

Agenda Item 5:

**City of Blue Lake Strategic Growth Council (SGC) Sustainable Communities
Planning Grant No. 3012-552. Task 2(B) Circulation Element Update.**

CIRCULATION ELEMENT

The Circulation Element identifies circulation facilities and transport need in order to coordinate circulation and transportation systems with planned land use, to make the most efficient use of these systems for existing development, and to protect environmental quality.

As required by Government Code Section 65302(b), this Element contains information on the general location and extent of existing and proposed major thoroughfares, transportation routes, and terminals, all correlated with the Land Use Element. State law also requires that a Circulation Element contain data and policies related to the circulation of water, sewage and storm drainage, and other public utilities. These components are presented in Section B (Utilities and Services) of the General Issues section of the Land Use Element.

TRANSPORTATION SYSTEMS

Overview:

A survey of Blue Lake Citizens in 1985 indicated that 94% of Blue Lake Residents relied on a car for transportation. Less than 2% used the intercity bus and approximately 4% walked or used bicycles. Carpooling appeared to be fairly limited. **According to the 2009-2013 American Community Survey (ACS) 5-Year Estimates for the City of Blue Lake, 74.2% of workers 16 years and over drove alone to work, 3.6% carpooled, 14.9% walked or used another means of transportation, and 7.3% worked at home. Consistent with the 1985 survey, an overwhelming majority of residents continue to rely on a car for transportation.**

Blue Lake's function as a "bedroom community" results in much traffic in and out of the City at commute hours, as shown by traffic counts. Truck traffic, serving industrial and timber industry activities both in and out of the City, is common during daylight hours. **The development of the Blue Lake Casino provides a higher level of traffic throughout the day and night on roads such as Chartin Road (County) which provides primary access to the Rancheria.**

Blue Lake's size is conducive to pedestrian traffic. The City is relatively level and is surrounded by scenic attractions, inviting bicycling as well. Equestrian use is also common within the City.

Railroad:

Blue Lake is bisected by a railroad line, owned by the ~~Simpson Timber Company and serving the Simpson Mill in Korbel~~ **North Coast Railroad Authority (NCRA). The North Coast Railroad Authority, formed in 1989 by the California Legislature under the North Coast Railroad Authority Act, acquired ownership of the railroad and surrounding right-of-way in 1992 (NCRA Website – History). The 6.8 mile Arcata and Mad River Railroad, known as the "Annie and Mary," has not been used for regular passenger service for at least 25 years. is one of the oldest rail corridors on the west coast. Trains have not run on the Annie and Mary line since 1992. The MacIntosh Mill was the last regular use within the corporate boundaries of Blue Lake; the mill was closed down and removed in the 1970's. The spur to the mill site, now the Business Park, was removed in 1984. In 1997-1998, the tracks and ties of the rail bed were removed. Encroachment of neighboring use (e.g., residential, agricultural and industrial) and a lack of corridor maintenance (i.e., drainage structures, vegetation management, etc.) have deteriorated the physical state of the corridor. There are six existing timer trestles (including two approaches to the Annie and Mary Mad River Bridge) that need renovation and retrofitting and two short missing wooden bridges that need replacing. Due to budgetary constraints, the NCRA has no immediate plans to reopen the corridor for rail service (NCRA, 2008).**

~~The MacIntosh Mill was the last regular use within the corporate boundaries of Blue Lake; the mill was closed down and removed in the 1970's. The spur to the mill site, now the Industrial Park, was removed in 1984.~~

The railroad owner, Simpson Lumber Company, substantially ceased use of the line in 1983; the railroad was put up for sale in 1985. Recent purchases of the rail lines in Eureka and Arcata, and resumption of passenger service there, encourages the belief that passenger rail service to Blue Lake is a distinct possibility. In combination with improvements in the City Center and development of overnight accommodations, new rail service could encourage tourism to Blue Lake.

It is currently planned to develop the rail corridor into a multi-use Class I facility connecting Arcata and Blue Lake referred to as the Annie and Mary Rail-Trail. The community has shown strong support for multi-use trail development on the Annie and Mary corridor that would enable public access for non-motorized recreation and transportation. The Annie and Mary corridor is owned and managed by the North Coast Railroad Authority (NCRA) and Green Diamond Timber Company, and runs through Humboldt County, Cities of Arcata and Blue Lake, Blue Lake Rancheria, and Caltrans jurisdictions. Multi-jurisdictional support between these entities is critical to the long term success of the Annie and Mary Rail-Trail, including leveraging funding, adopting a phased construction strategy, and management as a consistent trail corridor through multiple jurisdictions (Humboldt County Regional Trails Master Plan 2010, Pages 37-39). This multi-use trail would provide a connection between Blue Lake and other trails and bike routes in the region identified in the Humboldt County Regional Trails Master Plan and Humboldt Regional Bicycle Plan prepared by the Humboldt County Association of Governments (HCAOG).

Public Transit:

The City participates in the Humboldt County Association of Governments (H.C.A.O.G), and its Technical Advisory Committee to ensure the City’s public transportation needs are met to the extent feasible. Annual public hearings are held to determine any unmet transportation needs that are “feasible to meet” (Reference: H.C.A.O.G. 1985-86 2011-12 Report of Findings).

The City contracts with a local transit service provider **the Blue Lake Rancheria** for bus transit service. ~~between Blue Lake and Arcata. The bus makes three round trips per day. The first morning and last evening runs are usually full.~~ **The Blue Lake Rancheria operates a deviated-fixed route transit service system, Blue Lake Rancheria Transit System (BLRTS), to serve Rancheria residents riders as well as riders in Blue Lake, Arcata, McKinleyville, and Eureka. BLRTS operates between 7:00 a.m. and 6:00 p.m. on weekdays and provides over 1,300 trips per month (Blue Lake Rancheria Transportation Plan 2011, Page 19). The Blue Lake Rancheria transit system has bus stops within both the Rancheria and the City of Blue Lake, and residents of both jurisdictions frequently use the bus service to travel to Arcata for services and connections to other regional transit systems (Blue Lake Rancheria Transportation Plan 2011, Page 23).** The transit system is used more heavily during the school year.

Currently the BLRTS route within the Rancheria consists of two transit stops on the Rancheria, with one at the tribal offices and one on Rancheria Road, before providing seven stops in the City of Blue Lake and continuing on to two stops in Arcata. BLRTS also

provides on-call transit service to nearby Glendale in which prospective passengers call the Tribal Office dispatcher to arrange pick up from the transit bus. BLRTS also operates a Dial-A-Ride service for the elderly and disabled living on the Rancheria, in Blue Lake, McKinleyville, and Arcata, with an estimated 16 trips provided daily (Blue Lake Rancheria Transportation Plan, Page 19).

Citizens of Blue Lake have expressed interest in more frequent bus service. On page 30 of the Blue Lake Rancheria Transportation Plan 2011 it lists several recommendations which address this issue:

- *Expand transit service hours to meet riders' needs traveling between home and employment centers or schools*
- *Improve BLRTS schedule integration with other transit services, including ETS, AMRTS, and RTS to help facilitate smoother travel to essential destinations.*
- *Integrate BLRTS with the inter-system pass used by RTS, ETS, and A&MRTS to simplify inter-system trips.*
- *Consider an increase in deviated-fixed route transit service to the community of Glendale in order to provide better access to the full-service grocery store closest to the Rancheria.*

The bus stops at two locations in Blue Lake, and also responds to "hailing." The stop across from the Post Office, at First and "G" Streets has a roof but no sides and is convenient to the City Center area. The stop at "J" Street and Blue Lake Boulevard is roofed and enclosed on three sides; this stop is located in a residential neighborhood, adjacent to the City's northern boundary.

Trails:

At the time of the last General Plan Update, much interest has been expressed in support of an equestrian and pedestrian trail to the Mad River. A trail was included in the original concept of the Industrial Park. A trail implementation plan is necessary to tie together segments, and fully develop the City trail system. **Since that time, the City has adopted a trails plan, entitled the Blue Lake Community Trail and Pathway Plan, which has led to the expansion of trails in the City including the Blue Lake Business Park loop. The existing trail system within and outside of City limits, as well as proposed expansions to the trail system, are shown on the map, TRAIL SYSTEM, page 75a.**

~~Several trails with bridges have been recently developed to provide pedestrian access over creeks in the City, and as pedestrian alternatives to streets. The bridges are not currently designed to accommodate bicycle, horses, wheelchairs or children's strollers.~~

The City has recently identified the most frequently used pedestrian routes through town which are shown on the map, **HIGH VOLUME PEDESTRIAN TRAFFIC ROUTES, page 75b.** This information will allow the City to prioritize which routes should be further developed with sidewalks, trails, pedestrian bridges, etc.

Bicycles:

The City identified potential bicycle routes in the 1980 General Plan. **At the time of the last General Plan Update, R**routes are on City streets ~~and are~~ ~~were~~ not signed or striped. **B**bike parking facilities ~~are~~ ~~were~~ located only at Perigot Park, **and** ~~the~~ condition of some streets on the proposed routes ~~is~~ ~~was~~ not conducive to bike traffic. **A goal at that time, B**ike parking ~~should be~~ was to encouraged **bike parking** in the City Center area, and at specific destination points such as the Post Office and City Hall.

Since that time two bike routes within and adjacent to the City have been designated through signage or markings and additional bike parking has been installed at other City facilities and at businesses in the downtown and Business Park. Existing bikeways in Blue Lake include a Class II bikeway along Chartin Road for 0.2 miles from Blue Lake Boulevard to the Blue Lake Rancheria and Casino and a Class II bikeway along Hatchery Road for 0.3 miles from the Downtown to the Hatchery Road bridge. A Class II bikeway is often referred to as a bike lane. It is a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes make motorists more aware of bicyclists.

It is probably not feasible to develop class I bike routes—paths separate from vehicular traffic; however trail access to the Mad River, avoiding the truck route, should also accommodate bicycles, if possible.

As part of development of the 2012 update of the Humboldt Regional Bicycle Plan, public outreach efforts occurred in which comments were received from Blue Lake community members. Comments received included:

- Improve the regional bike route through Glendale-Fieldbrook-McKinleyville to Korbel. The route through McKinleyville can be safer. Fieldbrook drivers drive close to cyclists and go fast.
- We need covered bicycle parking in apartment complexes. We need more secure parking in residential neighborhoods where houses don't have garages.
- Extend the Annie & Mary trail on the railroad north of freeway so equestrians can connect to it.
- Blue Lake Boulevard needs a bike lane on both sides. When cars park there, they take up the bike lane/shoulder and there's no room for bicycling. At least the lanes should be striped.

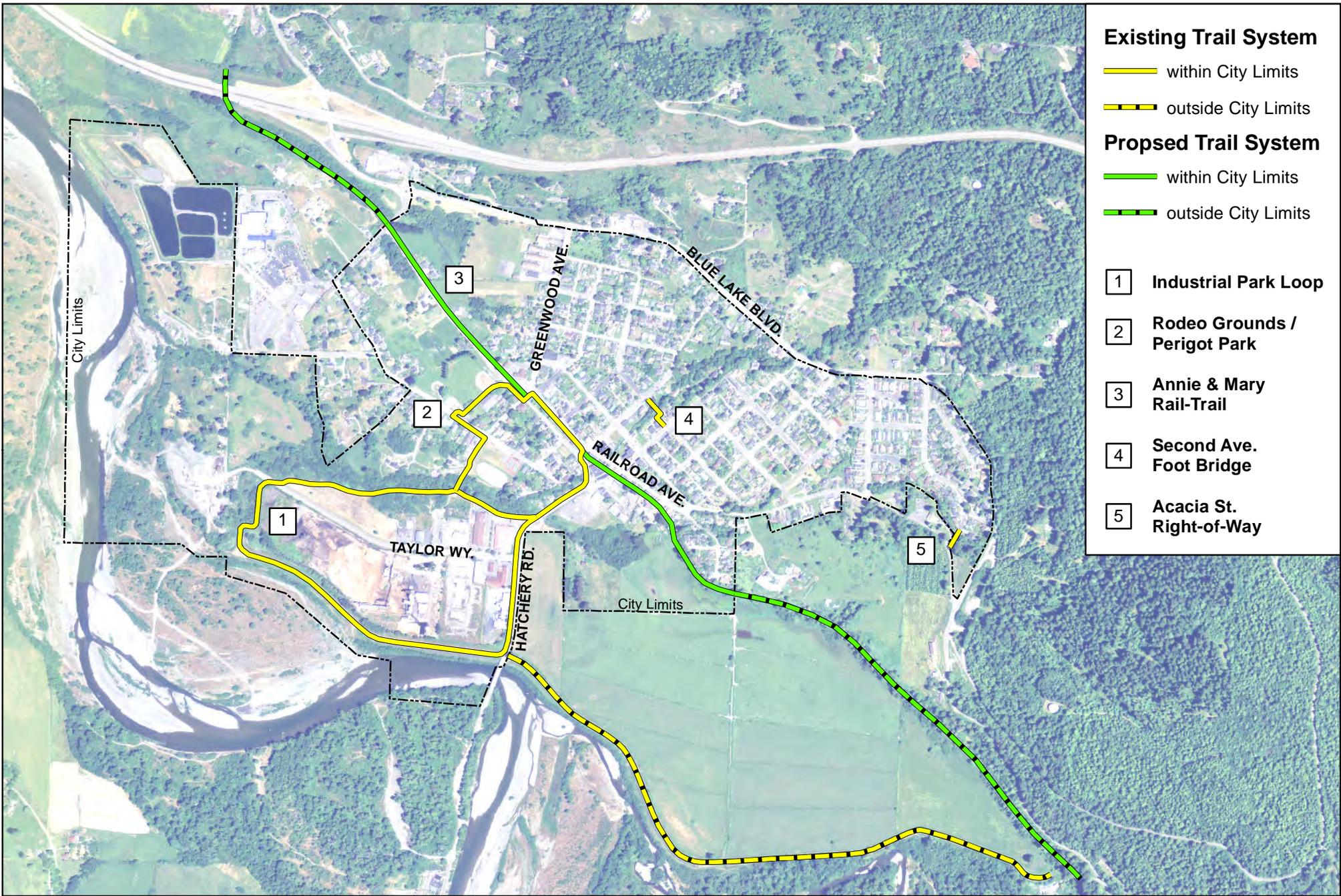
As described in Table 4.3.1 of the Humboldt Regional Bicycle Plan – 2012 Update developed by HCAOG (Page 4-42), the following bikeway projects are proposed for the City of Blue Lake:

Proposed Project Corridor/Street	From	To	Proposed Bikeway Class	Length (miles)
Annie & Mary Rail-Trail	Chartin Rd	Hatchery Rd	I	1.2
Blue Lake Blvd	West City limit	Southeast City limit	III	1.4
Greenwood Rd	Blue Lake Blvd	Railroad Ave	III	0.3
Railroad Ave	Greenwood Rd	City limit	III	0.8

Transportation Systems

Other:

The nearest air service is at the County Airport (**Arcata/Eureka Airort**) in McKinleyville **approximately 12.4 miles away**. ~~Blue Lake has no public transit service within the City.~~ The nearest taxicab services **providers** are located in **Arcata**, Eureka, and McKinleyville.



City of Blue Lake

Prepared by: Streamline Planning Consultants

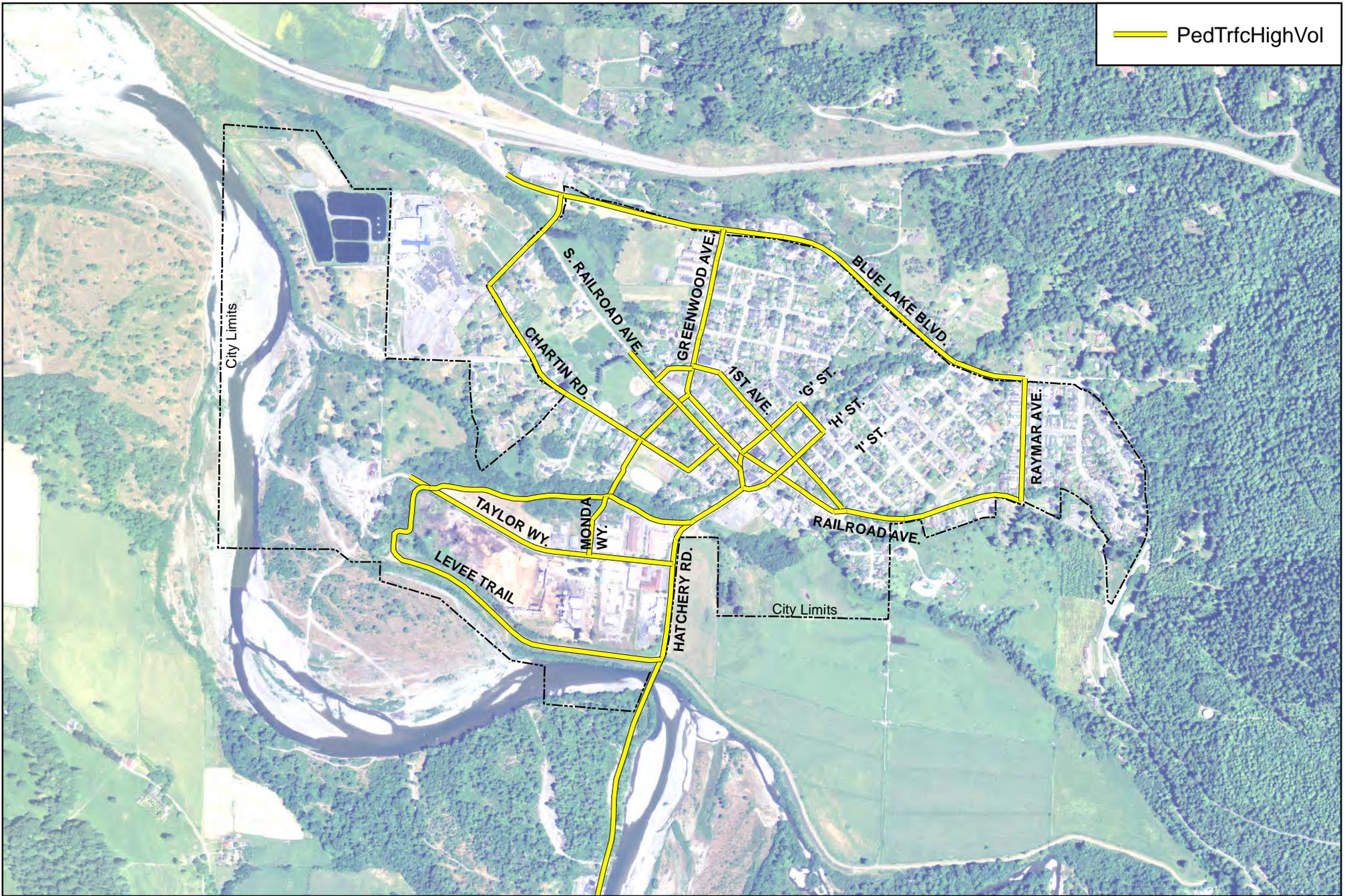


1" = 1,000 ft.

TRAIL SYSTEM

Existing and Proposed

— PedTrfcHighVol



City of Blue Lake

Prepared by: Streamline Planning Consultants

75b



**HIGH VOLUME
PEDESTRIAN TRAFFIC ROUTES**

1" = 1,000 ft.

In relation to City Limits

In the following discussion of streets, please refer to the STREET DESIGNATIONS map, page 74a **85a** and STREET CLASSIFICATIONS, page 75 **86** for the location and description of street type designations.

Blue Lake Boulevard:

Blue Lake Boulevard, Old Highway 299, runs along the northern boundary of Blue Lake just outside the City limit line. An arterial, this route accommodates traffic to the Korbel and Maple Creek areas as well as traffic to Blue Lake and the unincorporated area (through the City) across the Mad River.

Traffic to Blue Lake (and beyond) leaves Blue Lake Boulevard at Chartin Road, Greenwood Avenue, Hartman, “I” and “J” Streets, Raymar Avenue, and Acacia Drive. Railroad Avenue also intersects with Blue Lake Boulevard, to the east of the City. Relative traffic volumes are shown on page 74b **85b**, TRAFFIC VOLUMES. **Based on recent traffic counts, approximately 40% of the traffic leaving Blue Lake Boulevard travels down Chartin Road to the Blue Lake Rancheria and Casino and approximately 25% of the traffic travels down Greenwood Avenue into the City.**

~~In the distance a~~ Along the City’s northern boundary, Blue Lake Boulevard has numerous curves and abundant vegetation ~~and narrows at a bridge~~. Reduced sight distance, speeding and truck traffic combine to create a hazardous situation for pedestrians and for residents whose lots front along Blue Lake Boulevard. Blue Lake Boulevard is maintained by the County; the California Highway Patrol ~~and Sheriff’s Office~~ **has** have primary jurisdiction for enforcing the California Vehicle Code.

Truck and Arterial Routes:

Blue Lake’s main arterial enters the City, as Greenwood Avenue, from Blue Lake Boulevard. Greenwood Avenue continues through town to Railroad Avenue and Hatchery Road; this route is used by commercial truck traffic to the City Center, the ~~Industrial Business~~ **Park**, and to points outside Blue Lake’s corporate boundaries, across the Mad River. Some truck traffic, through town, uses Railroad Avenue to connect with Blue Lake Boulevard to the east of the City. **Truck traffic also occurs on Chartin Road via Blue Lake Boulevard to access the Blue Lake Rancheria and Casino. Based on recent traffic counts, truck traffic appears to make up approximately 9% of the total traffic volume on Chartin Road.**

~~Very limited~~ ~~Truck traffic also uses Chartin Road and Rancheria Road~~ ~~occurs off Blue Lake Boulevard onto Chartin Road (both County roads within the City)~~, through the Blue Lake Rancheria, to **access** a group of existing industrial uses to the west of the ~~Industrial Business~~ **Park**. Chartin Road and Rancheria Road are the primary access routes to the Rancheria; residents are opposed to industrial traffic use of this route. **The section of Chartin Road between Blue Lake Boulevard and the boundaries of the Rancheria is within the County Road system. The section of Chartin Road running parallel to the railroad tracks is within the City limits.** Rancheria Road ~~is currently~~ **was previously** in the County Road system, ~~as are sections~~

Transportation Systems

of Chartin Road; the section of Chartin Road running parallel to the railroad tracks is within the City limits. **but is currently under the jurisdiction of the Rancheria.**

As noted above, approximately 40%

The truck route is shown on the map, CURRENT TRUCK/INDUSTRIAL ROUTE, page 68a **78a.**

City Streets:

Blue Lake's Collectors include those streets, other than Greenwood, that draw traffic into town from Blue Lake Boulevard, and that connect the western and eastern portions of the City to the City Center.

The remaining streets are local, neighborhood streets, serving residences. These make up the majority of the street system as Blue Lake is primarily residential.

In order to assess traffic flow and volumes, traffic counts were taken on a number of City Streets. The results indicate that:

- ~~85-95%~~ **75-90 %** of traffic inside City limits occurs in the 12 hour period from 8 a.m. to 8 p.m.
- ~~26%~~ **22 %** of total traffic volume occurs between 3 p.m. and 6 p.m.
- Peak traffic hours are ~~8-9 a.m.~~ **5-6 p.m.**, making up approximately 10 % of total traffic volume.
- Peak hour traffic on Greenwood is under ~~400~~ **200** vehicles per hour (including trucks).
- ~~Commercial~~ **T**ruck traffic appears to make up approximately ~~6.5%~~ **16 %** of the total traffic volume on Greenwood.
- Approximately ~~17-25%~~ **15 %** of traffic volume on Hatchery Road consists of ~~commercial~~ trucks.
- ~~Approximately one third of all truck traffic through Blue Lake does not have a destination point inside the City limits.~~

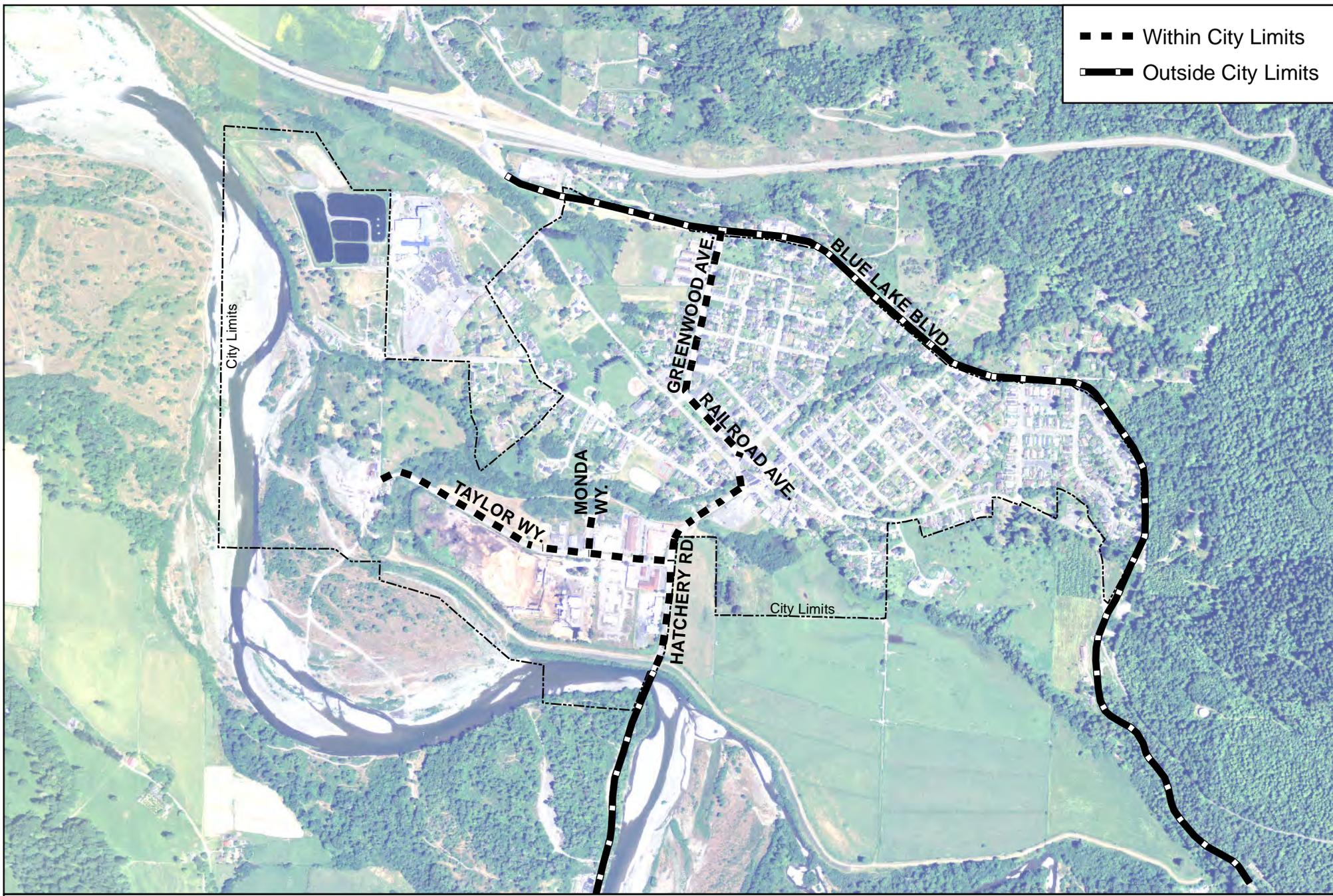
The Levee:

A partially paved road is located on the levee that runs along the Mad River at the south boundary of the ~~Industrial~~ **Business** Park. In 1984, the City accepted responsibility for maintenance of the **portion of the levee that occurs to the south of the Business Park;** however, the levee remains in the jurisdiction of **Humboldt County and the Army Corps of**

Engineers. The levee road is therefore not included in the City road system and its use for traffic is subject to approval by **Humboldt County and** the Army Corps of Engineers.

~~Truck traffic to the industrial area west of the Industrial Park was granted approval to use the levee road on a temporary basis (no time limit was specified by the Corps of Engineers).~~ Truck traffic to this **the industrial area west of the Business Park** also uses Chartin and Rancheria Roads. Taylor Way, the main access to the ~~Industrial~~ **Business** Park from the truck route, will eventually be extended to serve this area.

- ■ ■ Within City Limits
- ▬ Outside City Limits



City of Blue Lake
 Prepared by: Streamline Planning Consultants



TRUCK / INDUSTRIAL ROUTE
 1" = 1,000 ft.
 In relation to City Limits

TRANSPORTATION ISSUES

Overview:

Circulation is of major concern to the citizens of Blue Lake. **At the time of the last General Plan Update**, ~~the~~ Blue Lake Survey Report indicated ~~ds~~ that 78% of Blue Lake residents believed streets and roads needed more attention; Circulation was listed as ~~the~~ one of the highest priority items of concern to Blue Lake citizens.

Increase in **vehicular** traffic volumes in Blue Lake will result from several sources:

1. development of vacant lots
2. division of land, and subsequent development as allowed by current zoning.
3. increased commercial activity allowable by existing land-use designations.
4. new industrial development **within and to the west** of the ~~Industrial Business~~ Park.
5. changing Land-Use plan, both within and outside the City, to allow increased density or development activity (over what would be allowed now).
6. development activity outside Blue Lake's corporate limits.

Item 1. through 4., above, are already likely to occur by virtue of existing land-use policies. Item 5. would result from changing land-use designations to allow uses that generate more traffic (such as increasing residential density).

~~The revised land-use plan does not represent a change in maximum allowable density. However, the current Zoning Ordinance controls density only by units per parcel and minimum lot sizes. More specific density standards for actual buildout need to be set. This is addressed by policies in the Residential section of the Land Use Element.~~

Greenwood Avenue and the Truck Route:

The location of the truck route is ~~the~~ a circulation issue of ~~most~~ **great** concern to Blue Lake residents for several reasons:

- Blue Lake Elementary School is located at the intersection of Blue Lake Boulevard and Greenwood Avenue, two truck routes.
- The Greenwood Avenue route runs through the center of a residential district. The area along the east side of the route is designated for low-density residential and intended for single-family development; the area along the west is designated low to moderate

density and intended to include residential “planned developments:” **and multi-family residential development.**

- ~~Hatchery Road~~ **The truck route** is also used by pedestrian, bicycle and equestrian traffic to **access the river, the City Center, and the Business Park.**

Due to its location in a residential neighborhood, the Greenwood Avenue portion of the Truck route elicits the most concern. Assessment of the existing improvements and traffic data for Greenwood Avenue leads to the conclusion that Greenwood currently operates at a low traffic volume with respect to its capacity.

To analyze the impact of the truck route on this area, it is necessary to consider future traffic volumes that could be generated by building to the level allowable by the land-use designation.

Once it is predicted what traffic volumes are likely to result from the land use designation, projections can then be made as to the impact of truck traffic.

Existing and Projected Traffic:

~~Existing traffic figures are based on data generated during a traffic survey, within City limits. The survey was conducted in mid-1985 by City staff with the assistance of the Humboldt County Department of Public Works.~~

At the time of the last General Plan Update, traffic counts were obtained within City limits in mid-1985 by City Staff with the assistance of the Humboldt County Department of Public Works. The traffic counts measured Greenwood Avenue carries approximately 370 vehicles per hour during peak hour traffic and an Average Daily Traffic (ADT) of 3,764 on Greenwood Avenue. Approximately 1,200 to 1,300 cars per hour would be a high level of traffic for a street with Greenwood’s capacity.

Additional traffic counts were taken by City Staff on Greenwood Avenue in Summer 2015 which measured the following traffic levels:

- **1,973 Average Daily Traffic (ADT)**
- **16% generated by truck traffic**
- **131 AM Peak (6.6%)**
- **185 PM Peak (9.4%)**

The traffic levels obtained for Greenwood Avenue in 2015 were significantly lower than the levels obtained in mid-1985 (3,764 ADT in 1985 vs. 1,973 ADT in 2015). One possible explanation could be the decline of the timber industry and resulting mill closures and associated decrease in economic activity.

Approximately 1,200 to 1,300 cars per hour would be a high level of traffic for a street with Greenwood’s capacity. **At the time of the last General Plan Update it was stated that the traffic volume on Greenwood would have to be quadrupled (3,764 to 15,056 vehicle trips per**

day) to reach capacity. **With the decrease in traffic volume since the last General Plan Update, it is not anticipated that Greenwood will reach capacity as a result of build out in the City since** ~~Given adequate maintenance, there would be no serious problem with doubling the existing volume of Greenwood:~~ the road is fully capable; with its present make-up (parking, width, surface, traffic controls) of handling ~~double the existing~~ **increase in volume.**

Development Potential:

The residentially zoned area to the west of Greenwood **and South Railroad Avenues** is currently in large **underdeveloped or vacant** parcels. Subdivision and development activity, while permitted with respect to density, has been limited due to lack of internal access **and environmental constraints (e.g. wetlands)**. Future new streets/driveways in this area will probably access to Greenwood **and South Railroad**; subsequent development will increase traffic volumes.

Based on undeveloped acreage **and existing constraints**, a maximum of ~~400~~ **65** residences could be developed and subsequently generate traffic feeding on to Greenwood (**25 residences**) and **South Railroad (40 residences)**.

The national average of trips generated by one household is 8 vehicle trips per day (source: Institute of Transportation Engineers Handbook). Using this figure, the development described could add ~~800~~ **200** vehicle trips per day to Greenwood Avenue **and 320 vehicle trips per day to South Railroad Avenue**. **Based on recent traffic counts, this would represent an 8% 10% increase to the existing traffic volumes on Greenwood and a 39% increase to the existing traffic volumes on South Railroad.** Projected to peak hour traffic, this would result in approximately ~~450~~ **205** total vehicle trips, well within Greenwood's capacity; the current figure is approximately ~~370~~ **185** vehicles per hour. **For South Railroad, peak hour traffic would increase from 89 total vehicle trips to 121 total vehicles trips. Since South Railroad is a narrow road section (20 foot wide paved surface), in a deteriorated condition, and has potential obstacles to increasing its capacity (e.g. unclear ownership), the City should consider increasing the minimum lot size and lot area per residential unit for the larger parcels west of South Railroad from 6,000 to 10,000 s.f. or greater.**

Speeding results from low traffic volumes; "empty" streets encourage higher rates of speed. A higher volume of traffic on Greenwood is well within its capability and will result in reduced speeds.

New commercial development will be, for the most part, located in existing buildings; there is limited vacant land in the commercial City Center area. Traffic generated by this area will also pass through the residential district along Greenwood ~~Boulevard~~ Avenue. Blue Lake has a limited capacity for supporting commercial development; commercial uses are therefore not likely to be major traffic generators.

Truck Traffic Potential:

Blue Lake has approximately ~~6.5%~~ **16%** truck traffic according to traffic counts taken in Summer 2015 on Greenwood Avenue; this is relatively low for the main thoroughfare; Eureka has 7-8%. The majority of truck traffic volume (~73%) is generated by buses and 2 axle trucks with 6 tires. Only approximately 27% of truck traffic volume is generated by larger commercial trucks with 3-axles or more. This section discusses the extent to which truck traffic is likely to increase.

Industrial **designated** land will probably continue to be the main generator of truck traffic in Blue Lake. The development of the **Industrial Business** Park proved to generate less traffic than originally anticipated. Industries locating in the park generate relatively low traffic volumes. Several of the tenants require large areas; potential traffic generation of future tenants is automatically reduced by the limited remaining land available. Full development of the **Industrial Business** Park, at this point, is not likely to generate ~~much~~ **significant** additional truck traffic (Reference: The Industrial Road Access Report, 1984).

There is, however, potential for increased truck traffic, should the industrially designated land to the west of the **Industrial Business** Park be developed; potential traffic is allowed for by the current General Plan and is not a result of new policies or revised land-use designations.

The industrial area to the west of the park is currently being served by ~~the levee road (temporary access)~~ **Taylor Way** and to a very minimal extent by the Chartin and Rancheria Road route. ~~This area will eventually be served by the extension of Taylor Way.~~ Development in this area will, therefore, also add to traffic volumes on Greenwood Avenue.

Another potential source of increased truck traffic volume comes from land outside the City's corporate boundaries. ~~Counts indicate that this traffic already comprises approximately one third of the total truck traffic volume.~~ Industrial development in ~~this area~~ **the County** could increase truck traffic in Blue Lake. Potential development in this area can best be controlled through City and County cooperation in developing or altering land-use policies.

The Truck Route and the Blue Lake Rancheria:

The 1980 General Plan proposed to use an extension of Chartin and Rancheria Roads to serve the **Industrial Business** Park from the west. The same route would also have serviced the remaining industrial land as well. At that time, the area west of the park was not part of the City; it was subsequently annexed, in 1984.

The proposed route (per the 1980 General Plan) runs through the Blue Lake Rancheria along Rancheria Road. The Rancheria ~~became~~ **reestablished itself as** a legal entity in 1984 and is no longer under County jurisdiction nor can it be annexed to the City.

Rancheria residents have opposed the use of Rancheria Road as a truck route in the past and are currently ~~attempting to gain control over the road by requesting that it be removed from the County Road system~~ have control over the road section. Rancheria Road ~~would be~~ **is** held in trust for the Rancheria and managed by the Bureau of Indian Affairs as part of the federal road

system. **The Rancheria is expected to pursue weight limitations for traffic on Rancheria Road, in order to limit its use by heavy truck traffic.**

~~Because the proposed designation would not substantially affect the future use of the road, the City Council of the City of Blue Lake found no objection to this proposal. However, the Rancheria is expected to pursue weight limitations for traffic on Rancheria Road, in order to limit its future use by heavy truck traffic.~~

Truck Traffic Impact:

In summary, Blue Lake does not have traffic volumes that necessitate a separation of truck and other vehicular traffic (such as separate routes) from a capacity standpoint. Such a separation would be necessitated by at least one of the following:

- if trucks made up a large portion of the traffic, such as 30-40%, and/or
- if the traffic volume were heavy, such as 8,000 – 10,000 vehicles per day on a street with the capacity of Greenwood.

Truck Route Designation:

The traffic projections described above indicate that the existing truck routes ~~is~~ are adequate to handle truck traffic that is likely to result from the land-use policies in the revised General Plan. ~~However, due to citizen concern, the City does not consider the existing route a long-term solution. It remains City Policy to continue to pursue an adequate alternate truck route.~~ **At the time of the last General Plan update, due to citizen concern, the City did not consider the existing truck route as a long-term solution.**

~~Until such time as an alternative route can be established, it makes sense to keep truck traffic on the most heavily traveled route, providing, as in this case, the capacity is available to accommodate potential increase as allowed by the land use designations.~~ **However, over the last several decades the City has investigated alternative truck routes and arrived at the conclusion that the existing route is the best available option.** ~~However, s~~Since the existing truck route will continue to be used, measures need to be considered to reduce ~~the level of citizen concern and mitigate~~ the impacts associated with a truck route through the residential and commercial areas of the City.

The Industrial Road access report, prepared for the City of Blue Lake in 1984, stated that impacts of truck traffic on the existing route could be reduced. Several of the recommended measures have been implemented. Measures remaining to be implemented ~~include~~ are included in the Policy/Implementation section of this element.

~~The City could also reduce impacts of truck traffic to future residential development by limiting the density of development along the truck routes. Special density standards could be developed for residential lots within one neighborhood street of Greenwood or other affected routes. This could be done by an “overlay” zone or district that would include only the affected lots.~~

The City ~~will need to work with~~ **should provide comments on the current County General Plan update when concerning** the land-use plan for unincorporated areas adjacent to Blue Lake ~~is developed~~. The City should encourage measures that will limit or control land-use activities potentially resulting in increased track traffic through Blue Lake.

Parking:

~~In revitalizing the Downtown area, parking is a limiting factor. Due to Blue Lake's limited capacity for commercial development, there is pressure to convert, or at least remodel a portion of existing commercial structures into dwellings. Low interest funds, available for housing rehabilitation, make these structures more cost feasible to restore. Such conversion usually requires new off-street parking. Blue Lake's City Center area has limited space available for off-street parking; most structures leave little or no room on the lot to provide parking.~~

~~Thus, rehabilitation efforts in the City Center area have been somewhat limited by parking. Provision of off-street parking areas would allow more flexibility in development projects in the City Center.~~

~~The City could establish an in-lieu parking system whereby projects, for which on-site parking was not available, could pay a fee towards a City owned lot. The City could also consider a parking assessment district for the Downtown area; such an assessment district could be subject to approval by voters, as required by State law.~~

As noted in the Commercial Land Use Section of the Land Use Element, parking is an issue in the City Center because most downtown lots do not have enough space to provide the required off-street parking for residents or customers. In the past, parking-in-lieu fees or assessment districts have been proposed as a solution to the lack of space available to meet off-street parking requirements. Currently there is some support for reducing or eliminating off-street parking requirements. The City developed a Downtown Parking Plan in 2006 that focused on maximizing available on-street parking to reduce the need for required off-street parking. Without parking lots for businesses, however, it must be noted that many customers would need to either use alternative transportation or walk several blocks to reach their destination. Reducing off-street parking requirements may boost commercial activity by making it easier for businesses to locate downtown, but could lead to future parking shortages if the City Center becomes a popular attraction.

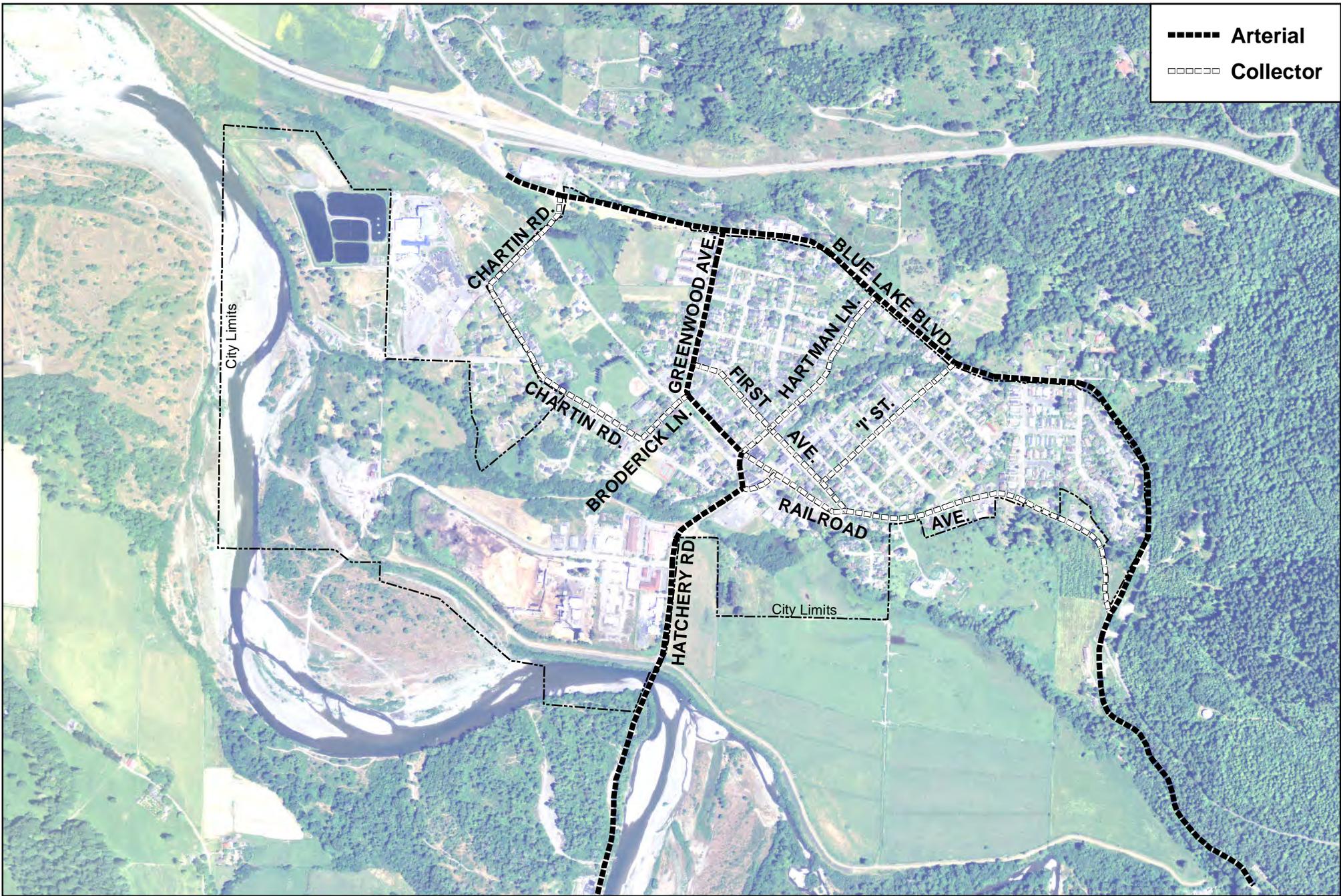
Nevertheless, recent trends in similar communities suggest that commercial activity can be increased by implementing alternatives that reduce reliance on the automobile. Greater emphasis on pedestrian facilities tends to encourage greater community use of downtown areas. For commercial uses in Blue Lake's City Center, it is therefore proposed to reduce or eliminate off-street parking requirements for the following reasons: (1) based on the historical nature of the property including the architectural or landscaping amenities that would be displaced by parking or the availability of space on a parcel with existing improvements; and (2) new or existing development that provides public open space consistent with community desires. Also, non-conflicting commercial and residential uses

could be allowed to share available off-street parking as a means of reducing parking requirements. Off-site improvements to maximize on-street parking could also be provided as part of development projects in exchange for reductions in off-street parking requirements.

Greenhouse Gas Emissions:

The State of California has taken significant steps to combat climate change through legislation. The one most pertinent to local jurisdictions is AB 32, passed in 2006. This Assembly bill instituted a mandatory limit on greenhouse gas (GHG) emissions – reducing emissions in California to 1990 levels by the year 2020, or 25% below forecasted levels. The bill also directs the California Air Resources Board (CARB) to establish a mandatory reporting system to track and monitor emission levels and requires CARB to develop various compliance options and enforcement mechanisms.

Since 1990, transportation has been one of the fastest-growing sources of Greenhouse Gas (GHG) emissions in CA and it is the largest sector emitting CO₂. Due to the fact that Blue Lake is primarily a bedroom community to Arcata & Eureka, automobiles are the primary form of transportation. Blue Lake completed a Community Greenhouse Gas Inventory in 2013 for the baseline year of 2005 which determined that approximately 3,530 metric tons of greenhouse gas emissions were produced due to the combustion of fuels for transportation (i.e. mobile combustion). Mobile combustion accounted for approximately ~~27.4%~~ 32.4% of the emissions produced by the City of Blue Lake in the baseline year of 2005. Based on the results of the GHG Inventory, a Climate Action Plan (CAP) was developed which contains a variety of actions intended to reduce GHG emissions when implemented. The CAP contains a section on Low Carbon Transportation Options which encourages increased use of mass transit, carpooling, bicycling and walking, purchasing efficient and alternative fuel vehicles, the installation of electric vehicle charging stations, conducting voluntary tire pressure checkpoints, and limiting the idling of buses. Since many of the actions in the CAP will need to be implemented by the community as opposed to the City government, the City should encourage community implementation of the transportation related actions in the Climate Action Plan in an effort to reduce vehicle miles traveled and greenhouse gas emissions.



City of Blue Lake

Prepared by: Streamline Planning Consultants

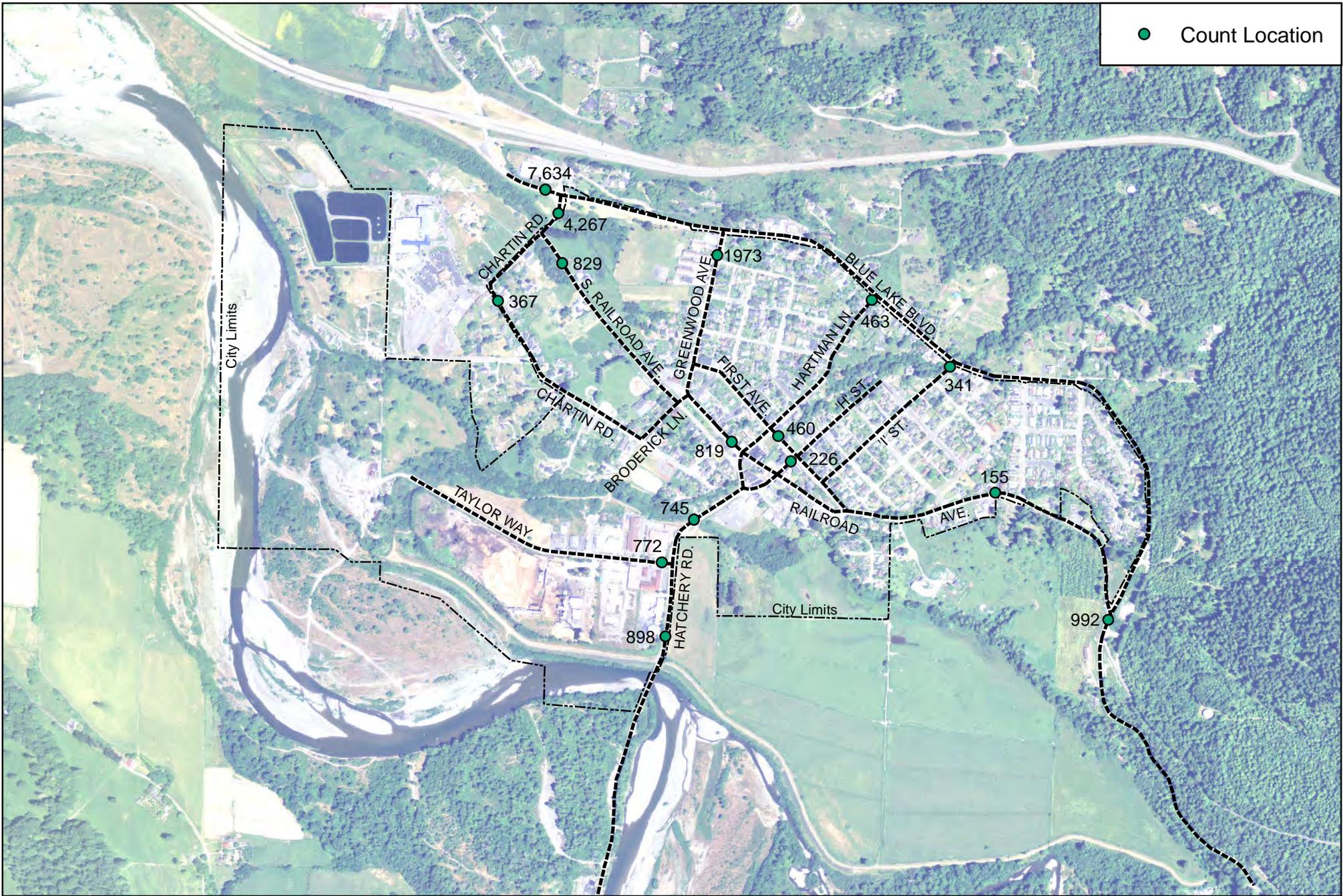


1" = 1,000 ft.

STREET DESIGNATIONS

Based on traffic volume

● Count Location



City of Blue Lake

Prepared by: Streamline Planning Consultants



1" = 1,000 ft.

TRAFFIC VOLUMES

Average Daily Traffic (ADT)

STREET CLASSIFICATIONS

- Arterial -** Serves major movements of traffic within or through the City. Interconnects major rural routes and the principal traffic generators within the City [those uses, such as the ~~Industrial~~ **Business** Park, that generate the most traffic]. Arterials within and adjacent to the City of Blue Lake include the following road sections:
- Blue Lake Blvd from Hwy 299 to the southeast City limit
 - Greenwood Ave from Blue Lake Blvd to Railroad Ave
 - Railroad Ave from Greenwood Ave to Hatchery Rd
 - Hatchery Rd from Railroad Ave to the southern City limit
- Collector -** Serves the internal traffic movements of the City; interconnects the arterial system. Collectors within the City of Blue Lake include the following road sections:
- Chartin Rd from Blue Lake Blvd to Broderick Ln
 - Broderick Ln from Chartin Rd to S Railroad Ave
 - Hartman/G St from Blue Lake Blvd to Railroad Ave
 - First Ave from Greenwood Ave to Railroad Ave
 - Railroad Ave from G St to the southeast City limit
 - I St from Blue Lake Blvd to First Ave
- Local/Neighborhood Street -** Provide access to properties within neighborhood areas. Other road sections in the City not identified above are classified as local/neighborhood streets.
- Pedestrian Trails -** Provide access by foot between major community features such as parks, the Mad River, the City Center, the school, and open spaces within and adjacent to the City of Blue Lake.
- Bridge Trails -** Pedestrian trails not suitable for equestrian, wheelchair or bicycle access due to **the** type of bridge.
- Bicycle Routes -** Those streets most suited for providing bicycle access between inter-city bicycle routes and principal traffic generators within the City.
- Equestrian/Pedestrian Trails -** Provide for access by horse between major community features such as parks, the Mad River and open spaces within and adjacent to the City of Blue Lake.

GOALS AND POLICIES

GOAL: To provide a safe, convenient, coordinated circulation system that will further community goals and provide for all forms of transportation needed and used by the community.

POLICIES

Policies and implementation measures have been grouped together with those addressing similar issues; each group of lettered implementation measures generally corresponds to the policy group immediately preceding.

Circulation Patterns

POLICY 1. Circulation patterns shall provide easy access to the Blue Lake City Center area.

POLICY 2. Circulation patterns shall provide convenient access between eastern and western parts of the City.

POLICY 3. Alleys shall not be considered a primary means of access for new development, **except in the case of residential second units as defined in the Zoning Ordinance.**

POLICY 4. **Unless there is a compelling reason to do otherwise,** ~~The City shall retain City alleys and unimproved rights-of-ways. that could conceivably be useful to the City in the future. In abandoning such rights of way, the City shall retain any utility easements or rights of access necessary to provide City services, maintain City property or maintain and protect the health, safety and welfare of the citizens of Blue Lake.~~

POLICY 5. Commercial and industrial facilities should have sufficient off-street loading areas **when feasible.** Alleys and private roads may be used as off-street loading areas **as determined by the Public Works Department on a case by case basis.**

POLICY 6. **City Staff shall consider impacts to Adequate local circulation plans shall be when processing applications** ~~required~~ for lot divisions and new development.

IMPLEMENTATION; Circulation Patterns;

- a. ~~Abandonment or u~~Upgrading of alleys and undeveloped rights-of-ways **adjacent to streets** shall be considered on a case by case basis consistent with POLICY 4.
- b. The City shall investigate all possible routes that will improve circulation between the eastern and western halves of the City, to include connections from Greenwood to Railroad Avenue and Chartin Road; pedestrian, equestrian and bicycle access shall be included.

Development

POLICY 7. New development shall be required to provide sidewalks or other street improvements, **as defined in applicable City ordinances**, and necessary traffic control ~~signs~~ **measures (e.g. signs, traffic calming devices, etc.)** as determined by the City of Blue Lake.

POLICY 8. Adequate street access shall be provided to all newly divided parcels and/or new development **through shared accesses**. “Flag lots” shall be discouraged.

POLICY 9. The City should reduce residential densities for properties that access to road sections which would be adversely impacted by increases in traffic volume due to development at densities allowed under existing zoning regulations.

POLICY 9- **10.** The City should encourage the County to develop a land-use plan that will not result in significant increased traffic in Blue Lake.

IMPLEMENTATION; Development;

- c. The City should revise the Zoning Ordinance to allow the creation of properties fronting on non-public streets, providing that access to said properties meets development standards pursuant to implementation measure h., below.
- d. **The City should consider increasing the minimum lot size and lot area per residential unit for the larger parcels west of South Railroad Avenue from 6,000 s.f. to 10,000 s.f. or greater.**
- ~~d. e.~~ e. The City should **provide comments on project referrals from** ~~make known to the County those areas where~~ **for potential development proposals** that could result in traffic impacts in Blue Lake; ~~the City should request notification of new development in these areas.~~

Improvements

~~POLICY 10-~~ **11.** Street and sidewalks, in the City Center area, that have not yet been upgraded should be upgraded **as a method of stimulating revitalization of this area.**

~~POLICY 11-~~ **12.** Unsafe or constricted streets, identified in the Public Safety Element or by public complaint, shall be examined and improved or modified to reduce the problem.

~~POLICY 12-~~ **13.** Street standards shall be adequate to provide sufficient access for emergency vehicles and necessary maintenance.

~~POLICY 13-~~ ~~The City shall continue improving streets and sidewalks in the City Center area as a method of stimulating revitalization of this area.~~

IMPLEMENTATION; Improvements;

Circulation Goals and Policies

- e. ~~f.~~ The City should continue to pursue funding for the remaining street and sidewalk improvements necessary in the City Center area.
- f. ~~g.~~ The City should adopt standards for street and sidewalk improvements for all levels of development. ~~in the urban area of the plan.~~
- g. ~~h.~~ Future and proposed streets shall be designed and developed to meet standards applicable to the projected loads and circulation needs of neighborhoods and other areas.
- h. ~~i.~~ The City should develop standards for private streets and attendant sidewalk improvements for development in ~~PDR~~ Planned Development **Residential (PDR) and Light Industry (ML) zoned** areas that will provide adequate access and frontage to all lots and meet all other circulation policies. Such standards should include alternatives, appropriate to the proposed development, to standard sidewalks and street widths.

Parking

~~POLICY 14. Sufficient off-street parking shall be provided for all development.~~

POLICY 14. The City shall consider amending the Zoning Ordinance to allow reductions or elimination of off-street parking requirements for new uses proposed on existing developed properties with no space to locate off-street parking and/or for new development that provides certain amenities consistent with community desires. The amendment may include a procedure for administrative approval of reductions or elimination of off-street parking requirements.

POLICY 15. Consistent with the Downtown Parking Plan (2006), the City should consider redesign of circulation and streets to maximize the potential for on-street parking to serve the City Center. The City shall revisit the need for implementation of the Downtown Parking Plan every three years.

POLICY 16. The City discourages a land use being provided more off-street parking spaces than required by this section, to avoid the inefficient use of land, unnecessary pavement, and excessive stormwater runoff from paved surfaces.

IMPLEMENTATION; Parking;

- i. ~~j.~~ The City should work with the ~~new owner of the Railroad~~ **Northcoast Railroad Authority (NCRA)** to improve the railroad right-of-way, ~~adjacent to the tracks;~~ a possible uses could include: **1) designation as a “parking street” with one-way circulation, serving the City Center area; and 2) widening the paved surface of narrow road sections such as South Railroad Avenue.**

- ~~j.~~ **k.** Any proposed use of the railroad right-of-way should be coordinated with plans for development of the Annie and Mary Rail-Trail.
- ~~j.~~ ~~The City shall consider an in lieu parking fee or developing a parking assessment district, subject to approval of voters as required by law, or other device to assist developers in meeting off street parking requirements in the City Center area.~~
- ~~k.~~ **l.** The Retail Commercial (RC) and Mixed-Use (MU) zones should be revised to allow reductions or elimination of off-street parking for the following reasons: (1) based on the historical nature of the property including the architectural or landscaping amenities that would be displaced by parking or the availability of space on a parcel with existing improvements; and (2) new or existing development that provides amenities such as public open space or off-site parking improvements that maximize on-street parking. Also, non-conflicting commercial and residential uses should be allowed to share available off-street parking as a means of reducing parking requirements.
- ~~l.~~ **m.** The City should pursue funding for implementation of the Downtown Parking Plan (2006), as revised.

Public Transportation

~~POLICY 15-~~ **17.** Public transit service, linking Blue Lake to the nearest public transportation corridor, shall be made available at convenient hours and convenient places within **and surrounding** the City.

IMPLEMENTATION; Public Transportation;

- ~~k.~~ **n.** The City should continue to actively participate with ~~H.C.A.O.G.~~ the Humboldt County Association of Governments (HCAOG) and the Technical Advisory Committee to ~~H.C.A.O.G.~~ HCAOG to ensure Blue Lake's increment of regional transportation is met.
- ~~l.~~ **o.** ~~The City shall continue to contract with a local transit provider to meet Blue Lake's regional transportation needs. Consideration should be given to joining Humboldt Transit Authority.~~ **The City shall work with the Blue Lake Rancheria and/or other local transit providers on expansion of their transportation systems to meet the regional transportation needs of the greater Blue Lake community.**

Non-Vehicular Access

POLICY 18. The City should develop a City-wide non-vehicular access plan.

~~POLICY 16~~ **19.** The City should establish safe access, **where feasible,** for non-vehicular traffic to and along the Mad River.

~~POLICY 17~~ **20.** Pathways for pedestrians, bicycles and horses shall be ~~coordinated~~ **designed to provide access to** with the City's open spaces, & recreation facilities, the school, the City Center, **the Business Park, Mad River,** and ~~the County Trail Plan~~ **regional trails identified in the Humboldt County Association of Governments (HCAOG) Regional Trails Master Plan and Regional Bicycle Plan.**

~~POLICY 18~~ **21.** The City shall promote the use of bicycles as a convenient, alternate mode of transportation consistent with Blue Lake's "small town" atmosphere.

~~POLICY 19~~ **22.** The City shall encourage pedestrian use of the City Center area by developing and maintaining safe and convenient pedestrian access.

~~POLICY 20~~ **23.** The City shall ~~consider the handicapped~~ **comply with the requirements of the American Disabilities Act (ADA)** in developing pedestrian access.

IMPLEMENTATION; Non-Vehicular Access;

- ~~m.~~ **p.** The City should pursue funding for ~~an established~~ **establishing a** non-vehicular pathway system with particular emphasis on ~~access to and along the Mad River.~~ **areas of the City receiving the highest volume of non-vehicular traffic.**
- ~~n.~~ **q.** The City should consider reestablishing bicycle licensing to give opportunity for education on bicycle safety and possibly generate funds for bike parking facilities.
- ~~o.~~ **r.** The City should seek out funding sources to provide bicycle parking facilities; such facilities should be located convenient to any new or existing recreation areas or parks, the Post Office, bus stops, ~~Dell'Arte,~~ **the City Center, the Business Park, and other City facilities.** ~~and commercial areas.~~
- ~~p.~~ **s.** Any new commercial development, deemed by the Planning Commission to attract children of biking age should include bicycle parking (e.g. ice cream parlors, video parlors, movie theaters).
- ~~q.~~ **t.** All new recreational facilities ~~shall~~ **should** include bicycle parking facilities ~~unless such facilities are deemed inappropriate by the Planning Commission.~~ **with a certain number being 'all-weather.'**
- ~~r.~~ **u.** The City should develop a plan for implementing a designated bicycle route within the existing street system. In developing such a plan, the City shall identify those streets that are most suited; ~~s~~ **Suitability shall be considered in terms of: a- 1) condition of road; b- 2) width of roadway; c- 3) convenience of route between the principal traffic generators within the City; and d- 4) accessibility to the County bicycle route.**

- ~~s. — Pathways for pedestrians, bicycles and horses shall relate physically to connect the City’s open spaces, recreation facilities, the school, the City Center, and the County Trail Plan.~~

Truck/Industrial

~~POLICY 21~~ **24.** ~~When financially feasible, an alternate truck transportation corridor should be provided as an alternative to Greenwood.~~ **The City should consider measures to reduce impacts from truck traffic on the existing truck route to residential and commercial areas of the City.**

~~POLICY 22~~ **25.** The City shall consider all industrial development with respect to the truck and other vehicular traffic to be generated.

~~POLICY 23.~~ As long as the City uses the existing truck route, the City should consider minimizing potential densities for residential lots within one local street or one block of Greenwood Avenue.

~~POLICY 24.~~ **26.** The City should encourage the County to develop a land-use plan that will not result in significant increased truck traffic through Blue Lake.

~~POLICY 25.~~ **27.** Transportation of hazardous materials within City limits shall be ~~by permit only permitted upon approval of a use permit from the Planning Commission.~~

IMPLEMENTATION; Truck/Industrial;

- ~~t. — The City should continue to investigate acquisition and development of an alternative truck route including methods of financing such a route.~~

~~u.~~ **v.** **The City should conduct a traffic study to determine the increase in truck traffic volumes that will result from the potential build out of Industrial (I) designated land in the City.**

~~u.~~ **w.** The City should make the following ~~interim~~ improvements to the existing truck route to reduce the impact of its use by truck traffic:

- ~~1. — Review the design of the intersection of Railroad, “G” Street and Hatchery Road to determine if there is a way to better define the intersection.~~
- ~~2.~~ 1. Provide a minimum pavement width of 36 feet along the entire route.
- ~~3.~~ 2. Resurface the truck route from ~~Railroad Avenue and “G” Street~~ **Blue Lake Boulevard** to the **Industrial Business Park**.
- ~~4. — Prohibit parking on both sides of Greenwood Avenue from Blue Lake Boulevard to “B” Street during school hours.~~

Circulation Goals and Policies

5. ~~Develop an alternate access to the river to accommodate pedestrian, equestrian and bicycle traffic.~~

Rail

~~POLICY 26. The City shall coordinate initiation of passenger rail service with promoting development of overnight accommodations and visitor serving facilities.~~

POLICY 28. The City should pursue the conversion of the railroad right-of-way into a multi-use trail system (“Annie and Mary Rail-Trail”) consistent with the City's Trails Plan and the Humboldt County Association of Governments (HCAOG) Regional Transportation Plan, Regional Trails Master Plan, and Regional Bicycle Plan.

IMPLEMENTATION; Rail;

~~v. The City should encourage passenger rail service to Blue Lake.~~

w. x. The City should stay actively involved with the various stakeholders involved in development of the Annie and Mary Rail-Trail including but not limited to the North Coast Railroad Authority (NCRA), Green Diamond, Humboldt County, City of Arcata, and the Humboldt County Association of Governments (HCAOG).

Other

~~POLICY 27.~~ **29.** The City should discourage off-road vehicles on City streets, on City property, and in the ~~Industrial~~ **Business Park.**

~~POLICY 28.~~ **30.** The City should **actively** encourage the Highway Patrol and the County Sheriff to enforce the speed limit on Blue Lake Boulevard and Hatchery Road.

~~POLICY 29.~~ **31.** The City shall encourage carpooling **opportunities.**

POLICY 32. The City shall encourage community implementation of the transportation related actions in the Climate Action Plan in an effort to reduce vehicle miles traveled and greenhouse gas emissions.

IMPLEMENTATION; Other;

~~w.~~ **y.** The City’s law enforcement officer(s) should actively pursue infractions of Policy ~~27~~ **28.**

~~x. The City should consider speed control measures and/or devices on the levee.~~

y. **z.** The City should study the feasibility of a park & ride facility accessible to City residents.

z. **aa.** The City should consider how to network persons interested in carpooling. Methods could include maintaining a list or carpool bulletin board **on the City's website**, at City Hall, **at** the community bulletin board near the Post Office, or other community locations.