



# COUNTY OF HUMBOLDT

## Legislation Text

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File #: 24-700, Version: 1

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**To:** Board of Supervisors

**From:** Public Works

**Agenda Section:** Departmental

**Vote Requirement:** Majority

**SUBJECT:**

Introduction of an Ordinance adding Humboldt County Code Section 431-110 Relating to Parking on Washington Avenue in the McKinleyville Area.

**RECOMMENDATION(S):**

That the Board of Supervisors:

1. Introduce an Ordinance adding Humboldt County Code Section 431-110 relating to parking in the McKinleyville area; of Title IV of the Humboldt County Code by title and waive the first reading (Attachment 1);
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" (Attachment 4);
3. Set the attached ordinance for adoption on June 11, 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 (Attachment 2) 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 (Attachment 3) 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)].

SOURCE OF FUNDING:

Roads Fund (1200325)

DISCUSSION:

**BACKGROUND:**

This ordinance establishes parking restrictions on Washington Avenue (County Road No. A4L925) in the McKinleyville area to allow for the future installation of Class II Bikeway Lanes. The need for bikeway lanes (also called bike lanes) on Washington Avenue was identified in the McKinleyville Multimodal Connections Project, which was funded through a Sustainable Transportation Planning Grant provided by the California Department of Transportation (Caltrans). The County of Humboldt, in collaboration with partner agencies and stakeholders, collaborated to create a plan with concept designs for enhanced walking and bicycling connectivity between McKinleyville and community destinations to south of the Mad River. This project arose from McKinleyville Municipal Advisory Committee public meetings and has strong community support. The study was managed by Public Works. Community outreach and engagement was performed by Redwood Community Action Agency (RCAA). A consulting team led by Mark Thomas and RCAA prepared the final report. The final report was published March 2023 and references to bikeway lane improvements on Washington Avenue are found on pages 29, 33 and 54 (see Attachment 11).

Washington Avenue has undergone a transformation with the construction of the Washington Terrace subdivision. The recent road widening work now allows for the addition of future Class II Bikeway Lanes on the road; except for one pinch point near School Road. This pinch point is due to an existing house being in the way of where road widening improvements need to be constructed. Until such time as the house is removed or is relocated and a public road right of way is acquired, the pinch point will remain. The bikeway lanes have been designed to accommodate this pinch point.

The road is currently developed with two eight-foot-wide parking lanes and two twelve-foot-wide travel lanes. In order to add Class II Bikeway Lanes, ten feet of space is needed. By eliminating one of the eight-foot-wide parking lanes and narrowing both travel lanes from twelve-feet-wide to eleven-feet-wide will free up ten feet of space for the Class II Bikeway Lanes. The future bikeway lanes will be directly adjacent to the travel lanes without a buffer. Parking would need to be removed entirely from both sides of the road in order to accommodate buffered bikeway lanes; causing hardship to residents along the road of not having any on-street parking available. Community outreach, discussed below, indicates a desire to maintain on-street parking.

The Ordinance establishes a no parking zone on the west side of the roadway on Washington Avenue from School Road to 440 feet east of its intersection with the centerline of McKinleyville Avenue. A no parking zone will also be established on the east side of the roadway on Washington Avenue from the centerline intersection of School Road to 150 feet north of its intersection with the centerline of

School Road; and from a point 610 feet east of the centerline of McKinleyville Avenue to its intersection with the centerline of McKinleyville Avenue (see Attachment 5). Before settling on the no parking zones in this ordinance, Public Works presented several options to the community for input (see the Community Outreach section).

This Ordinance establishes the no parking zones necessary for the future Class II Bikeway Lanes. Installing the Class II Bikeway Lanes is a separate project.

## **COMMUNITY OUTREACH:**

Public Works engaged the community multiple times to get feedback on the proposed no parking zones.

### Property Owner Notification No. 1

On Sept. 8, 2023, Public Works mailed letters to twenty-five property owners whose properties fronted the sections that would be affected by these new proposed no parking zones which can be seen in diagram 1 (see Attachment 6). Of the twenty-five fronting properties, six properties were situated in such a way that an alternative to diagram 1, so diagram 2 (see Attachment 7) could be offered to them. Of the nineteen property owners that only received diagram 1 and the six property owners that received both diagram 1 and diagram 2, Public Works received 8 responses; 2 in favor of diagram 1, 1 in favor of diagram 2 and 5 opposed (see Attachment 8).

### Property Owner Notification No. 2

After taking into consideration the property owners' responses as well as additional site observations, Public Works re-evaluated the parking concerns and was able to provide a new proposal for no parking zones. On Oct. 20, 2023, Public Works sent letters with the new map (see Attachment 9) to a total of twenty-seven fronting landowners who would be affected by the revised no parking zone plan. Public Works received 6 responses from the letters that were mailed as well as 2 responses from McKinleyville residents who use the roads that are affected: 4 in favor and 4 opposed (see Attachment 10).

While there is opposition to the proposed parking restrictions, Public Works supports the parking restrictions which will allow for future Class II Bikeway Lanes.

### McKinleyville Municipal Advisory Committee Meeting No. 1

During the Nov. 8, 2023, meeting, current and proposed road improvement projects for McKinleyville were presented by Public Works (see Attachment 12). This included the proposed Class II Bikeway Lanes on Washington Avenue. Information from the McKinleyville Multimodal Transportation Study was presented that favored the road improvement projects (see Attachment 11).

### McKinleyville Municipal Advisory Committee Meeting No. 2

During the Jan. 24, 2024, meeting, Public Works presented information on the Washington Avenue bikeway infrastructure (see Attachment 13). No one at the meeting spoke in opposition to the proposed Class II Bikeway Lanes.

**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 bikeways 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:**

<b>Expenditures (Fund, Budget Unit)</b>	<b>FY24-25 Projected</b>
Budgeted Expenses	\$3,900
<b>Total Expenditures</b>	<b>\$3,900</b>
<b>Funding Sources (1200325)</b>	<b>FY24-25 Projected*</b>
General Fund	\$3,900
<b>Total Funding Sources</b>	<b>\$3,900</b>

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

**Narrative Explanation of Financial Impact:**

Adoption of the attached ordinance will require the installation of signage. The estimated cost associated with the required signage is \$3,900 and is included in the Roads, 1200325, proposed budget for fiscal year 2024-25.

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:**

No staffing is expected to be impacted.

**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: N/A

**OTHER AGENCY INVOLVEMENT:**

California Highway Patrol and Humboldt County Sheriff Department

**ALTERNATIVES TO STAFF RECOMMENDATIONS:**

1. The Board may choose not to adopt the attached ordinance.

**ATTACHMENTS:**

1. Ordinance
2. Pre-adoption Summary
3. Post-adoption Summary
4. CEQA Notice of Exemption
5. Washington Avenue Class II bikeways diagrams
6. Community Outreach-Sample of first letters to property owners receiving only diagram 1.
7. Community Outreach-Sample of first letters to property owners receiving both diagrams.
8. Community Outreach-First letter responses.
9. Community Outreach-Sample of second letters to property owners.
10. Community Outreach-Second letter responses.
11. McKinleyville Multimodal Transportation Study publishment.
12. McKinleyville Municipal Advisory Committee meeting minutes for November 8, 2023.
13. McKinleyville Municipal Advisory Committee meeting minutes for January 24, 2024.

**PREVIOUS ACTION/REFERRAL:**

Board Order No.: N/A

Meeting of: N/A

File No.: N/A