



COUNTY OF HUMBOLDT

Legislation Details (With Text)

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Title: Introduction of an Ordinance Amending Traffic Regulations in Humboldt County

Sponsors:

Indexes:

Code sections:

Attachments: 1. Staff Report, 2. Attachment 01 - Ordinance [0.01 MB], 3. Attachment 02 - Pre-adoption Summary [0.01 MB], 4. Attachment 03 - Post-adoption Summary. [0.01 MB], 5. Attachment 04 - CEQA Notice of Exemption [0.20 MB], 6. Attachment 5 - Stop Sign Dauber at Summit Ridge [1.00MB], 7. Attachment 06 - Woody Road Speed Survey [1.00MB], 8. Attachment 07 - Central Avenue Speed Zone [1.00MB], 9. Attachment 08 - Crane Street 25 MPH [1.00MB], 10. Attachment 09 - Forest Drive 25 MPH [1.00MB], 11. Attachment 10 - Meyers Avenue 25 MPH [1.00MB], 12. Attachment 11 - Higgins Avenue 25 MPH [1.00MB], 13. Attachment 12 - Montgomery Street 25 MPH [1.00MB], 14. Attachment 13 - Orchard.Lne 25 MPH [1.00MB], 15. Attachment 14 - Par Avenue 25 MPH [1.00MB], 16. Attachment 15 - Scenic Drive 25 MPH [1.00MB]

Date	Ver.	Action By	Action	Result
1/30/2024	1	Board of Supervisors	approved	Pass

To: Board of Supervisors

From: Public Works

Agenda Section: Departmental

Vote Requirement: Majority

SUBJECT:
Introduction of an Ordinance Amending Traffic Regulations in Humboldt County

RECOMMENDATION(S):
That the Board of Supervisors:

1. Introduce an Ordinance amending Humboldt County Code Section 421-3 relating to boulevard stops in the Eureka area; amending Sections 422-7, 422-8, 422-9, 422-10, 422-11 and 422-12 relating to speed limits in the Eureka, Fortuna, Garberville, Loleta, McKinleyville and Redway areas; adding Sections 431-14.1, 431-14.2, and 431-83 relating to parking in the McKinleyville area; amending Section 432-1 regarding bus loading zones in the Eureka and Fortuna areas; adding Sections 435-2, 435-4, and 435-5 relating to bicycle lanes and bikeways; amending Section 435-3 relating to bicycle lanes and bikeways, all of Title IV of the Humboldt County

Code. by title and waive the first reading;

2. Find that the proposed ordinance is exempt from California Environmental Quality Act (CEQA) Guidelines pursuant to California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15301 - "Existing Facilities" and Section 15304 - "Minor Alterations to Land";
3. Set the attached ordinance for adoption on Feb. 6, 2024, or at least one (1) week away from the date of the Board of Supervisors meeting at which the ordinance is first introduced;
4. Direct the Clerk of the Board of Supervisors to publish the pre-adoption summary of the attached ordinance and to post a certified copy of the full text of the ordinance in the office of the Clerk of the Board of Supervisors at least five (5) days prior to the Board of Supervisors meeting at which the ordinance will be adopted [California Government Code Section 25124(b)(1)];
5. Direct the Clerk of the Board of Supervisors, within fifteen (15) days after adoption of the attached ordinance, to publish a post-adoption summary of the ordinance with the names of the Supervisors voting for and against the ordinance, and to post in the office of the Clerk of the Board of Supervisors a certified copy of the full text of the adopted ordinance and amendments along with the names of those Supervisors voting for and against the ordinance [California Government Code Section 25124(b)(1)]; and
6. Direct the Clerk of the Board of Supervisors, within thirty (30) days after the adoption of the attached ordinance, to sign the Certification for each Engineering and Traffic Survey for Speed Zone and Residential District of Business District Speed Zone Analysis (Attachments 5 through 15) and return a signed copy to the Department of Public Works Land Use Division.

SOURCE OF FUNDING:

Roads Fund (1200325)

DISCUSSION:

This ordinance establishes the following traffic regulations:

SPEED LIMITS

This ordinance establishes a twenty-five (25) mile per hour (MPH) residential district per Vehicle Code Section 22352 on Crane Street, Forest Drive, Higgins Street, Meyers Avenue, Montgomery Street, Orchard Lane, Par Avenue and Scenic Drive. Note that the roads were previously established with a 25 MPH zone based upon a radar speed survey. By classifying the speed limit of the road under Vehicle Code Section 22352, the road can be radar enforced without the need for updating radar speed surveys.

Redway Drive was codified as 25 MPH on Sept. 23, 2003. The prior 30 MPH speed limit on Redway Drive established on May 26, 1998, was not removed from Section 422-9 (7.1). This ordinance will remove Redway Drive from Section 422-9 (7.1) in the County Code.

Newburg Road was annexed by the City of Fortuna per document recorded on Feb. 07, 2017, as Instrument No. 2017-002464. This ordinance will remove Newburg Road from the County Code.

This ordinance will reduce the speed limit on Woody Drive from 35 MPH to 25 MPH based upon an Engineering and Traffic Survey for Speed Zone.

This ordinance will establish a step-down speed zone on Central Avenue for the existing 35 MPH speed zone from Eagle Lane to Airport Road.

BIKEWAYS

This ordinance will establish Class I Bikeways on:

- East side of Fischer Avenue from the westerly leg of School Road to Montana Road.
- North side of Murray Road from 60 feet westerly of Daffodil Avenue to U.S. 101.
- West side of Sagewood Way from the prolongation of the north line of Lot 40, Tract No. 647, to the prolongation of the east line of Parcel F, Tract No. 647.
- On Parcel F, adjacent to Sagewood Way as shown on Tract No. 647.
- South side of School Road from Ocean Drive to Fischer Road.
- West side of Washington Avenue from 220 feet north of School Road to 150 feet south of Oakdale Drive.

In addition, this ordinance updates code to reflect to use of the term *bikeway* in lieu of the term *bicycle lane*. This ordinance establishes restrictions on the stopping or parking of vehicles on Class I or Class II bikeways as well as prohibiting vehicles on Class I bikeways.

PARKING RESTRICTIONS

This ordinance establishes parking restrictions on the following roads to address traffic safety issues in the McKinleyville Area of Humboldt County:

- Establish a no parking zone on both sides of Boeing Avenue. This is being requested by the subdivider as the roads in the subdivision were not designed for on-street parking.
- Establish a no parking zone on both sides of Boeing Court. This is being requested by the subdivider as the roads in the subdivision were not designed for on-street parking.
- On Jan. 07, 2014, the Board of Supervisors established Class II bikeways on both sides of Nursery Way in McKinleyville. This is codified in County Code Section 435-3(e). The road was signed “no parking / bike lane” and was striped for bike lanes. However, a no parking ordinance was not adopted as part of the establishment of the Class II bikeway. This ordinance will clean up this oversight and establish a no parking zone on Nursery Way from Central Avenue to a point 0.069 mile north of Heartwood Drive.

BUS LOADING ZONES

This ordinance removes an incomplete reference to bus load zones on Campton Heights in the Fortuna area.

This ordinance establishes two no parking zones for bus loading zones on the west side of Campton Road, in the Eureka area, between Post Mile 0.324 to Post Mile 0.330 and Post Mile 0.310 to Post Mile 0.316.

BOULEVARD STOPS

The intersection of Summit Ridge Drive and Dauber Lane is a T intersection. Due to limited sight visibility, this ordinance establishes a stop control on the Dauber Lane leg of the intersection.

CEQA ANALYSIS

This ordinance (project) affects traffic regulations on existing county maintained roads. The installation of signs, striping, pavement markings, and/or other traffic control devices and appurtenances is done in accordance with the latest addition of the California Manual of Uniform traffic control devices; the federal Americans with Disabilities Act (ADA) set forth in 28 CFR 35.151 and 36 CFR part 1191 appendices B and D; State of California ADA set forth in the latest edition of the California Building Code Chapter 11B et seq.; and the Protection of Underground Infrastructure as set forth in Government Code Section 4215 et seq.

Such work is considered exempt pursuant to the California Code of Regulations, Title 14, Chapter 3, Division 6, Section 15301. Paragraph (c) of said Section specifically cites an exemption for existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).

In addition, minor excavations associated with such work are considered exempt pursuant to the California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15304. Paragraph (f) of said Section specifically cites an exemption for minor trenching and backfilling where the surface is restored.

FINANCIAL IMPACT:

Expenditures (1200325)	FY23-24
Budgeted Expenses	\$20,000
Total Expenditures	\$20,000
Funding Sources (1200325)	FY23-24 Adopted
Road Fund	\$20,000
Total Funding Sources	\$20,000

**Projected amounts are estimates and are subject to change.*

Narrative Explanation of Financial Impact:

Adoption of the attached ordinance will require the creation and installation of regulatory signs, curb

painting and striping in the relevant locations. The estimated cost associated with manufacturing and installing the required regulatory signs and striping is \$20,000, which is in the adopted budget for fiscal year 2023-24, Public Works, Road's budget unit 1200-325.

The Road Fund (1200) has a negative balance. This is partially due to the timing of Federal Emergency Management Agency reimbursements to the county, which can take years for the county to receive repayment. The department utilizes other state and local funding, such as Regional Surface Transportation Program funds, for the Humboldt County Road Fund match for reimbursable projects. Despite those additional funding sources, Road Fund projects are underfunded and will very likely have a negative impact on the General Fund if additional revenue sources are not secured.

STAFFING IMPACT:

Narrative Explanation of Staffing Impact:

No staffing is expected to be impacted.

STRATEGIC FRAMEWORK:

This action supports the following areas of your Board's Strategic Framework.

Core Roles: Enforce laws and regulations to protect residents

New Initiatives: Provide community-appropriate levels of service

Strategic Plan: 2.1 - Improve transportation network to be properly-maintained, multi-model and energy efficient (e.g. roads, trails, public transportation and commercial airline)

OTHER AGENCY INVOLVEMENT:

California Highway Patrol

Humboldt County Sheriff Department

ALTERNATIVES TO STAFF RECOMMENDATIONS:

The Board may choose not to adopt the attached ordinance. However, this alternative is not recommended since it would not improve traffic safety in the relevant locations.

ATTACHMENTS:

1. Ordinance
2. Pre-adoption Summary
3. Post-adoption Summary
4. CEQA Notice of Exemption
5. Engineering & Traffic Survey (E&TS) for Yield or Stop Sign - Summit Ridge at Dauber
6. Engineering and Traffic Survey for Speed Zone - Woody Lane
7. Engineering and Traffic Survey for Speed Zone - Central Avenue
8. Residential or Business District Speed Zone - Crane Street
9. Residential or Business District Speed Zone - Forest Drive
10. Residential or Business District Speed Zone - Meyers Avenue
11. Residential or Business District Speed Zone - Higgins Street
12. Residential or Business District Speed Zone - Montgomery Street
13. Residential or Business District Speed Zone - Orchard Lane
14. Residential or Business District Speed Zone - Par Avenue

15. Residential or Business District Speed Zone - Scenic Drive

PREVIOUS ACTION/REFERRAL:

Board Order No.: N/A

Meeting of: N/A

File No.: N/A