funding to provide street maintenance to sustain or obtain high Pavement Condition Index (PCI) levels. (New)
- M-2.13 Traffic Impact Fee.** Coordinate with Humboldt County Public Works to determine the feasibility, impacts, and benefits of establishing a Traffic Impact Fee. (New)
- M-2.14 New Roads in Gulches.** Require that streets developed in steep gulch areas result in as little disruption of the natural topography as feasible. Do not allow new roads to be constructed in such areas unless there is no feasible, less environmentally damaging alternative and the impacts can be adequately mitigated. (Modified 3.A.9)
- M-2.15 Street Trees.** Continue to work with local service and volunteer organizations, and property owners to plant, maintain, and expand the street tree plan for public streets.

# Pedestrians and Bicyclists

## Goal M-3

A system of walkways, bikeways and bicycle parking facilities which will safely and effectively serve those wishing to walk and bicycle for commute or recreational trips. (Modified)

- M-3.1 Bicycle and Pedestrian Master Plan.** Develop, maintain and implement a Bicycle and Pedestrian Master Plan to set forth the long-range plans to provide a complete system of walking and bicycling facilities, building on the existing plan as depicted in Figure XX (Existing and Future Bicycle Facilities). Review and, if necessary, update the plan every five years at a minimum. (New)
- M-3.2 Extend Facilities.** Provide for the extension of sidewalks, trails, and walking/bicycling facilities throughout the city to allow for convenient and safe pedestrian and cyclist movement and to promote walking and bicycling as viable modes of transportation for all types of trips. (Modified 3.D.1)
- M-3.3 Continuous Networks.** Provide continuous pedestrian and bicycle systems that link neighborhoods, parks, schools, commercial centers, major employers, and other frequently-visited destinations and expand access to the gulches and greenways consistent with the City's Bicycle Plan and street design guidelines. (New, Replaces 3.D.2, 3.D.3, and 3.D.4)
- M-3.4 Regional Connectivity.** Provide a bicycle system that is interconnected with the regional bikeway system. (Modified 3.C.5 and 3.C.6)
- M-3.5 Street Design.** Consider the needs of pedestrians and bicyclists in the design of all new or reconstructed streets, with improvements to be provided consistent with the street design guidelines. (Modified 3.C.1, Replaces 3.D.3)
- M-3.6 Maintain Bikeways.** Maintain designated bikeways and other local streets and bicycle parking facilities in a condition favorable to use by bicyclists. (Existing 3.C.3)
- M-3.7 Bicycle Signage Infrastructure.** Install wayfinding signage, markers, and stencils on off-street paths, on-street bikeways, local roads, and State Routes to improve way finding for bicyclists, assist emergency personnel, and heighten motorist awareness. (New)
- M-3.8 Bike Parking.** Promote the installation of secure bicycle parking and other supporting facilities in areas generating substantial bicycle traffic and at major public facilities. (Modified 3.C.4)
- M-3.9 Facilities at New Developments.** Where applicable, require new development to provide bicycle access to and through projects, and to construct, dedicate and/or pay its equitable share contribution to the citywide system. (Modified 3.C.4)

- M-3.10 Enhanced Crossings.** Evaluate need for enhanced crossing treatments, new signals or modified signal operations to promote safety for pedestrians and bicyclists. Coordinate with Caltrans to effect change along the U.S. 101 corridor. (New)
- M-3.11 Safe Routes to School.** Coordinate with local school districts to plan for safe routes to schools and to access funding opportunities to ensure that safe routes to schools are available to all students. (Modified 3.D.5)

## Transit

### Goal M-4

Coordinated transit service within Eureka and surrounding areas as an alternative to automobiles. (Existing)

- M-4.1 Transit Services.** Work with local and regional transit providers to maintain and expand services within the City that meet the needs of residents, and are accessible, timely, and responsive to growth patterns, and design routes with transit stops linking to trails and recreation areas. (New, Replaces 3.B.1, 3.B.2, 3.B.4)
- M-4.2 Accessible Transit Services.** Support efforts to increase accessible transit services and facilities for the elderly, economically disadvantaged, disabled, school aged children, college students, and other transit-dependent persons. (New)
- M-4.3 Intermodal Transportation Center.** Work with the Humboldt Transit Authority to develop an intermodal transportation center that would provide a central focal point for all transportation modes serving Humboldt County, including buses, cabs and limousines, railroad passenger service, bay excursion services, horse-drawn carriages, and possibly cruise ships and trolleys. (Modified 3.B.3)
- M-4.4 Developer Improvements.** Require new development to dedicate easements for and provide sheltered public stops for transit patron access where consistent with transit agency plans, and/or pay its equitable share contribution to the Citywide transit system (Modified 3.B.5)
- M-4.5 Transit Use.** Work with Core Area employers to encourage their employees to use public transit, thereby reducing traffic congestion and parking demand in the Core Area. (Existing 3.B.8)
- M-4.6 Bus Stops.** Design new bus stops and improve existing bus stops with appropriate amenities and features to increase rider comfort and feelings of safety and encourage walking and bicycling, including shelters, benches, lighting, shade trees, signs, information kiosks, waste receptacles, paved surfaces, and secure bicycle parking. Where appropriate, add either bus stop lanes or bus turnouts (New).

**M-4.7 Bus Stop Maintenance.** Consistently maintain and clean bus stops, including vandalism repair and graffiti removal. (New)

**M-4.8 Safe Routes to Transit.** Implement and maintain a safe routes program that prioritizes pedestrian and bicycle access to transit stops and stations. (New)

## City-wide Circulation, Parking Supply and Management

### Goal M-5

A circulation and parking system that serves the diverse needs of the City. (Modified)

**M-5.1 City-wide Parking Management.** Conduct analysis to better understand the City's non-residential parking needs on a broad scale and then develop a City-wide Parking Management Plan. (New)

**M-6.1 Parking Management Program.** Continue to work with Core Area business and property owners to develop a parking management program, such as a parking permit program, to balance the long and short-term parking needs of residents, employees, business patrons, and tourists. (Existing 3.H.3)

**M-6.2 Enhance Safety.** Continue to enhance and maintain parking lot safety as necessary through improved lighting in lots and accessways and increased visibility of parking areas through removing/pruning high shrubs and overgrown landscaping, relocating dumpsters, and removing other obstacles to visibility and surveillance of lots. (Modified 3.H.5)

**M-6.3 Parking Lot Location.** Discourage placement of parking lots along major commercial, high pedestrian-use street frontages, and corners in the interest of maintaining continuous building frontages along the primary commercial streets in the Core Area. (Modified 3.H.6)

**M-6.4 Alternative Fuel Vehicle Parking.** Support parking for Electric Vehicles (EVs), carpools, and hybrids, including the development of local charging stations in both public and private parking lots and large commercial parking lots. (New)

**M-6.5 Self-driving vehicle strategies.** Begin planning for integration of self-driving vehicles into the City's planning strategies, including reduction of parking lot and space requirements, impacts on public transportation, revenue reductions from parking fines and fees. (New)

# Goods Movement

## Goal M-7

Transportation facilities that ensure goods can be moved to and from industrial and commercial sites in Eureka in a safe and efficient manner while ensuring that heavy trucks remain on freeways and major arterial streets except when accessing sites within the city. (Existing)

- M-7.1 Delivery Schedules.** Encourage business owners to schedule deliveries during off-peak traffic periods in residential, commercial, or mixed-use areas. (New)
- M-7.2 Passenger Air Service.** Work with the County of Humboldt to plan for a full range of aviation services and promote airline services that meet the present and future needs of residents and the business community, while mitigating noise and other impacts to residents and businesses. (New)
- M-7.3 Truck Route.** Continue to study the feasibility and necessity of a truck route. (Modified  )

# Water Transportation

## Goal M-9

Water transportation facilities that serve the needs of commercial fishing and recreational boating operations, short sea shipping, and a maritime highway. (Modified)

- M-9.1 Fishing Facilities.** Protect and, where feasible, upgrade facilities serving and supporting the commercial fishing and recreational boating industries. Participate in the design and construction of new or improved facilities to support commercial fishing and recreational boating and seek funding sources to maintain and enhance existing facilities. Such facilities shall not be reduced unless the demand for the facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, to the maximum extent feasible, be designed and located so as not to interfere with the needs of the commercial fishing industry. (Existing 3.G.1)
- M-9.2 Berthing Facilities.** Limit new or expanded berthing facilities to sites at the Woodley Island Marina, the Eureka Small Boat Basin, or the Eureka Channel Inner Reach. Facilities supporting party- or charter-fishing boat operations shall be provided at these sites to meet demand for them. (Existing 3.G.2)
- M-9.3 Shipping.** Promote Eureka as a port and rail City including options such as short sea shipping. (New)