

CIRCULATION ELEMENT

HUNTINGTON BEACH

INTRODUCTION

Huntington Beach is an active, lively community that recognizes its circulation system is something more than just roads and the cars that drive on them. Huntington Beach's multi-modal circulation system includes bikeways, equestrian trails, sidewalks and jogging paths, and waterways, as well as the public transit services that transport people within the City and to more distant destinations. The City is connected to the region by Interstate 405, running southeast to northwest along the City's northern boundary, and by transit services provided by the Orange County Transportation Authority (OCTA).

The Circulation Element is the portion of the General Plan that describes and directs how people, goods, and services move within and through Huntington Beach. The Element describes various modes of transportation and the facilities they use. Through goals, policies, and implementation programs contained in this element, the City directs how the circulation system will be shaped to respond to the needs and desires of the community. These needs and desires include reducing and preventing traffic congestion, providing for pedestrian circulation, and planning for new transit opportunities. Huntington Beach is a dynamic city, and the Circulation Element provides the means for the circulation system to adapt to dynamic conditions.

This element is structured so that the general population may comprehend the context and principles for the circulation plan. The element begins this discussion with a broad description of the legal requirements for a circulation element, which include the purpose and scope. Along with the legal basis, technical aspects are important. Following the section on the purpose and scope of the circulation element, the element describes the tools used to measure traffic flow. This information is meant to aid the reader to understand references to these technical terms found throughout the text. The legal and technical information is followed by paragraphs describing related plans and programs. Descriptions are included because these plans and programs both affect and are affected by Huntington Beach's circulation choices. Finally, the discussion proceeds to the heart of the element's purpose: the circulation plan. The goals, policies, and implementation programs contained in the circulation plan are the tools that the City will use to maintain its dynamic circulation system.

PURPOSE OF THE CIRCULATION ELEMENT

California Government Code Section 65302(b) requires a circulation element in all general plans, as follows:

A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

The purpose of the Huntington Beach Circulation Element is to evaluate the long-term transportation needs of the City and present a comprehensive plan to accommodate those needs. The Circulation Element is the foundation for the City's efforts to manage and minimize traffic congestion, manage safety on roadways, and provide travel alternatives to the automobile, as well as better access to regional travel routes. Accomplishing these objectives requires effective land use planning, roadway monitoring and improvement, transportation system and demand management, regional coordination, and commitment of significant personnel resources. The policies and programs in this Element emphasize a balanced, multi-modal transportation system that responds to the demands of current and planned land uses, as set forth in the Land Use Element.

SCOPE AND CONTENT OF THE CIRCULATION ELEMENT

The Circulation Element is a mandatory component of the General Plan. The City must address major thoroughfares, transportation routes and various means of travel, terminals, and other local public utilities and facilities. Huntington Beach has chosen to address utilities within the Public Facilities and Public Services and the Utilities Elements. All other circulation issues are addressed in this Element, including:

- Regional Mobility
- Roadway Circulation
- Neighborhood Traffic Management
- Public Transportation
- Transportation Demand Management and Air Quality
- Parking
- Pedestrian, Bicycle, Equestrian, and Waterway Facilities
- Scenic Corridors

The Element addresses the physical circulation system consisting of streets, highways, bicycle routes, equestrian facilities, paths, and sidewalks, as well as available modes of transportation, including cars, buses, bicycles, and walking. How effectively goods and people move about in a community is one of the most pervasive issues a locality must address, as it affects land use, economic vitality, urban design, energy consumption, air quality, and ultimately, the City's infrastructure. Circulation decisions cannot be addressed solely at the local level, however; they must be coordinated with regional, State, and federal agencies, as well as with neighboring communities.

State planning law requires that the Circulation Element be consistent with other General Plan elements. As circulation affects such a wide range of issues, consistency with other elements is especially important. The elements most closely linked with the Circulation Element are Land Use and Noise. The development potential of vacant or underutilized properties throughout the City identified in the Land Use Element is the major factor in developing the future traffic volumes used to evaluate roadway adequacy in the Circulation Element. The transportation policies found in the Circulation Element are also directly linked to the programs and policies developed in the Noise Element. Transportation facilities are largely responsible for excessive noise levels in certain locations in the community. Projected noise distributions, depicted as noise contours in the Noise Element, are corollary to the Circulation Plan. Policies and plans contained in the Noise Element are largely based on the Circulation Element and are aimed at minimizing the effects of transportation noise on current and planned land uses.

Other elements, such as the Growth Management, Urban Design, and Air Quality Elements, are also related. The Growth Management Element takes into account the growth-inducing effects of roadway improvements, while the Urban Design Element works in tandem with the Circulation Element to shape how properties are developed within and near scenic corridors. The Air Quality Element presents policies and programs to reduce air pollution associated with vehicle trips.

MEASURING TRAFFIC FLOW

Roadway networks must be regularly evaluated to ensure they are moving vehicles efficiently and maintaining adequate capacity to support future growth. This element uses specific approaches to measure and describe traffic flow and roadway capacity. They involve a policy component with respect to desirable level of service (LOS) and a technical component that outlines the criteria involved.

VOLUME-TO-CAPACITY RATIO

The volume-to-capacity (V/C) measure consists of a ratio between how many vehicles travel on a roadway (volume) and the number of vehicles the roadway can carry (capacity). V/C ratios are calculated based on current or future traffic volumes and capacity values for various types of roadway facilities. Volume is established either by a traffic count (in the case of current volumes) or by a forecast for a future condition. Capacity refers to the vehicle-carrying ability of a roadway and is a critical component of roadway design. The higher the V/C ratio (approaching or above 1.00), the more congested the roadway becomes. For example, a roadway that carries 1,000 vehicles per hour but has the capacity to accommodate 2,000 vehicles per hour at free flow speed has a V/C of 0.50, which drivers would experience as “free-flowing”, with only minor delays.

The V/C measure used for traffic performance is intersection capacity utilization (ICU). This measure is applied using peak-hour volumes and the geometric configuration of traffic signal controlled intersections. The ICU sums the V/C ratios for the critical movements of an intersection, and thus accounts for the overall performance of intersections, which are typically the most critical limitations – or the control valves – within a roadway system.

LEVEL OF SERVICE

Level of service (LOS) is a tool used to describe the operating characteristics of the street system in terms of the level of congestion or delay experienced by vehicles. Service levels range from A through F, with each level defined by a range of V/C ratios, as shown in Table CE-1. Levels of service A, B, and C are considered good operating conditions, with only minor delays being experienced by motorists. Level of service D represents operating conditions where drivers occasionally have to wait through more than one signal cycle to proceed through the intersection. Level of service E is considered a near-capacity condition, and level of service F represents an oversaturated condition with long delays. The LOS designations are based upon ICU values calculated for intersections.

TABLE CE-1

Peak Hour Level of Service Descriptions for Intersections

LOS	Description	V/C or ICU
A	Low volumes; high speeds, speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00 – 0.60
B	Operating speeds beginning to be affected by other traffic; between one and 10 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.61 – 0.70
C ⁺	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standards.	0.71 – 0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycle have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 – 0.90

TABLE CE-1
Peak Hour Level of Service Descriptions for Intersections

LOS	Description	V/C or ICU
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.91 – 1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at level of service "E."	Above 1.00
Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council		

RELATED PROGRAMS AND GOVERNMENTAL ENTITIES

Local circulation issues must be coordinated with regional, State, and federal agencies, as well as with neighboring communities. The City has identified the following agencies as important partners. Many of these agencies' plans and programs have similar goals or address the same facilities as this circulation element.

STATE

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for design standards and all operations on State highways traversing Huntington Beach, including I-405, Beach Boulevard (SR-39), and Pacific Coast Highway (SR-1). For each of these highways, Caltrans prepares a *Transportation Concept Report* (TCR) that identifies current and projected operating conditions on the facility, establishes a 20-year planning concept, identifies facility deficiencies in relation to the concept, and identifies broad and flexible options to achieve the 20-year concept. As part of the Scenic Corridor Plan, the City must coordinate with Caltrans for landscaping and maintenance of these roadways.

Multimodal Transportation System Policy

In past few years, legislation has been introduced regarding Complete Streets. This requires local jurisdictions to plan for multimodal strategies in their circulation elements. The multimodal network must identify how all roadway users (motorists, pedestrians, bicyclists, and transit riders, of all ages and abilities) will be accommodated.

The City has made multimodal transportation a priority in this Circulation Element, and addresses the needs of all users in the Circulation Plan. It has identified requirements for trip reductions, transit enhancements, pedestrian, bicycle and equestrian improvements, and impact and development fees. Implemented together, these will result in streets that serve all roadway users, and will thereby satisfy the legislative requirements regarding Complete Streets.

REGIONAL

Southern California Association of Governments *Regional Comprehensive Plan and Regional Transportation Plan*

In 1995, the Southern California Association of Governments (SCAG) prepared a *Regional Comprehensive Plan* (RCP) to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RCP was updated in 2008 based upon the SCAG's 2000 *Compass Blueprint Growth Vision*, which calls for modest changes to current land use and transportation trends on only two percent of the land area of the region. A key component of the RCP is the *Regional Transportation Plan* (RTP). The RTP sets broad goals for the region and provides strategies to reduce problems associated with congestion and mobility. In recognition of the close relationship between traffic and air quality issues, the assumptions, goals, and programs contained in the RTP parallel those used to prepare the Air Quality Management Plan. The RTP was updated in 2012 to implement transportation provisions of the RCP with a strong commitment to reduce emissions to comply with SB 375.

South Coast Air Quality Management District *Air Quality Management Plan*

Huntington Beach is located in the South Coast Air Basin, which is a non-attainment area with regard to air quality (a geographic area that does not meet State or federal standards for a given air pollutant). The federal Clean Air Act requires the preparation of plans to improve air quality in non-attainment areas. Implementing the Clean Air Act, the South Coast Air Quality Management District (SCAQMD) has developed an *Air Quality Management Plan* (AQMP), which mandates a variety of measures to reduce traffic congestion and improve air quality. SCAQMD is also working with local jurisdictions to develop measures to reduce greenhouse gas emissions associated with climate change.

COUNTY

Orange County Transportation Authority *Long Range Transportation Plan*

The *Long Range Transportation Plan* (LRTP) was adopted in 2010 as a blueprint for Orange County's transportation future through 2035 for all transportation modes, including freeways, roadways, buses, and rail transit. The LRTP is the vehicle by which the OCTA plans for the County's transportation, in response to changing trends in population and workforce, where residents live, how they commute, the dollars available to carry out transportation solutions, environmental priorities, and the policies and programs that foster mobility. The LRTP incorporates Measure M, the Orange County Master Plan of Arterial Highways (MPAH), Orange County Congestion Management Program (CMP), and the Orange County Commuter Bikeways Strategic Plan.

Measure M

In 1990, Orange County voters approved Measure M, authorizing a half-cent retail sales tax increase for a period of 20 years effective April 1, 1991. A portion of revenue generated by Measure M is returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects. To qualify for this revenue, each jurisdiction must comply with the Countywide Traffic Improvement and Growth Management Program. Specifically, to receive an allocation of Measure M funds, Huntington Beach must submit a statement of compliance with the growth management components of the program. Requirements include the adoption of a traffic circulation plan consistent with the County Master Plan of Arterial Highways (MPAH), adoption of a Growth Management Element within the General Plan, adoption and adequate

funding of a local transportation fee program, and adoption of a seven-year capital improvement program that includes all transportation projects funded either partially or fully by Measure M funds.

The current Measure M expired in 2011, and a November 2006 ballot measure renewed the program (now known as M2) through 2041. M2 extends the requirements of Measure M, without increasing sales taxes, to fund freeway, street, transit, and environmental projects identified in a Transportation Investment Plan considered by voters in tandem with the renewal measure. The M2 renewal does not specify compliance with or adoption of a Growth Management Plan. Key M2 projects benefiting Huntington Beach include widening of freeway lanes and improvements to interchanges and overcrossings of I-405, transit extensions to Metrolink, and numerous roadway and intersection improvements.

Orange County Master Plan of Arterial Highways

The MPAH identifies the intended future roadway system for the County and is administered by the OCTA. Huntington Beach's Circulation Element must be consistent with the MPAH in order to participate in any County roadway funding programs, such as Measure M.

Orange County Congestion Management Program

In June 1990, passage of the Proposition 111 gas tax increase required urbanized areas such as Orange County to adopt a Congestion Management Program (CMP), with the goal of reducing traffic congestion and facilitating coordination of local land use planning and regional transportation improvement decisions. The Orange County CMP is a composite of data collected by local jurisdictions according to guidelines established by OCTA. The data are compiled by OCTA and submitted to SCAG to determine regional consistency. Through the CMP, eligible transportation projects may be proposed to compete for State gas tax funds.

Orange County Commuter Bikeways Strategic Plan

The Commuter Bikeways Strategic Plan, administered by OCTA, is a regional planning document that identifies existing and proposed bikeways in Orange County. This comprehensive inventory of County bikeways was achieved through the cooperation of cities and the County to identify priority corridors for new bikeways. OCTA's bikeway classification system is employed by Huntington Beach. The City's bikeway plan is linked to regional County bikeways.

CITY OF HUNTINGTON BEACH

Five-Year Capital Improvement Program

The City's Capital Improvement Program (CIP) is the main planning tool used by the City to coordinate financing and scheduling for major projects, including transportation improvements, to be undertaken by the City. Not all projects included in the 5-year CIP have budget approval. However, the City has an annual CIP that is funded. The CIP is developed to address elements contained in the City's General Plan, as well as City Council adopted planning documents and master plans. Projects within the CIP correspond to the goals of the City's Strategic Plan in the areas of Public Safety, Infrastructure and Transportation, Community Livability, and Environment and Natural Resources. The CIP is prepared in conjunction with the budget process and is revised annually to meet changing needs, priorities, and financial conditions.

Transportation Demand Management Ordinance

The City's Transportation Demand Management (TDM) Ordinance was established to help mitigate potential impacts of development projects on mobility, congestion, and air quality, as well as to promote TDM strategies. The City uses the TDM ordinance to encourage changes in individual travel behavior. Certain TDM activities are made mandatory by the ordinance. In particular, employers with 100 or more employees are required to support alternative forms of transportation by providing appropriate facilities, including showers and lockers, parking for vanpools, bicycle parking, and passenger loading areas.

Arterial Street Landscape Development and Maintenance Status Report (1989)

This report is the guiding document for medians and street landscaping in Huntington Beach. It contains plans for median and roadside landscape development, maintenance, and cost reports. The plan contains maps of landscaped arterials and irrigation status. The City uses policy in the Circulation Element to reinforce the importance of landscaping and maintenance along scenic and landscape corridors.

Circulation Element Technical Administrative Reports

The Circulation Element Technical Administrative Reports (TARs) address a variety of circulation- and traffic-related topics, providing information such as traffic counts and forecasts for roadway links and intersections. Information included in the TARs will change as part of regular updates so that various standards – including emergency response times or LOS for intersections – remain in compliance with this Element.



The Arterial Street Landscape Development and Maintenance Status Report contains maps showing where new median landscaping will be placed.

CIRCULATION PLAN

Huntington Beach's circulation network consists of roadways, transit services, multi-use trails, waterways, bikeways, and air traffic from the various heliports in the City. Other facilities such as park-and-ride lots, transit shelters, bicycle racks and lockers, and public and private parking facilities support these methods of travel. Similarly, the overall circulation system supports the movement of goods and services via the various components of that system.

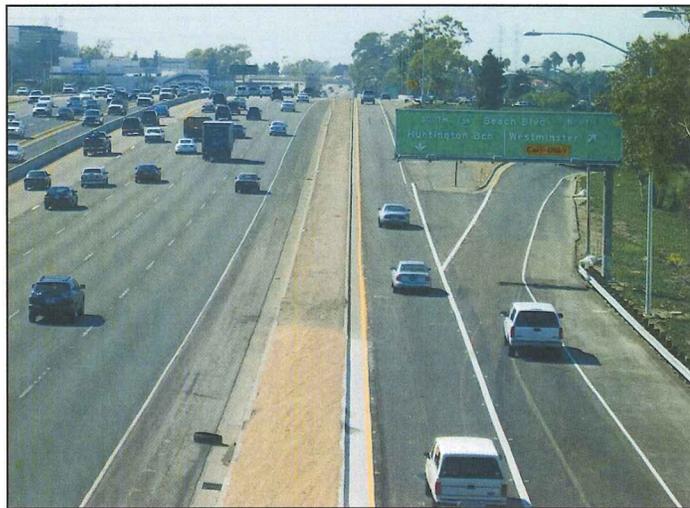
REGIONAL MOBILITY

Orange County has seen rapid growth since the 1990s, and is projected to have continued growth well into the second decade of this century. Countywide demographic projections point toward a 24 percent growth in population between 2005 and 2030 and a 35 percent increase in employment. Regional transportation strategies are needed to successfully implement City and County plans accommodating future growth. These strategies must link Huntington Beach to other regional employment and commercial centers, as well as airports and transportation hubs, and should prominently feature alternative modes of travel to the automobile.

Currently, regional and inter-regional roadway access is provided by a system of freeways and arterials. The San Diego Freeway (I-405) is the major north-south freeway, traversing the northeastern portion of the City. Pacific Coast Highway (SR-1) extends parallel to the coast on the western portion of the City. Pacific Coast Highway provides regional access to the City of Newport Beach to the south and the City of Seal Beach to the north and beyond.

The Orange County Transportation Authority (OCTA) provides local transit service and regional transit connections between the City and other areas of the County and region. OCTA provides a variety of transit services including bus service, passenger service, passenger rail and mobility services for those with special needs. OCTA continues to develop new transit alternatives to improve regional mobility.

Regional transportation plans and programs being reviewed include regional and local transit, bicycle routes, and improved accessibility for Huntington Beach to and from points east of the Santa Ana River. Resolving these regional issues will require coordination between Huntington Beach, the County, and neighboring jurisdictions.



Interstate 405 provides regional access to coastal cities in both Orange and Los Angeles Counties.

THE LOCAL ROAD SYSTEM

Roadways in Huntington Beach are generally laid out on a north-south trending grid system. The grid system becomes slightly modified in the downtown area, where roadways trend northeast-southwest, and in the Huntington Harbour and Sunset Beach areas. As shown later in the Arterial Highway Plan, the local roadway system is organized in a hierarchical fashion, based on the grid system. However, due to natural barriers such as the Bolsa Chica wetlands, the Santa Ana River, the Pacific Ocean, and the Seal Beach Naval Weapons Station, the grid system becomes discontinuous. This results in circuitous and somewhat limited access to certain locations, such as access to Pacific Coast Highway from the north central portion of the City, or access across the Santa Ana River from the southeastern portion of the City.

Roadway Types

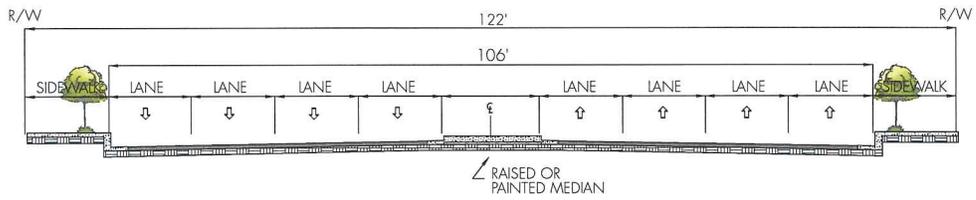
The local street system is comprised of various-sized roadways that allow for mobility from point-to-point and access to properties. Roads generally emphasize either mobility or access. In Huntington Beach, roadways are classified as follows:

- Freeway
- Smart Street Arterial
- Principal Arterial
- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector Arterial
- Local Street
- Private Street
- Alley

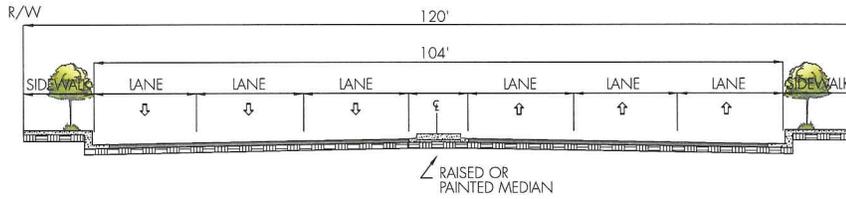
Any street or alley not classified as a collector, secondary, primary, major, principal, smart street, or freeway is classified as a local street. Some roadway types have a standard cross-section for use in selected areas. The standard roadway classifications and key mobility and access characteristics of each are described in the following paragraphs. Typical non-intersection cross-sections are illustrated in Figure CE-1. Additional rights-of-way (beyond the standard width) may be required at higher volume intersections and to provide for safe turning movements.



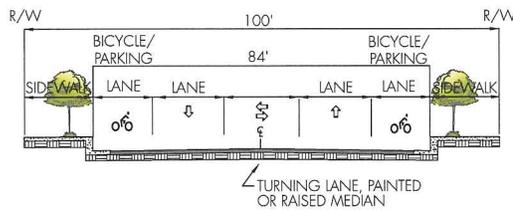
Beach Boulevard (SR-39) begins at Pacific Coast Highway and extends north through the cities of Huntington Beach, Westminster, Garden Grove, Buena Park, and Anaheim



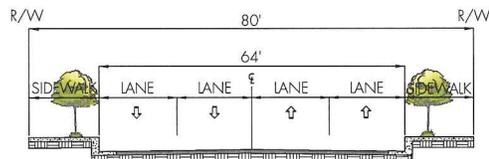
SMART STREET ARTERIAL



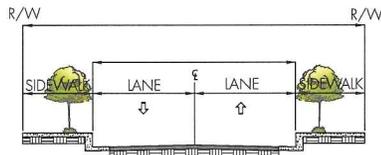
MAJOR ARTERIAL



PRIMARY ARTERIAL (DIVIDED)



SECONDARY ARTERIAL (UNDIVIDED)



COLLECTOR STREET (UNDIVIDED)

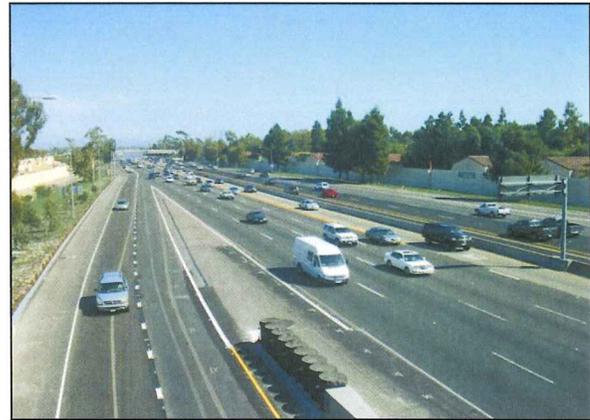
This figure identifies pavement and right-of-way width, presence or absence of median, and number of travel lanes for each roadway type. Additional detail regarding roadway dimensions may be found in the Technical Administrative Report and the City's Standard Plans and Specifications.

TYPICAL ROADWAY CROSS-SECTIONS

FIGURE CE-1

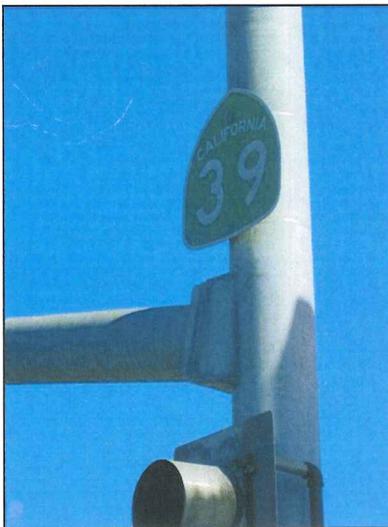
Freeways

Freeways are limited access, high-speed, divided travelways of six lanes or more. Access is provided at strategically spaced, grade-separated on- and off-ramps. Interstate 405 provides regional freeway access at a number of interchanges in or adjacent to the City. Freeway design standards are dictated by Caltrans, District 12. Any interchange improvements must be coordinated with and approved by Caltrans.



The only freeway within the City of Huntington Beach is Interstate 405

Smart Street Arterials



Beach Boulevard was the first project in the Smart Street program to be implemented.

Smart Street Arterials are six- to eight-lane roadways with enhanced capacity compared to a standard arterial street. Smart Streets are designated by OCTA as important regional routes and improved with Measure M funds to increase traffic capacity and flow through such techniques as signal synchronization, bus turnouts, intersection improvements, driveway consolidation, and prohibition of on-street parking.

Traffic-carrying capacities of Smart Streets can range from 60,000 to 79,000 vehicles per day, depending on the number of lanes, degree of access control, peak-period loading, and configurations of major intersections.

Beach Boulevard is designated as a Smart Street Arterial within the City. Beach Boulevard (SR-39), along with Pacific Coast Highway (SR-1) are under Caltrans' jurisdiction.

Principal Arterials

Principal Arterials act as main thoroughfares and provide access to major activity centers and the regional freeway system. Principal Arterials are typically eight-lane roadways featuring raised or striped medians. Desirable minimum spacing for street intersections along a Principal Arterial is approximately one-quarter mile. Unsignalized minor street and driveway access may be allowed, but signalized access is preferred and left-turn restrictions are typically planned at unsignalized access locations.

Curbside parking is prohibited. Traffic carrying capacities of 65,000± vehicles per day can be achieved depending on the degree of access control, peak-period loadings, and lane configurations at major intersections.

While the City does not currently have any Principal Arterials, this classification is part of the County Master Plan of Arterial Highways (see discussion on page III-CE-16), and could be used for later reclassifications if

appropriate. Principal arterials can be designated as Smart Streets with the appropriate capacity enhancements, as the two classifications are not mutually exclusive.

Major Arterials

Major Arterials provide high-capacity roadways. Major Arterials are six-lane roadways with painted or raised landscaped medians. Left-turn restrictions at minor unsignalized driveways enhance vehicle flow.

Curbside parking is usually not appropriate along some of the more heavily traveled Major Arterial street segments within the City. Maximum service volumes of 50,000± vehicles per day can be achieved, depending on the degree of access control, intersection operations, and peak-period loadings.

Major arterials can be designated as Smart Streets with the appropriate capacity enhancements. Hence, these two classifications are not mutually exclusive.

Primary Arterials

Primary Arterials are four-lane divided roadways carrying local and regional commute traffic. Unsignalized minor street and driveway access may be allowed, but signalized access is preferred and left-turn restrictions are typically planned at unsignalized access locations.

Curbside parking is prohibited. Maximum service volumes of 35,000± vehicles per day can be achieved depending on the degree of access control, peak-period loadings, and lane configurations at the major intersections.

Secondary Arterials

Secondary Arterials are four-lane roadways without medians. Direct access from private residential properties to Secondary Arterials should be avoided where possible unless medians can be provided at such access points.

While Secondary Arterials have curbside parking, localized circumstances could warrant parking restrictions, such as prohibiting parking near intersections where left-turn lane striping is provided. In some locations, Secondary Arterials may include a limited median or be re-striped to provide a left-turn pocket. Maximum service volumes of 25,000± vehicles per day can be achieved depending on the degree of access allowed, intersection operations, and peak-period traffic loadings.

Collector Arterials

Collector Arterials provide access to local streets from the arterial roadway network. Collectors are typically two-lane roadways that sometimes feature painted medians for left-turn movements.

Collectors allow curbside parking. Parking should be restricted near intersection approaches where a separate right-turn lane is provided. Maximum service volumes of 12,500± vehicles per day can be achieved depending on the degree of access control and peak-period traffic loadings.

Augmented Roadways

The “Augmented” qualifier for arterial street classifications provides flexibility for customizing sections of roadway while retaining the basic qualities of the classification such as the minimum number of lanes. Whether for aesthetic or capacity reasons, the intent is to allow these arterials to be compatible with their

localized settings, providing a context-sensitive approach to the actual design parameters. Examples include the type and size of medians, the size and use of parkways, and in some cases, auxiliary lanes to facilitate local access.

Local Streets

Local streets are two-lane roadways without medians. Centerline striping is typically not provided, and curbside parking is allowed. Traffic carrying capacity is physically similar to a Collector; however, the qualitative limit of acceptable traffic volumes in a residential environment is lower (less than 5,000 vehicles per day). Local streets are not shown on the Arterial Highway Plan.

Table CE-2 summarizes the function, typical width, access constraints, and maximum volumes for each roadway type.

TABLE CE-2
Roadway Characteristics by Type

Standard Roadway Class	Mobility and Access Characteristics	Minimum width (ROW/ Pavement)	Typical Number of Lanes	Maximum Two-Way Daily Traffic Volume (at LOS E)
Smart Street Arterial	High-capacity arterial roadways featuring enhanced traffic signal synchronization, bus bays, intersection improvements, and additional travel lanes. Direct access to adjacent properties is discouraged, except at signalized intersections.	Variable ROW (120'-144')	6 to 8 lanes with raised or painted median and additional turn lanes at intersections	79,000
Principal Arterial	Main thoroughfares providing access to major activity centers and the regional freeway system. Direct access to adjacent properties is discouraged, except at signalized intersections.	120'/104'	8 lanes with raised or painted median and additional turn lanes at intersections	65,000
Major Arterial	Major Arterials complement the principal system by providing a medium-capacity backbone system. Only limited access is provided, typically to commercial properties and not to residential properties.	120'/104'	6 lanes with raised or painted median and additional turn lanes at intersections	50,000
Primary Arterial	Roadways intended to carry traffic between local streets and Principal or Major Arterials. They are similar to Major Arterials, with only limited access to adjacent properties.	100'/84'	4 lanes divided, with turn lanes as needed	35,000
Secondary Arterial	Roadways intended to carry traffic between Local streets and Principal or Major Arterials. They are similar to Major Arterials, with only limited access to adjacent properties.	80'/64'	4 lanes undivided, with turn lanes as needed	25,000
Collector Arterial	Roadways providing property access and linking properties to Secondary, Major, and Principal Arterials.	Varies	2 lanes undivided	12,500

Beach and Edinger Corridors Specific Plan (BECSP)

The sections of Beach Boulevard and Edinger Avenue that fall within the BECSP area have cross-sections that are unique to the Specific Plan and which allow for deviation from the standard cross-sections described above.

Arterial Highway Plan

Circulation Element goals, policies, and objectives emphasize the need to provide a circulation system capable of serving current and future local and regional traffic. The planning horizon for the roadway system is 2030. The City's Arterial Highway Plan is illustrated in Figure CE-2, and has been developed to accommodate anticipated volumes in 2030. The plan depicted is the required initial plan that must be consistent with the current OCTA MPAH. Several amendments to the MPAH and, subsequently, the Arterial Highway Plan are recommended to be pursued. The recommended amendments to the current MPAH are depicted in Figure CE-3. Coordination with OCTA to pursue the MPAH amendments is required before any changes can be made to the City's adopted plan. Each amendment will be evaluated in cooperation with OCTA and other affected agencies prior to a final decision regarding amendment of the MPAH. As MPAH amendments are approved by OCTA, administrative amendments to the Arterial Highway Plan will be made when consistent with the recommendations identified in Figure CE-3.

Principal and Secondary Intersections

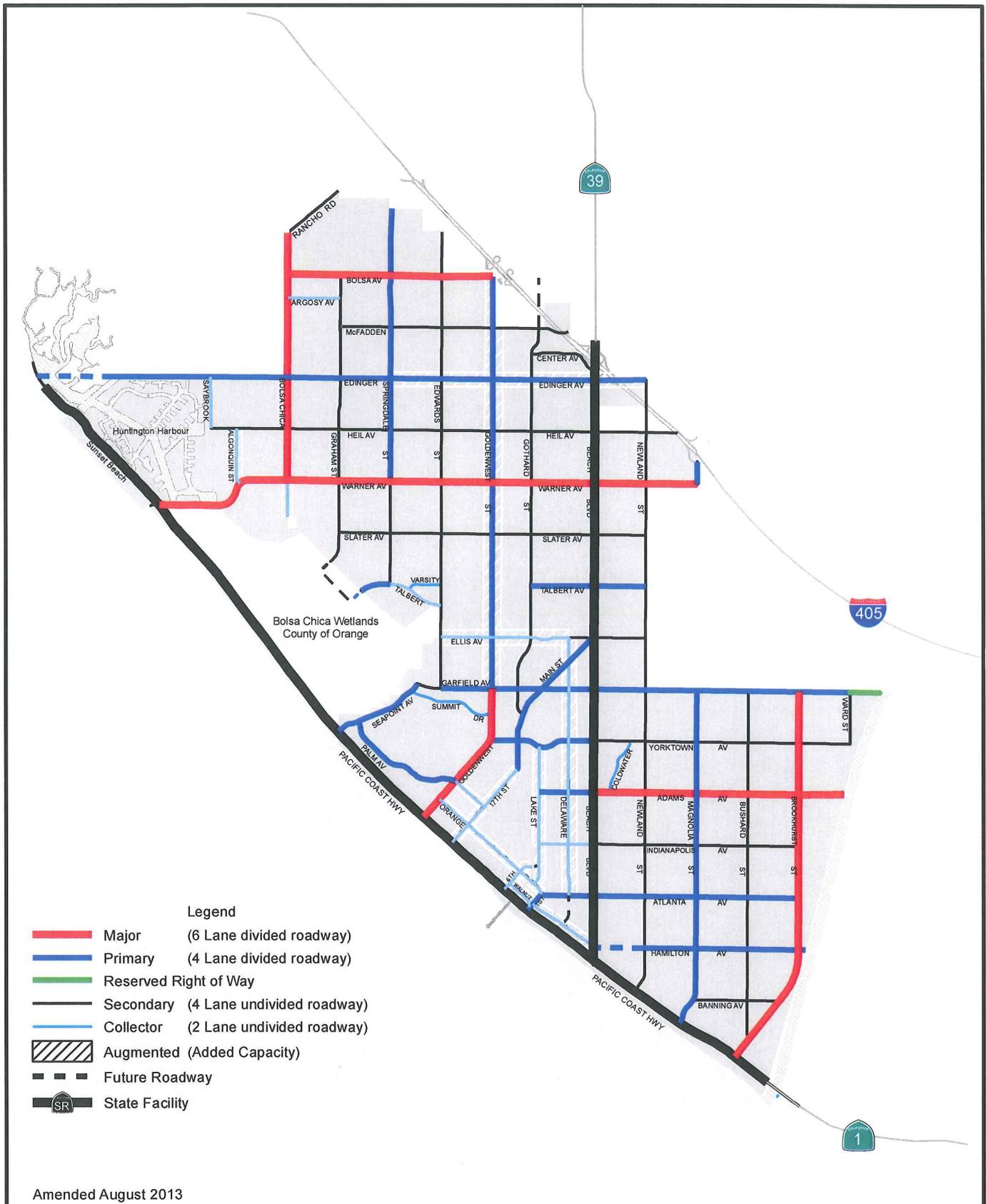
As a result of the way Huntington Beach's road network has been developed, many trips funnel through a few key intersections. If these intersections fail to operate at adopted performance standards, this failure seriously impacts the overall effectiveness of the entire roadway system. Such locations are defined as "Principal Intersections." Also defined here are "Secondary Intersections," which have a similar but lesser role in achieving overall system performance. These intersections are critical to the function of the entire network, and are regularly monitored and given priority for roadway improvements.

Principal and Secondary intersections are identified in the Technical Administrative Report and are amended based on annual review and reporting of conditions. Action involved in changing intersection designations (Principal to Secondary or Secondary to Principal) involves administrative review and approval by the Planning Commission. A General Plan Amendment is not required for such changes.

The standard right-of-way and roadway widths specified in Table CE-2 will vary on approaches to intersections to accommodate needed intersection improvements, such as auxiliary turn lanes and/or dual-left turn lanes. Parking will typically be restricted on approaches to Principal and Secondary intersections to ensure adequate space to develop such improvements.

Critical Intersections

One further intersection definition is "Critical Intersection," which is recommended for isolated cases where the long-range LOS is projected to be worse than the desired threshold and no feasible improvements are identified (see discussion on LOS below). The intent is that such locations be monitored over time.



- Legend
- Major (6 Lane divided roadway)
 - Primary (4 Lane divided roadway)
 - Reserved Right of Way
 - Secondary (4 Lane undivided roadway)
 - Collector (2 Lane undivided roadway)
 - / / / / Augmented (Added Capacity)
 - Future Roadway
 - SR State Facility

Amended August 2013

ARTERIAL HIGHWAY PLAN

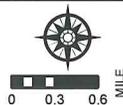
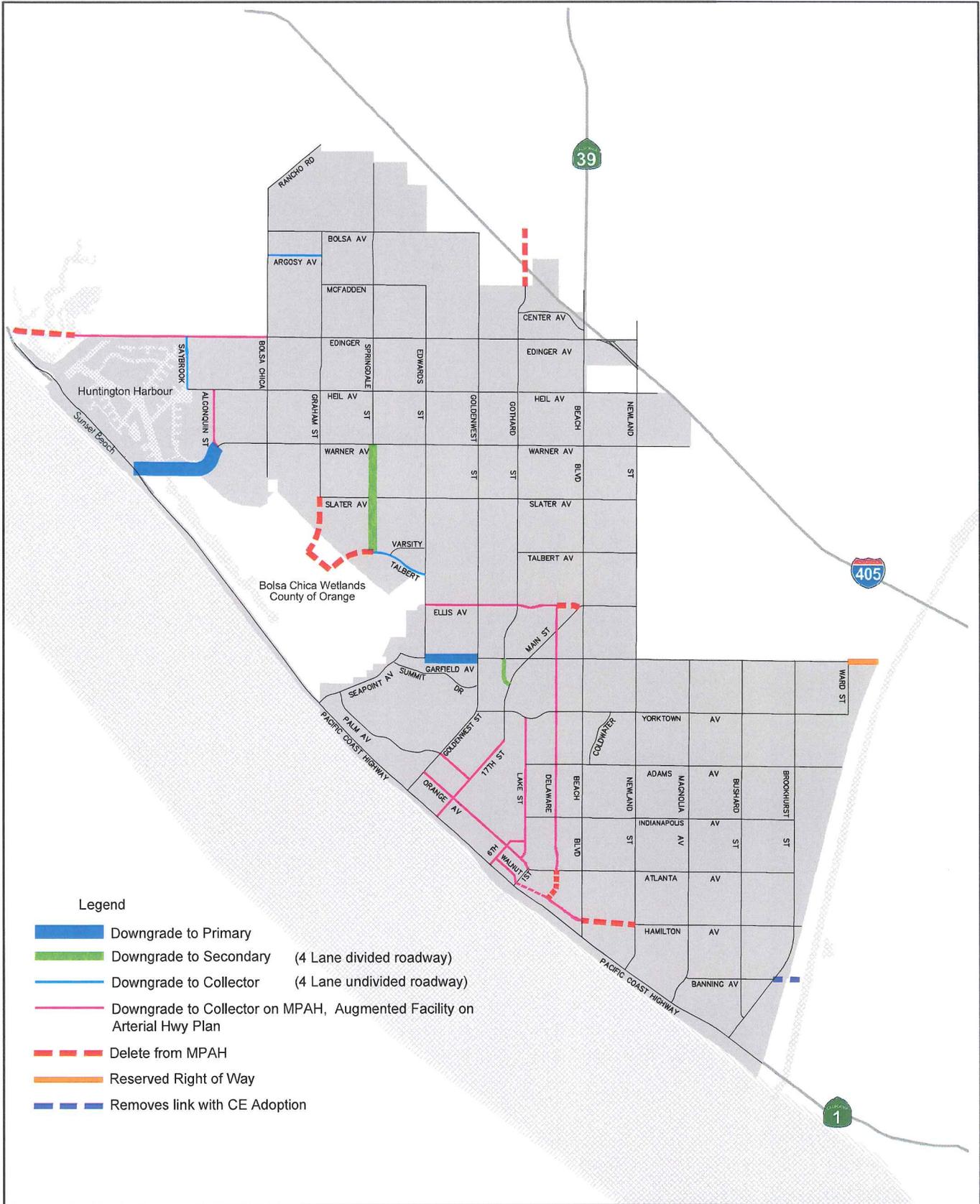


FIGURE CE-2

Source: Austin-Foust Associates, 2008

City of Huntington Beach General Plan



Legend

- Downgrade to Primary
- Downgrade to Secondary (4 Lane divided roadway)
- Downgrade to Collector (4 Lane undivided roadway)
- Downgrade to Collector on MPAH, Augmented Facility on Arterial Hwy Plan
- Delete from MPAH
- Reserved Right of Way
- Removes link with CE Adoption

PROPOSED MPAH AMENDMENTS

Source: Austin-Foust Associates, 2008

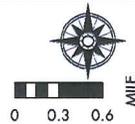


FIGURE CE-3

City of Huntington Beach General Plan

Performance Criteria

Performance standards for intersections involve a policy component, the desired LOS, and a technical component that involves the assumptions and procedures used to determine the LOS. The LOS standards are set by the City of Huntington Beach (Policy 2.1, Objective 2.1), except in the case of Orange County CMP intersections. The lowest acceptable performance standard for CMP intersections is LOS E. Seven CMP intersections are located in Huntington Beach:

- Beach Boulevard at Adams Avenue
- Beach Boulevard at Edinger Avenue
- Beach Boulevard at Pacific Coast Highway
- Beach Boulevard at Warner Avenue
- Bolsa Chica Street at Bolsa Avenue
- Bolsa Chica Street at Warner Avenue
- Pacific Coast Highway at Warner Avenue

Evaluation of volumes, capacities, and levels of service on the City street system are based on peak-hour intersection data since intersections are the primary limiting factor affecting traffic flow on City streets. The LOS standards as established by Objective 2.1 in the Goals, Policies and Objectives are as follows:

Critical Intersections LOS "E"

Principal Intersections LOS "D"

Secondary Intersections LOS "C"

Included in the Principal Intersections are the CMP intersections listed above, and hence City policy is to achieve LOS "D" for these CMP intersections, a higher standard than the CMP LOS "E" requirement.

The technical procedures used to determine LOS are based on the ICU methodology described earlier. Parameters and criteria used in such calculations can be found in the Principal and Secondary Intersections TAR.



Public transportation in Huntington Beach mainly consists of bus service operated by the Orange County Transportation Authority.

the CIP and Technical Administrative Report on an annual basis to reflect current needs, priorities, and financial conditions. New development project mitigation will also be used to address necessary improvements.

Relationship to Land Use

Planned land uses within Huntington Beach through the year 2030 influence future traffic volumes and highway capacity needs. Baseline (year 2005) daily trip generation within the City was around 1,444,000 trips per day, and 297,000 additional trips (an increase of about 20 percent) are anticipated by 2030. The Arterial Highway Plan is designed to accommodate this increase, but will require major improvements ranging from new roadway construction, improved transit service, and enforcement of the transportation demand management program.

Relationship to County Master Plan of Arterial Highways

The City's Arterial Highway Plan (Figure CE-2) is consistent with the minimum roadway requirements set forth in the County Master Plan of Arterial Highways (MPAH). Over time, streets not currently built to MPAH standards will either be improved accordingly or appropriate MPAH Amendments will be processed as part of the cooperative MPAH amendment process with OCTA.

NEIGHBORHOOD TRAFFIC MANAGEMENT

As vehicle traffic in the City and region increases, commuters and locals may look for less-crowded streets for quicker drive times. Drivers may choose to leave congested arterials in favor of local streets, impacting generally quiet residential streets. In busy commercial areas, employees and visitors may find it easier or less expensive to park in an adjoining neighborhood. Resulting increases in traffic, speeding on local streets, and inadequate parking can disrupt residential neighborhood activities.

Preserving the character and safety of neighborhoods is important to the City. Policies aimed at protecting neighborhoods from the negative effects of cut-through traffic and inappropriate parking include residential parking permits, site planning, and traffic-calming measures. Traffic-calming techniques are used to direct traffic elsewhere and slow traffic within neighborhoods. Specific traffic-calming measures are identified in a TAR prepared in tandem with this Circulation Element, and will be updated on an ongoing basis.

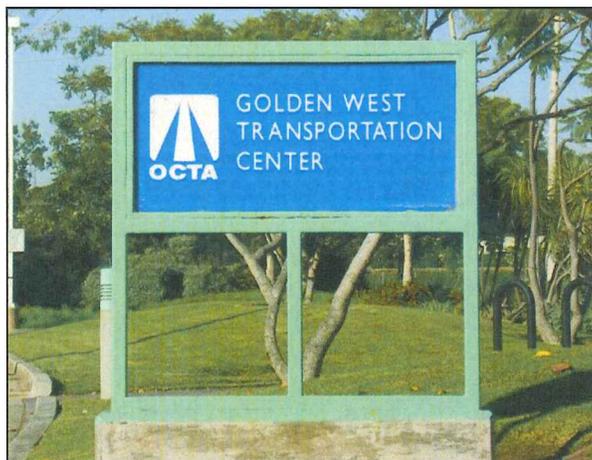
PUBLIC TRANSPORTATION

Most of the regional connections from Huntington Beach to locations outside the City are made by personal automobiles. However, many riders use the public transportation system.

Fixed-route and demand-responsive services meet these needs. Fixed-route services are transit lines that operate on regular schedules along a set route. Demand responsive services have defined service areas but do not operate on fixed routes or schedules.

In 2012, OCTA operated 17 routes through the City (see Figure CE-4). The number of lines and routes are adjusted as needed in response to ridership patterns. OCTA and the City both operate demand response services. OCTA operates the ACCESS program. The City, with the aid of OCTA, operates the Senior Services Mobility Program.

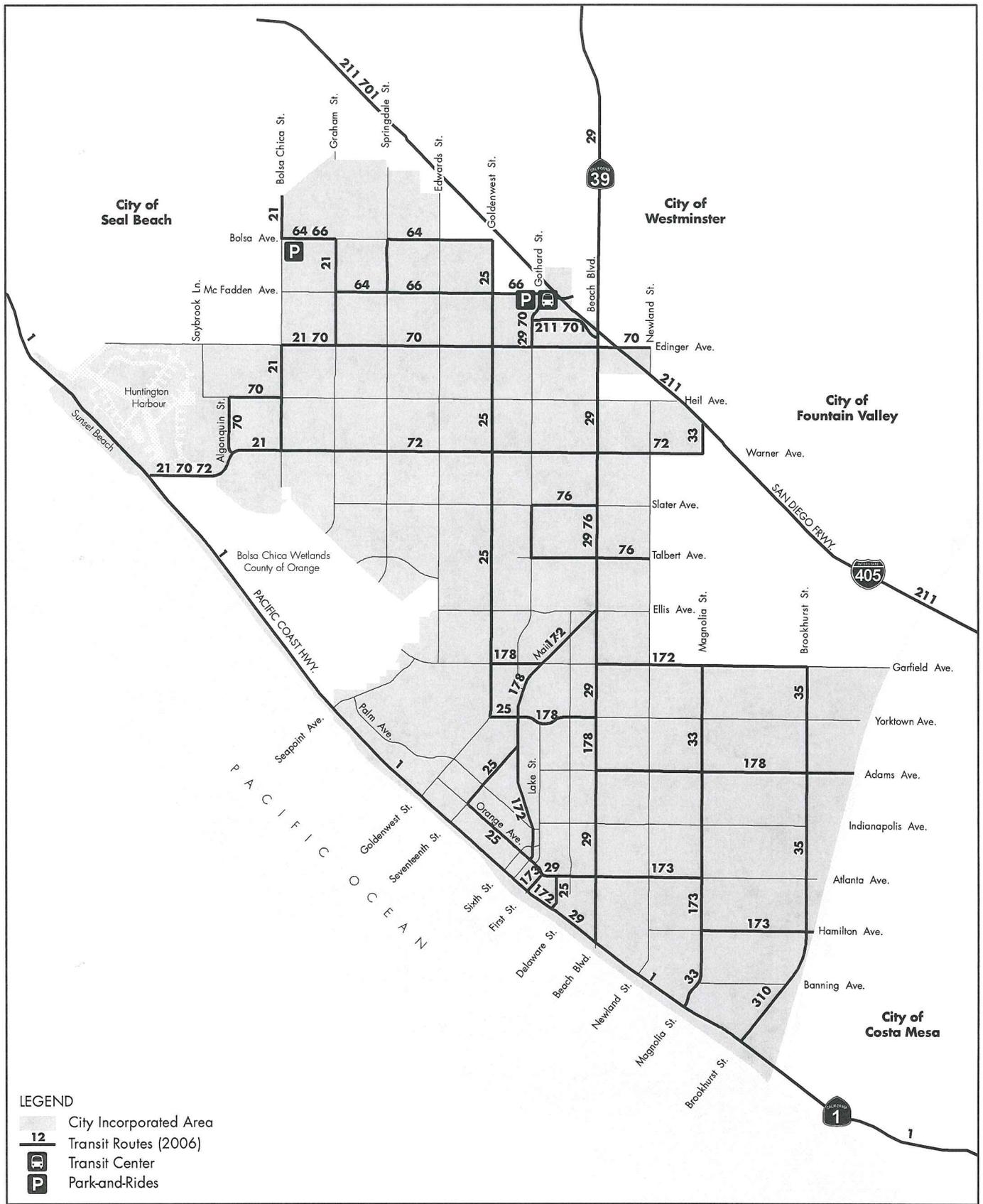
Two park-and-ride facilities allow commuters to park their personal vehicles at one location and utilize carpools, vanpools, or commuter bus service. Park-and-ride facilities include the Goldenwest Transportation Center at Gothard Street and Center Avenue and a large lot at the Boeing Corporation campus at Bolsa Avenue and Bolsa Chica Street.



The Golden West Transportation Center is one of two park-and-ride facilities located in Huntington Beach.

Future Plans

The Union Pacific Railroad right-of-way runs east of Gothard Street and extends from the northern City limits to its endpoint just north of Garfield Avenue. Approximately three trains per week use the active portion of the rail line north of Ellis Avenue. The City has designated the abandoned portion of the rail corridor south of Ellis Avenue for a future transportation corridor use. Future development of all or portions of the corridor, including the existing active rail section, for transportation purposes may be pursued by the City in the future. Potential uses include development of a bicycle or multi-purpose trail or to function as an exclusive transit corridor. These options may be limited in some areas where portions of the corridor are no longer available for public use.



TRANSIT ROUTES (2012)

Source: Orange County Transportation Authority (OCTA), 2012

FIGURE CE-4

City of Huntington Beach General Plan

Helistops and Heliports

Local heliports are used primarily for air ambulance, business, emergency, and police uses. Heliports are located at the Boeing Corporation (Bolsa Chica Street at Bolsa Avenue), Guardian Center (Beach Boulevard at Warner Avenue), Huntington Beach Police Station at Gothard Street and Talbert Avenue, Cal Resources at Pacific Coast Highway (between Seapoint Street and Warner Avenue), and the Huntington Beach Civic Center (Main Street at Yorktown Avenue). City policy regarding heliports is to ensure that their development and operation are coordinated with the Airport Land Use Commission (ALUC) and to comply with conditions mandated by the Federal Aviation Administration, ALUC, and Caltrans.

TRANSPORTATION DEMAND MANAGEMENT AND AIR QUALITY

Huntington Beach is located within the South Coast Air Basin, which is a non-attainment area with regard to meeting state and federal air quality standards. The City has established a Transportation Demand Management (TDM) ordinance to mitigate potential impacts of development projects on mobility, congestion, and air quality. The City uses ordinance requirements and policies in this Element to encourage individuals and employers to change their travel behavior. Fewer vehicle trips and miles translate to reduced pollutant emissions. Policies and implementation measures include requiring employers and new developments to provide appropriate transit and pedestrian facilities, encouraging current businesses and new development projects to submit TDM plans, and encouraging the creation of Guaranteed Ride Home and carpool programs.

The City also encourages the use of low- or no emission vehicles; including hybrids, electric vehicles, or other emerging technologies. One example is low-speed, zero emission neighborhood electric vehicles (NEVs). These vehicles are usually restricted to roads with speeds of 35 mph or less and must be charged approximately every 30 miles. For these reasons, the City encourages businesses to provide charging stations and is investigating alternative roadway systems for NEVs.



NEVs can be used as legal on-street vehicles in Huntington Beach.

PARKING

Huntington Beach is a popular destination for beachgoers and shoppers. Great demand for limited parking in Downtown, at the beach, and at parks, sports fields, high schools, churches, and industrial uses throughout the City has been a continuing issue for many years. Excessive numbers of vehicles parked on City streets can potentially impede vehicle circulation, reducing the effective capacity of roadways and causing traffic congestion. Residential neighborhoods also experience heavy parking demand when large numbers of visitors use on-street parking, especially during special events. Pursuant to Coastal Act requirements, parking must be maintained within the coastal zone that allows visitors to access the beach.

The City operates parking lots and garages Downtown and near the beach. To reduce associated impacts on adjacent residential neighborhoods, the City is committed to developing new parking facilities and continuing to regulate neighborhood parking through residential permit programs. At the same time, the City will explore

ways to reduce overall parking requirements in order to minimize the amount of land used for parking and encourage alternative forms of transportation.

PEDESTRIAN, BICYCLE, AND EQUESTRIAN PATHS AND WATERWAYS

Accommodating Pedestrians



Some areas in Huntington Beach, like the crossing of Main Street and Pacific Coast Highway, are actively used by pedestrians.

pedestrian-scale lighting, and traffic calming measures. The City will establish a designation process for PEZs, coordinating with County and regional transportation agencies to assess the need for improved facilities and balance the demand for improved pedestrian facilities with the need to maintain adequate vehicular traffic flows.

Sidewalks and walking paths allow people to walk easily around most parts of the City. These areas include Downtown, adjacent to the beach, and along portions of Beach Boulevard. Within master-planned neighborhoods, pedestrian paths link homes to recreation facilities. In many other neighborhoods, sidewalks allow children to walk to schools and parks and surrounding uses.

The City seeks to improve the pedestrian experience and enhance pedestrian safety. Areas eligible for improvements will be designated as Pedestrian Enhancement Zones (PEZs). PEZ improvements may include widened sidewalks, crosswalks, trees,

Routes for Bicyclists

Huntington Beach's mild climate permits bicycle riding year-round, and the growing popularity of bicycling has drawn enthusiasts onto the streets and bike trails near the beach and throughout the City. The bikeway plan shown in Figure CE-5 identifies the planned system of bikeways to accommodate growing demand and provide a real alternative to the car for local trips. The plan establishes three classes of bicycle routes:



A Class I Bike Path runs adjacent to the Santa Ana River.

- **Class I Bike Paths** – Off-road routes located along designated multi-use trails or vacated rail lines separated from streets.
- **Class II Bike Lanes** – On-road routes delineated by painted stripes and other identifying features.
- **Class III Bike Routes** – On-road routes sharing use with pedestrians or motor vehicle traffic that are signed but not striped.



BIKEWAY PLAN

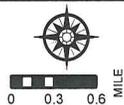


FIGURE CE-5

City of Huntington Beach General Plan

Cross-sections for each type of route are shown on Figure CE-6. Class II and III routes along the north-south and east-west arterials connect to pedestrian trails and Class I routes. Given the built-out nature of the City, creating new Class I routes is difficult. Thus, where bicyclists and pedestrians share the road with automobiles, the City will work to meet appropriate traffic safety standards.

Equestrian Facilities

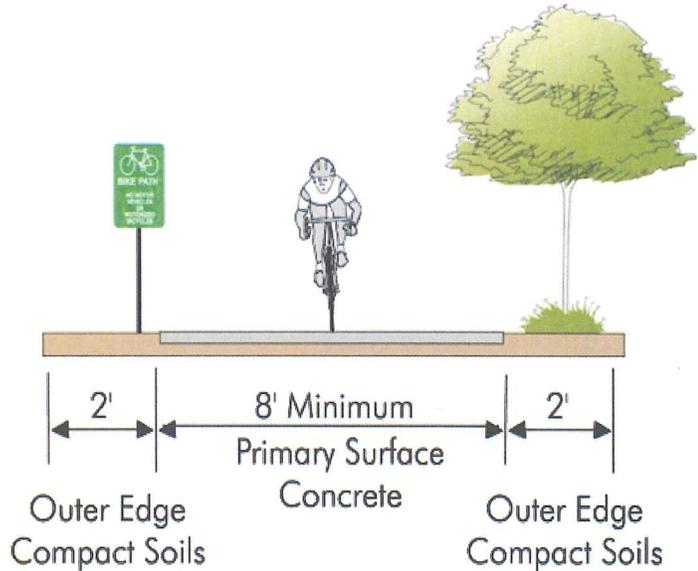
Huntington Beach, despite its generally suburban character, has managed to retain a few residential neighborhoods, near Central Park, where the keeping of horses is permitted. To support equestrian activities, the City has developed horse trails around and through these neighborhoods (see Figure CE-7) with a planned route west to Pacific Coast Highway. Visitors and others also use the trails on rented horses available at the Huntington Central Park Equestrian Center. The center and equestrian trails provide unique and welcome recreation options for residents and others, and the City will retain these facilities as community resources.



The Huntington Central Park Equestrian Center provides equestrian access to Central Park, as well as planned trails connecting to Harriett M. Weider Regional Park.

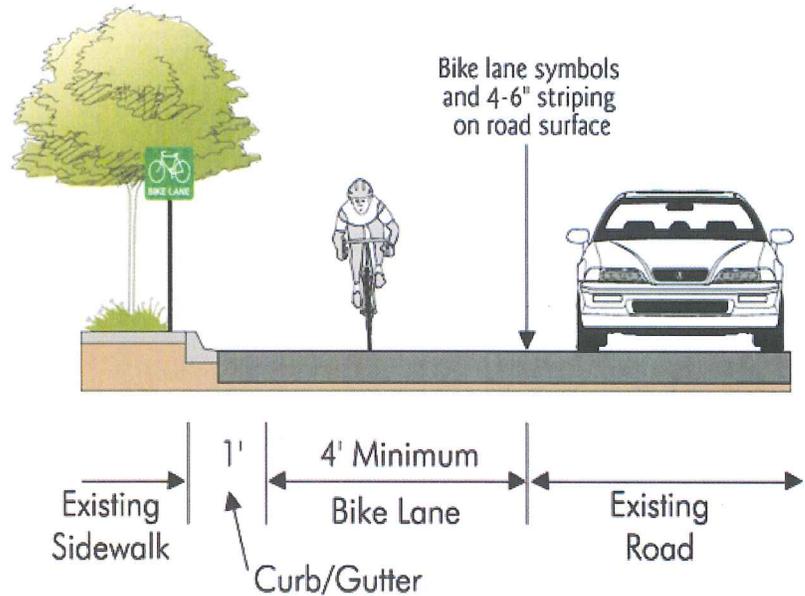
Class I (Bike Path)

Wider lanes recommended for high bike volumes or high levels of mixed use.



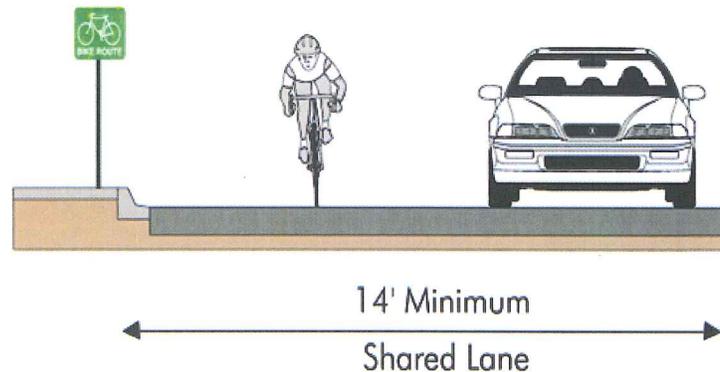
Class II (Bike Lane)

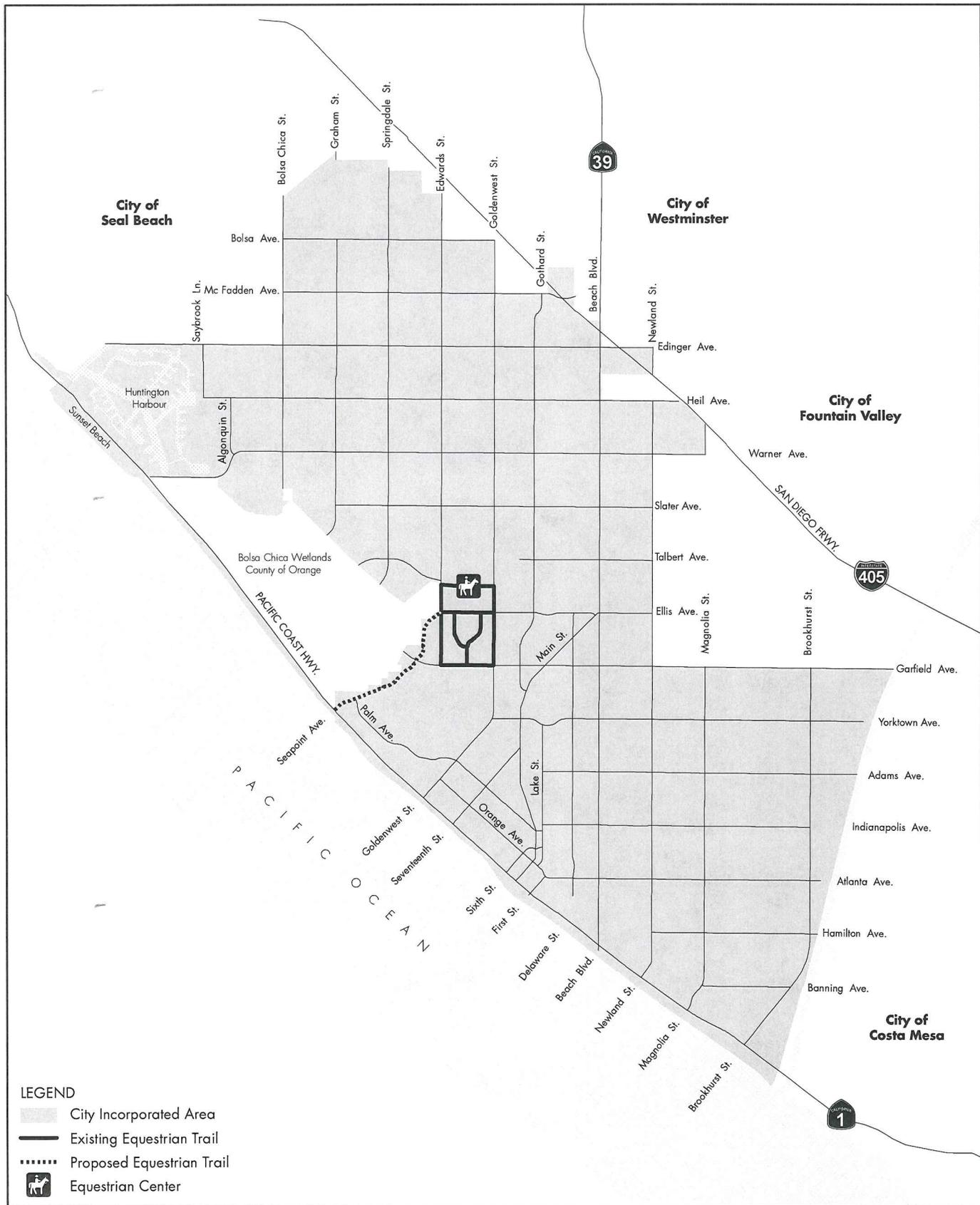
4' total width where curb occurs. Wider bike lane recommended for high bike volumes or if adjacent to on-street parking.



Class III (Bike Route)

On Street Signed Bicycle Lane





EQUESTRIAN FACILITIES

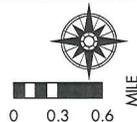


FIGURE **CE-7**

Boating

Given the City's coastal location, Huntington Beach residents take advantage of its local waterways largely for recreation from Huntington Harbour, Sunset Channel and the Orange County Sunset Aquatic Marina. Additional future uses could include ferries to employment centers or water taxis. The City supports and encourages private development of such water-borne transportation options.

SCENIC CORRIDORS

The practice of identifying scenic corridors and routes was introduced by the State of California in the 1960s as a way to protect the aesthetic value of lands adjacent to highways. In Huntington Beach, this practice has been extended to cover corridors that the City has determined to have notable aesthetic appeal for the community.

Caltrans defines scenic corridors as lands generally adjacent to and visible from the highway, using a motorist's line of vision. Scenic corridors in Huntington Beach consist of roads that offer motorists, cyclists, and pedestrians attractive vistas and pleasing street scenes. Though not officially designated by the state,



Main Street is one of the City's key landscape corridors.

Pacific Coast Highway in Sunset Beach is an informal "Scenic Highway," which is effectively the equivalent of a major urban scenic corridor. The City has established policies regarding treatment of scenic corridor right-of-ways, selection criteria for appropriate surrounding land uses, and rigorous development review procedures to protect the aesthetic appeal of these corridors.

The City defines three types of scenic corridors, identified in Figure CE-8:

- **Major Urban Scenic Corridors** – Major corridors offering views of either natural or built environments. Development may be regulated to preserve views within the coastal zone, and landscaping and detailing are required to reinforce the aesthetic beauty of the surrounding area. Major urban scenic corridors are prominent, signature boulevards conveying arrival and identity, and in many cases will connect with adjacent Cities.
- **Minor Urban Scenic Corridors** – Minor corridors terminate within the City boundaries and typically carry less traffic than major corridors. Development may be regulated to preserve views within the coastal zone, and landscaping and detailing are required to reinforce the aesthetic beauty of the surrounding area.
- **Landscape Corridors** – Corridors requiring specific treatment of signage, landscaping, or other details to reinforce the design continuity of the area.

Scenic corridors are regulated by design standards contained in the Urban Design Element. Table CE-3 summarizes some of the development requirements associated with scenic corridors. Table UD-2 in the Urban Design Element provides additional information on specific treatments for each corridor.

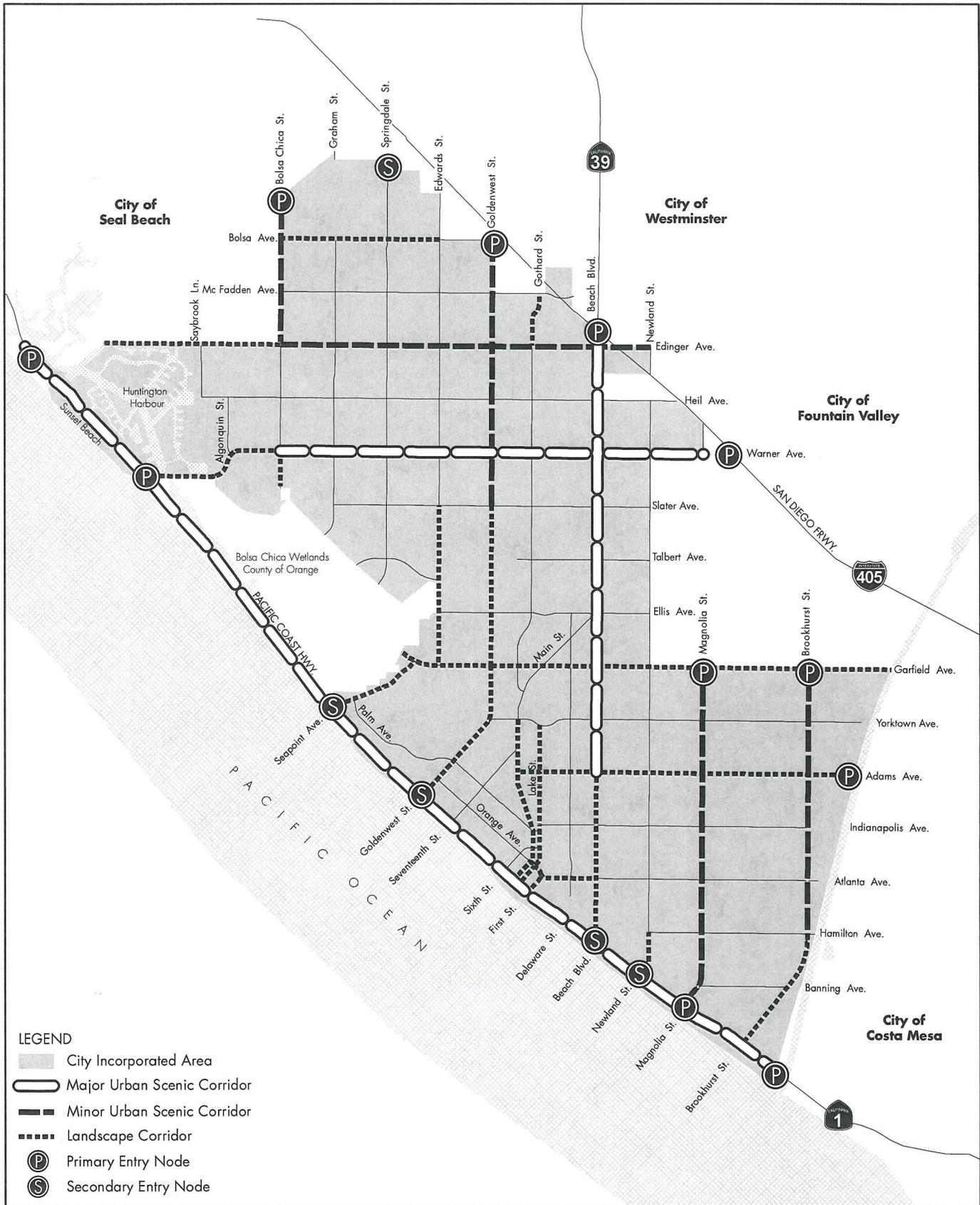
TABLE CE-3

Summary of Scenic Corridor Development Requirements

Scenic Corridor Type	Development Requirements
Urban Scenic Corridors (Major and Minor)	<ul style="list-style-type: none"> ■ Utilities to consist of underground facilities ■ Prohibit off-site signs and billboards ■ Require open space easements for “natural” areas adjacent to corridor ■ Require adjacent developments to incorporate compatible landscaping ■ Other design requirements as specified in the Urban Design Element ■ Utilize the City’s Design Review Board to evaluate developments within designated scenic corridors
Landscape Corridors	<ul style="list-style-type: none"> ■ Prohibit off-site signs and billboards ■ Require adjacent developments to incorporate compatible/increased landscaping ■ Other design requirements as specified in the Urban Design Element

Transportation and Urban Runoff

The quality and quantity of storm water runoff flowing into the Santa Ana River and Pacific Ocean are regulated by the State of California. Urban places such as Huntington Beach contain expanses of impervious surfaces that prevent storm water from percolating into the ground; instead, runoff drains lead directly to the river or ocean. The circulation system—comprising sidewalks, roads, and parking lots—makes up a large proportion of the impervious surface acreage in the City and resulting pollution. Many of the pollutants entering the storm water system are byproducts of motor vehicles, including gas and oil.



LEGEND

- City Incorporated Area
- Major Urban Scenic Corridor
- Minor Urban Scenic Corridor
- Landscape Corridor
- Primary Entry Node
- Secondary Entry Node

SCENIC HIGHWAY PLAN

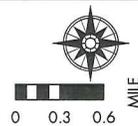


FIGURE CE-8

To responsibly address the water quality impacts of urban runoff, and to meet Santa Ana Regional Water Quality Control Board National Pollutant Discharge Elimination System (NPDES) permit requirements, the City will continue to require mitigation of potential impacts of transportation-related sources of water pollution, particularly in urban runoff.

KEY ISSUES

1. While the City has generally maintained adequate LOS over time, traffic congestion is approaching unacceptable levels at some key intersections. For example, portions of Beach Boulevard experience congestion at critical locations, and portions of Pacific Coast Highway can experience congestion during weekday peak hours and on weekends. The City does not control operations on these roadways, as they are under Caltrans jurisdiction.
2. Maintaining adequate level of service is important for traffic safety and the ability of the City emergency service providers to respond to emergency situations.
3. Without future improvements, traffic generated by new development may negatively impact circulation flows in Huntington Beach and surrounding cities.
4. Alternative modes of transportation could provide additional links to central Orange County and beyond.
5. Undesired bypass and cut-through traffic impact some residential areas.
6. The circulation system contributes to urban runoff affecting the Santa Ana River, wetlands and the Pacific Ocean.
7. Increasing volumes of vehicle trips contribute to current levels of air pollutants, which may affect both public health and global climate change.
8. Scenic corridors throughout the City that provide visual access to the beach, the ocean, and attractive features within the built environment should be protected from encroachment.

GOALS, POLICIES, AND OBJECTIVES

These goals and policies establish the framework City staff and decision makers will use to enhance and improve all modes of circulation in Huntington Beach. Where possible, quantified objectives are also stated. References to applicable implementation programs are provided following the policy statement.

Regional Mobility

Goal

CE 1

Provide a balanced transportation system that moves people and goods throughout the City efficiently, promotes economic development, preserves residential neighborhoods, meets safety standards, and minimizes environmental impacts.

Policies

CE 1.1

Pursue completion of missing roadway links and other related facilities shown on the Arterial Highway Plan.

Related Implementation: CE-11, 12

CE 1.2

Monitor and participate in applicable County, regional, State, and federal transportation plans and proposals.

Related Implementation: CE-25, 26, 27, 28, 31, 32, 33

CE 1.3

Maintain compliance with the OCTA Congestion Management Program or any subsequent replacement program.

Related Implementation: CE-13, 27, 28

CE 1.4

Coordinate planning, construction, and maintenance of circulation improvements with adjacent jurisdictions and transportation agencies to ensure consistency within the circulation system.

Related Implementation: CE-6, 25, 26, 28, 29, 31

CE 1.5

Provide adequate capacity for circulation needs while minimizing significant negative environmental impacts.

Related Implementation: CE-1, 11, 12, 13, 17, 21, 25, 28

CE 1.6

Develop and maintain the City street network consistent with the Arterial Highway Plan (Figure CE-2) and standard roadway cross-sections (Figure CE-1), including appropriate roadway widths, medians, and bicycle lanes.

Related Implementation: CE-1, 6, 11, 12

CE 1.7

Use Intelligent Transportation System (ITS) measures to reduce congestion at intersections, as applicable.

Related Implementation: CE-13

CE 1.8

Maintain truck routes (Figure CE-9) that move goods efficiently throughout the City and mitigate traffic and noise impacts of truck traffic on noise sensitive land uses. Related Implementation: CE-9

CE 1.9

Provide a circulation system that helps to meet emergency response time goals stated in the Public Facilities and Services Element and Growth Management Element.

Related Implementation: CE-3, 4, 13, 20

CE 1.10

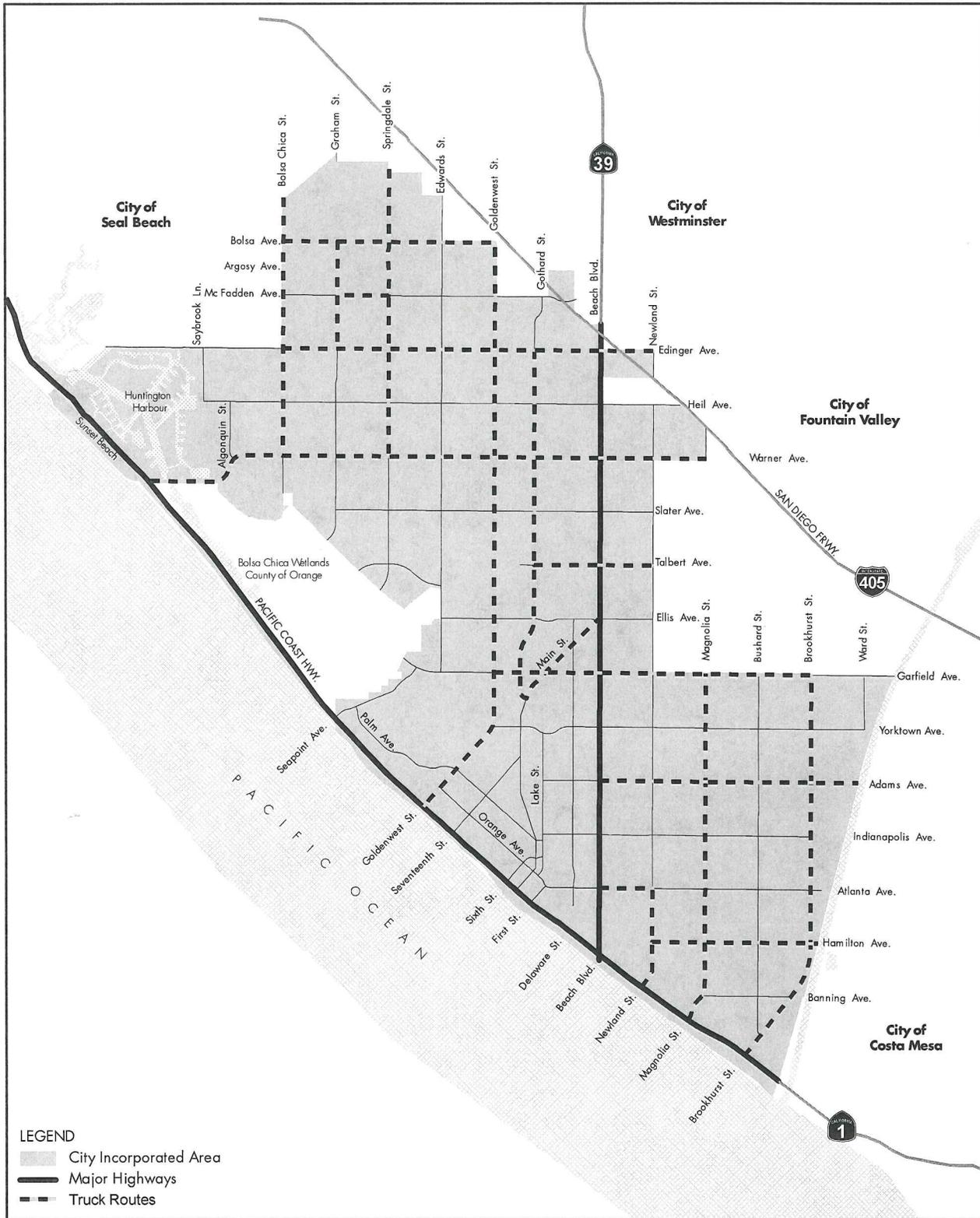
Complete transportation improvements that assist in meeting the response goals for emergency services.

Related Implementation: CE-4, 13

CE 1.11

Provide a system of primary, major, and secondary arterials that can be used for evacuating persons during emergencies or for ingress when emergency response units are needed.

Related Implementation: CE-4, 13



LEGEND

-  City Incorporated Area
-  Major Highways
-  Truck Routes

TRUCK ROUTES

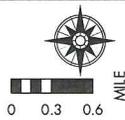


FIGURE CE-9

Source: Austin-Foust Associates, 2009

City of Huntington Beach General Plan

Roadway Circulation

Goal

CE 2

Provide a circulation system that supports existing, approved, and planned land uses throughout the City while maintaining a desired level of service and capacity on all streets and at all intersections.

Policies

CE 2.1

Comply with adopted performance standards for acceptable levels of service.

Objective 2.1: Maintain the following citywide level of service (LOS) standards for traffic-signal controlled intersections during peak hours:

- Locations with specific characteristics identified as critical intersections: LOS E (ICU to not exceed 1.00)
- Principal Intersections: LOS D (0.81-0.90 ICU)
- Secondary intersections: LOS C (0.71-0.80 ICU)

LOS is to be determined during weekday morning and evening peak hours. Expanded timeframes may be applied to individual uses that generate high volumes of traffic during off-peak hours or weekends.

Related Implementation: CE-11, 12

CE 2.2

Monitor the capacity of principal intersections throughout the City. When principal intersections approach or have reached unacceptable levels of service, consider elevating the priority of Capital Improvement Program (CIP) projects that reduce traffic congestion at these intersections.

Related Implementation: CE-11, 12

CE 2.3

Require additional right-of-way and restrict parking on segments adjacent to principal intersections to allow for future intersection improvements and turning movements as needed to satisfy performance standards.

Related Implementation: CE-11, 12

CE 2.4

Require that new development provide circulation improvements to achieve stated City goals.

Related Implementation: CE-1, 17

CE 2.5

Require development projects to mitigate to the maximum extent feasible traffic impacts to adjacent land uses and neighborhoods as well as vehicular conflicts related to the project.

Related Implementation: CE-1, 17

CE 2.6

Limit driveway access points, require driveways to be wide enough to accommodate traffic flow from and to arterial roadways, and establish mechanisms to consolidate driveways where feasible and necessary to improve traffic flow.

Related Implementation: CE-18

CE 2.7

Require that driveways be located to minimize impacts to the smooth, efficient and controlled flow of vehicles, bicycles and pedestrians.

Related Implementation: CE-17, 18

CE 2.8

Study implications of the City assuming jurisdiction of Beach Boulevard to further operational improvements.

Related Implementation: CE-25

Neighborhood Traffic Management

Goal

CE 3

Protect residential neighborhoods from adverse conditions associated with cut-through and non-residential traffic.

Policies

CE 3.1

Enforce policies and established procedures for traffic calming.

Related Implementation: CE-5, 18

CE 3.2

Encourage the design and construction of new major roadways in a manner that minimizes impacts to existing residential neighborhoods.

Related Implementation: CE-5

Public Transportation

Goal

CE 4

Create a balanced and integrated multi-modal transportation system that increases mass-transit opportunities for Huntington Beach residents.

Policies

CE 4.1

Encourage and support the various public transit agencies and companies, ride-sharing programs, and other incentive programs that provide forms of transportation other than the private automobile.

Related Implementation: CE-7, 14, 35

CE 4.2

Continue to reserve abandoned rail rights-of-way for future transportation uses such as transit and bicycle facilities.

Related Implementation: CE-33

CE 4.3

Explore the possibility of locating a transportation center in or near Downtown.

Related Implementation: CE-14

CE 4.4

Pursue an urban transit system that serves Huntington Beach.

Related Implementation: CE-14, 28

CE 4.5

Maintain a system of transit and para-transit services that assist seniors and persons with disabilities.

Related Implementation: CE-14, 32

CE 4.6

Ensure that construction and operation of heliports and helistops complies fully with permit procedures under State law, including referral to the Airport Land Use Commission (ALUC), and with all conditions of approval imposed or recommended by the Federal Aviation Administration, ALUC, and Caltrans. This requirement shall be in addition to compliance with the City noise ordinance.

Related Implementation: CE-24

CE 4.7

Ensure that development proposals, including the construction or alteration of a structure more than 200 feet above ground level, fully comply with procedures provided by Federal and State law, with the referral requirements of the ALUC, and with all conditions of approval imposed or recommended by the Federal Aviation Administration, ALUC, and Caltrans, including filing a Notice of Landing Area Proposal. This requirement shall be in addition to compliance with all other City development requirements.

Related Implementation: CE-24

Transportation Demand Management (TDM) and Air Quality

Goal

CE 5

Maximize use of transportation demand management strategies to reduce total vehicle miles traveled and improve regional air quality.

Policies

CE 5.1

Require developers to incorporate design features that reduce air pollution from motor vehicles, such as transit facilities and park-and-ride sites; bus benches, shelters, pads, or turnouts; bicycle racks and lockers; and preferred parking for ride sharers.

Related Implementation: CE-19, 21

CE 5.2

Encourage and support the use of low emission and alternative fuel vehicles within the City.

Related Implementation: CE-35

CE 5.3

Require businesses to provide employee incentives for using alternatives to the conventional automobile, including carpools, vanpools, buses, bicycles, walking, and telecommuting.

Related Implementation: CE-7, 21, 35

CE 5.4

Support the efforts of businesses to use transportation management techniques such as flex-time, staggered working hours and other means to lessen commuter traffic during peak hours.

Related Implementation: CE-7, 35

CE 5.5

Support the promotion of ride sharing through publicity and public education.

Related Implementation: CE-35

CE 5.6

Continue to enforce the City’s TDM ordinance and amend the ordinance as needed to reflect changes in technology and work habits.

Related Implementation: CE-30, 35

Parking

Goal

CE 6

Ensure that the parking demands of non-residential uses do not adversely impact the City’s residential neighborhoods, that the City’s parking policies support reduced reliance on personal auto use and that parking supply is adequate to meet City economic development objectives.

Policies

CE 6.1

Require that development projects supply parking that supports anticipated demands.

Related Implementation: CE-5, 21

CE 6.2

Support and collaborate with property owners to manage the supply of parking.

Related Implementation: CE-11

CE 6.3

Allow for shared parking and other creative parking arrangements that optimize available parking areas.

Related Implementation: CE-5

CE 6.4

Explore the possibility of increasing bicycle parking in or near downtown.

Related Implementation: CE-6

Pedestrian, Bicycle, and Equestrian Paths and Waterways

Goal

CE 7

Provide a system of bicycle, pedestrian, and equestrian paths, and waterways for commuter, school and recreational use.

Policies

CE 7.1

Coordinate the planning of equestrian, bicycle, bus and pedestrian routes and facilities to promote an interconnected system.

Related Implementation: CE-6, 19, 32

CE 7.2

Coordinate with neighboring jurisdictions to ensure that bicycle routes within the City connect to and are consistent with routes in adjacent jurisdictions

Related Implementation: CE-6, 28

CE 7.3

Coordinate with the County to ensure that new routes identified in the City’s Bike Route Plan are incorporated within the County’s Master Plan of Bikeways.

Related Implementation: CE-28

CE 7.4

Encourage the use of easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets, for use by bicyclists and/or pedestrians, where safe and appropriate.

Related Implementation: CE-19

CE 7.5

Maintain existing pedestrian and bicycle facilities, and require developers to provide pedestrian walkways and/or bicycle pathways between new residences and schools, parks, and public facilities.

Related Implementation: CE-15, 17, 19

CE 7.6

Maintain an equestrian trail network that supports horse properties and local stables, and look to link to regional facilities that can be combined with hiking trails.

Related Implementation: CE-16, 19

CE 7.7

Designate and improve Pedestrian Enhancement Zones (PEZs) at appropriate locations.

Related Implementation: CE-15

CE 7.8

Implement and operate appropriate traffic control devices throughout the community to reduce conflicts between pedestrians, bicycles, and motor vehicles.

Related Implementation: CE-2, 15

CE 7.9

Maintain navigable waterways in Huntington Harbour and Sunset Channel for both recreational and commuter use.

Related Implementation: CE-10

CE 7.10

Ensure that bicycle and pedestrian facilities within the City comply with accessibility provisions of the Americans with Disabilities Act (ADA).

Related Implementation: CE-6, 15

Scenic Corridors

Goal

CE 8

Maintain and enhance visual quality and scenic views along designated scenic corridors.

Policies

CE 8.1

Protect and enhance viewsheds along designated scenic corridors.

Related Implementation: CE-8, 22, 23

CE 8.2

Establish landscape and urban streetscape design themes for landscape corridors, minor urban scenic corridors, and major urban scenic corridors that create a distinct character for each, enhancing each corridor's surrounding land uses. For example, design-themes for corridors adjacent to residential neighborhoods should be different than the design themes for industrial or commercial uses.

Related Implementation: CE-8, 22

CE 8.3

Require that any bridges, culverts, drainage ditches, retaining walls, and other ancillary scenic and landscape

corridor elements be compatible and architecturally consistent with surrounding development and established design guidelines.

Related Implementation: CE-22

CE 8.4

Require that slopes and earthen berms along scenic corridors be landscaped consistent with design objectives and standards.

Related Implementation: CE-22

CE 8.5

Provide landscaped medians and sidewalk treatments in accordance with City standards within major and primary arterial streets designated as landscape corridors, and continue to require the construction of landscaped medians and sidewalk treatments in new developments.

Related Implementation: CE-22

CE 8.6

Integrate scenic corridors with open spaces and recreational uses, enhancing public spaces and transitions between differing uses.

Related Implementation: CE-22

CE 8.7

Require that development projects adjacent to a designated scenic corridor include open spaces, plazas, gardens, and/or landscaping that enhance the corridor and create a buffer between the building site and the roadway.

Related Implementation: CE-22

CE 8.8

Protect scenic corridors and open space/landscape areas by blending features within both the natural and built environments.

Related Implementation: CE-22

CE 8.9

Continue to require review of the size, height, numbers, and types of on-premise signs within scenic corridors.

Related Implementation: CE-22, 23

CE 8.10

Continue to prohibit construction of off-site signs and billboards within designated scenic corridors.

Related Implementation: CE-22, 23

CE 8.11

Continue to locate new and relocated utilities underground within scenic corridors to the greatest extent possible. All other utility features shall be placed and screened to minimize visibility.

Related Implementation: CE-22, 34

CE 8.12

Support enhanced maintenance standards and levels on scenic corridors.

Related Implementation: CE-22

IMPLEMENTATION PROGRAMS

City Plans, Ordinances and Programs

CE-1: Development Monitoring

Review an annual summary of recent years' development to determine immediate and cumulative impacts of proposed developments on the City's transportation system.

Department: Planning, Public Works, City Council

Related Policies: CE 1.5, 1.6, 2.4, 2.5

CE-2: Accident Monitoring

Monitor recurring accident locations (including vehicle versus vehicle, bicycle and/or pedestrian accidents), and determine necessary recommendations and modifications to the appropriate facilities. This may include the use of advance technologies where appropriate.

Departments: Public Works, Police, City Council

Related Policy: CE 7.8

CE-3: Emergency Response Times

Monitor and analyze emergency response time information to determine locations where response times are deficient, and evaluate and implement system improvements needed to improve response when possible.

Departments: Public Works, Fire, Police, City Council

Related Policy: CE 1.9

CE-4: Emergency Management Program

Implement the City's Emergency Management Program according to requirements and provisions of the State Emergency Management System (SEMS). Ensure that

the program establishes community evacuation routes and emergency shelter facilities, and is easily available to the public.

Departments: Fire, Police, City Council

Related Policies: CE 1.9, 1.10, 1.11

CE-5: Neighborhood Circulation Improvements

Prepare and maintain a Neighborhood Traffic Management Technical Administrative Report that identifies needed methods to address cut-through traffic volumes, high speeds, truck traffic intrusions, demonstrated accident history, parking shortages, or school-related traffic congestion in City neighborhoods such as:

- Discouraging creation of new major roadway connections that would adversely impact the character of existing residential neighborhoods.
- Continuing to develop and implement parking and traffic control plans for neighborhoods that are adversely impacted by spill-over parking and traffic, as feasible.
- Implementing the Residential Parking Permit Program (Municipal Code Chapter 10.42) in residential areas as prescribed in the Municipal Code.
- Considering appropriate traffic-calming measures such as raised medians and provision of bike or transit lanes to mitigate problems posed by schools and other land uses that generate high traffic volumes at specific times. Provide solutions to mitigate these problems as warranted by local studies.

Department: Public Works, City Council

Working With: School Districts

Related policies: 3.1, 3.2, 6.1, 6.3

CE-6: Bikeway Plan

Implement and update Huntington Beach's Bikeway Plan to plan and prioritize facilities for both recreational cyclists and commuters, including:

- Reviewing neighboring jurisdictions' bikeway plans every five years to ensure consistency
- Linking bicycle routes with bus routes to promote an interconnected system.
- Evaluating potential for a future bicycle parking structure in or near downtown.
- Ensuring compliance with ADA accessibility standards.

Department: Public Works, Planning Commission, City Council

Working with: OCTA, Caltrans

Related Policies: CE 1.4, 1.6, 6.4, 7.1, 7.2, 7.10

CE-7: Transportation Demand Management Ordinance

Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the SCAQMD, required by the Transportation Demand Ordinance (Zoning Code Title 23, Chapter 230, Section 230.36), or funded by the Mobile Source Air Pollution Reduction Ordinance vehicle fee allocation. The TDM ordinance requires employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including: showers and lockers, parking for vanpools, bicycle parking and passenger loading areas.

Department: Planning, Public Works, Planning Commission, City Council

Related Policies: CE 4.1, 5.3, 5.4

CE-8: Scenic Corridors

Continue to maintain scenic corridors and seek grant funding to support their maintenance. Prepare and maintain a Scenic Corridors Technical Administrative Report describing the proposed improvements such as landscaped medians and enhanced landscaping, among others.

Departments: Public Works, Planning, Community Services, Planning Commission, City Council

Related Policies: CE 8.1, 8.2

CE-9: Trucking Industry

Continue to enforce City truck routes, and work with trucking industry representatives to orient trucks to truck routes to avoid traffic and noise impacts on local roadways, and to divert commercial truck traffic to off-peak-periods to reduce congestion and diesel emission. Designate new local truck routes when necessary. Require adequate truck access, parking, and loading within new commercial and industrial projects, consistent with requirements of the Zoning Ordinance.

Departments: Planning, Public Works, Planning Commission, City Council

Working with: Caltrans

Related Policy: CE 1.8

CE-10: Water-Borne Transportation

Continue to support the maintenance of existing waterways. Encourage private development of water-borne transportation for recreation or commuting.

Departments: Planning, Community Services, Public Works, City Council

Related Policy: CE 7.9

Capital Improvements

CE-11: Capital Improvement Program

Use the City's 5-year Capital Improvement Program (CIP) process to prioritize, fund, and build required roadway and bikeway improvements, and to address phasing and construction of traffic infrastructure throughout the City.

To prioritize these improvements, the City's Technical Administrative Reports (TARs) will be reviewed and updated regularly with current citywide traffic counts for roadway links and intersections. Roadways and intersections that are approaching the LOS standards stated in Objective 2.1 should be prioritized appropriately for improvements including road widening, paving, parking restrictions, or intersection improvements.

Department: Public Works, City Council

Related Policies: CE 1.1, 1.5, 1.6, 2.1, 2.2, 2.3, 6.2

CE-12: Principal and Secondary Intersection Improvements

Prepare and maintain a Principal and Secondary Intersections Technical Administrative Report(TAR) that will include information such as roadway dimensions, a listing of intersections and roadway improvements required to transition from the current system of roadways to full implementation of the Arterial Highway Plan, current citywide traffic counts for roadway links and intersections and other useful traffic-related information. Content included will be based on need, as determined by the Director of Public Works. Updates to the TAR will be coordinated annually in tandem with the Capital Improvement Program. The TAR will be available for use by City staff and decision makers, and should be available for review by the public. Include TAR information in the City's GIS system as appropriate and feasible.

Department: Public Works, Planning Commission, City Council

Related Policies: CE 1.1, 1.5, 1.6, 2.1, 2.2, 2.3

CE-13: Traffic Technology

Use appropriate technologies to improve traffic flow and reduce and manage congestion, such as:

- Installing and maintaining preemptive emergency signaling devices for each direction at appropriate traffic signal-controlled intersections within the City.
- Continuing to implement a traffic signal coordination program to improve traffic flow.
- Developing a citywide traffic management center.

Department: Public Works

Related Policies: CE 1.3, 1.5, 1.7, 1.9, 1.10, 1.11

CE-14: Transit

Encourage and support development of convenient and attractive transit facilities in addition to the Goldenwest Transportation Center. Support efforts to make both new and existing facilities available and accessible to the disabled and seniors.

Departments: Planning, Public Works, Planning Commission, City Council

Working with: OCTA

Related Policies: CE 4.1, 4.3, 4.4, 4.5

CE-15: Pedestrian Facilities and Enhancement Zones

Maintain existing pedestrian facilities and require new development to provide accessible pedestrian walkways between developments, schools, and public facilities. Review potential areas in or near Downtown, adjacent to the beach, and along portions of Beach Boulevard for designation as pedestrian enhancement zones. Prepare and maintain a Pedestrian Facilities Technical Administrative Report describing the location and proposed improvements in enhancement zones and other pedestrian facility related analyses. Such improvements may include wider sidewalks, enhanced or new crosswalks, trees, pedestrian-scale lighting, or traffic-calming measures. All improvements shall comply with ADA accessibility standards. Exact improvements will vary depending on location.

Departments: Planning, Public Works, Planning Commission, City Council

Working With: School Districts

Related Policies: CE 7.5, 7.7, 7.8, 7.10

CE-16: Equestrian Facilities

Continue to maintain trails and other equestrian facilities.

Department: Community Services, Public Works, City Council

Related Policy: CE 7.6

Development Review Requirements

CE-17: Site Development Permit Process and CEQA

Utilize the site development permit process and the California Environmental Quality Act (CEQA) to:

- Review potential impacts of proposed projects to the Circulation System and require appropriate mitigation measures as required by CEQA.
- Require preparation of traffic impact studies as described within the City’s traffic study guidelines, to analyze and evaluate the potential impacts of traffic generated by new development and the effects on adjacent land uses and surrounding neighborhoods. This information shall be used to determine appropriate mitigation measures for the proposed project and will be added to the citywide traffic database and Technical Administrative Report.
- Review new development proposals for mitigation of the impacts of traffic generation, including pedestrian, bicycle, and vehicular conflicts, in order to ensure that the City’s circulation system meets appropriate safety standards.
- Review driveways in proposed developments to ensure they are located in such a way as to facilitate smooth, efficient and controlled traffic flow.
- Review new development and redevelopment proposals for mitigation of potential impacts of transportation-related sources of water pollution, particularly in urban runoff.

Departments: Planning, Public Works, Planning Commission, City Council

Related Policies: CE 1.5, 2.4, 2.5, 2.7, 7.5

CE-18: Access Control

Locate new developments and their access points in such a way that vehicular traffic is not encouraged to use local residential streets. Require, where appropriate, an irrevocable offer of mutual access across adjacent non-residential properties fronting arterial roadways and require use of shared driveway access. Minimize driveway access points, require driveways to be wide enough to accommodate traffic from and to arterial roadways, and establish mechanisms to consolidate driveways where appropriate.

Departments: Planning, Public Works, Planning Commission, City Council
Related Policies: CE 2.6, 2.7, 3.1

CE-19: Alternative Transportation Mode Design Features

Require new development to incorporate transit-oriented design features and attractive, accessible, and appropriate transit, bicycle, equestrian, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to:

- Requiring bus turn-outs and shaded bus stops where appropriate.
- Requiring new development to provide convenient and well-lit pedestrian facilities consistent with applicable standards.
- Requiring that all new bicycle trip destinations, including schools, shopping areas, and transit stops be equipped with bicycle racks and/or bicycle lockers.
- Continue to allow equestrian access to the beach.
- Encouraging developments to incorporate easements and/or rights of way along flood control channels, public utilities, railroads and streets for the use of bicyclists and/or pedestrians.

Departments: Planning, Public Works, Planning Commission, City Council
Working with: OCTA
Related Policies: CE 5.1, 7.1, 7.4, 7.5, 7.6

CE-20: Emergency Access

Provide approved means for emergency vehicles to access and turn around on residential streets.

Departments: Public Works, Planning, Fire, Police, Planning Commission, City Council
Related Policy: CE 1.9

CE-21: Transportation Demand Management and Air Quality

Require new employers to comply with the City's Transportation Demand Management (TDM) Ordinance and the Air Quality Element of the General Plan.

Departments: Planning, Planning Commission, City Council
Related Policies: CE 1.5, 5.1, 5.3 6.1

CE-22: Scenic Corridors

Through the development review process for proposed development along scenic corridors:

- Require analysis evaluating the impacts on public views to the ocean.
- Require developments adjacent to designated scenic and landscape corridors to incorporate and maintain landscaping that is compatible with the visual character of the corridor and supporting scenic features.
- Utilize the City's Design Review Board to evaluate developments within designated scenic corridors.
- Require that open space easements be dedicated to the City, master homeowners association, or other responsible party as a condition of the approval for all new projects proposed in "natural" open space areas along scenic corridors.

Department: Planning, Planning Commission, City Council

Related Policies: CE 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12

CE-23: Pacific Coast Highway Billboards

Continue to pursue the removal of and prohibit new billboards along Pacific Coast Highway. Continue to remedy problems or hindrances which prohibit Pacific Coast Highway from qualifying as a State Scenic Highway.

Department: Planning, City Council
Working with: Caltrans
Related Policies: CE 8.1, 8.9, 8.10

CE-24: Helistops/Heliports and Building Height Restrictions

Ensure that each applicant seeking approval for the construction of a) a heliport or helistop, or b) a structure more than 200 feet above ground level complies fully with federal and State permit procedures provided for by law, with referral requirements of the Orange County Airport Land Use Commission (ALUC), and with all conditions of approval imposed or recommended by the Federal Aviation Administration (FAA), by the ALUC, and by Caltrans Division of Aeronautics, including the filing of a Form 7480-1 (Notice of Landing Area Proposal) with the FAA. This requirement shall be in addition to all other requirements of the City.

Department: Planning, Public Works, Planning Commission, City Council
Working with: Orange County Airport Land Use Commission, Caltrans
Related Policy: CE 4.6, 4.7

Interjurisdictional Coordination

CE-25: Caltrans

Coordinate with Caltrans regarding the following actions:

- Administration of State highways within the City.
- Approval of heliports and helistops.
- Achievement of State Scenic Highway status for Pacific Coast Highway.
- Mutual establishment of clear policies and objectives for meeting regional and local transportation needs.
- Development of a plan to eliminate dry weather urban runoff and pollutants from storm flow highway and street runoff.
- Coordination on all plans, activities, and projects which may affect State roadway facilities.
- Investigate the potential to declassify Beach Boulevard as a State highway and transfer the responsibility for this road from Caltrans to the City in coordination with the Beach Boulevard Specific plan.

Departments: Public Works, Planning, City Council
Working with: Caltrans
Related Policies: CE 1.2, 1.4, 1.5, 2.8

CE-26: Southern California Association of Governments

Participate with the Southern California Association of Governments (SCAG) and represent the City's interests in development of regional transportation initiatives such as the *Regional Transportation Plan*.

Departments: Public Works, Planning
Working with: SCAG
Related Policies: CE 1.2, 1.4

CE-27: South Coast Air Quality Management District

Work closely with the South Coast Air Quality Management District (SCAQMD) to improve air quality and incorporate the Air Quality Management Plan into the City's practices and programs.

Department: Public Works, Planning, Planning Commission
Working with: SCAQMD
Related Policies: CE 1.2, 1.3

CE-28: Orange County Transportation Authority

Work with the Orange County Transportation Authority (OCTA) to achieve the following:

- Maintain consistency with the County Master Plan of Arterial Highways (MPAH) within the City.
- Pursue amendment of the MPAH to reclassify or delete street segments as identified in Figure C-3.
- Implement the Congestion Management Program (CMP) within the City.
- Expand and improve bus service within the City.
- Encourage provision of attractive and appropriate transit amenities, including shaded bus stops.
- Provide special transit services (such as direct shuttle or dial-a-ride services).
- Support and implement the OCTA Commuter Bikeways Strategic Plan and participate in future updates and revisions to the Plan.
- Plan and implement an urban rail system that links the City to central Orange County and Los Angeles County.
- Invest in and pursue the development of a transportation center in the coastal area.
- Plan and implement Measure M and M2 projects.
- Maintain consistency with OCTA's Long Range Transportation Plan.
- Review, every five years, the Orange County Master Plan of Bikeways to assure consistency. Update Huntington Beach's Bike Plan, as appropriate.

Departments: Public Works, Planning, City Council
Working with: OCTA
Related Policies: CE 1.2, 1.3, 1.4, 1.5, 4.4, 7.2, 7.3

CE-29: Future Santa Ana Bridge Crossings

Participate in ongoing regional planning efforts regarding the future Santa Ana River bridge crossings.

Departments: Public Works, Planning, City Council
Working with: OCTA, Caltrans, Adjacent jurisdictions
Related Policy: CE 1.4

CE-30: Single-Occupancy Vehicle Legislation

Remain aware of national, State, and regional legislation directed at reducing use of single-occupancy vehicles, and do what is feasible to support it.

Departments: Public Works, Planning, City Council
Related Policy: CE 5.6

CE-31: Adjacent Jurisdictions and Transportation Agencies

Work with adjacent jurisdictions, including the cities of Costa Mesa, Fountain Valley, Newport Beach, Seal Beach, Westminster and Orange County, to ensure that traffic impacts do not adversely impact Huntington Beach. Continue to work with other public agencies to ensure that the City's circulation and transportation system is efficient and meets applicable safety standards.

Departments: Public Works, Planning, City Council
Working with: Adjacent jurisdictions, OCTA, SCAG, Caltrans
Related Policy: CE 1.2, 1.4

CE-32: Transit System Coordination

Encourage the inclusion of facilities that transport bicycles on public transit vehicles (both fixed route and paratransit) wherever possible. Work to make routes and vehicles available and accessible to the disabled and seniors.

Department: Public Works, City Council
Working with: OCTA
Related Policies: CE 1.2, 4.5, 7.1

CE-33: Preserve Abandoned Right-of-Ways

Continue to work with rail agencies to reserve existing and abandoned right-of-ways for future transportation uses, such as transit or bicycle facilities.

Department: Public Works
Working with: SCRRA, OCTA
Related Policies: CE 1.2, 4.2

CE-34: Undergrounding Utilities

Continue to work with utility service providers to underground wires and transmission lines, especially within scenic corridors.

Department: Public Works
Working with: Public utility companies
Related Policy: CE 8.11

Ongoing Education and Outreach

CE-35: Transportation Management Outreach

Promote, publicize, and encourage the use of transportation management strategies that will aid in meeting SCAQMD mandates and guidelines, including:

- Use of low emission and alternative fuel vehicles within the City, including neighborhood electric vehicles (NEVs).
- Use of carpools, vanpools, walking, and multi-occupancy programs for midday uses.
- Employers creating Commuter Rideshare Matching Services or databases containing employees' zip codes and commuting preferences to be provided to interested participants.
- Employers participating in Guaranteed Ride Home programs that provide a rides home to employees.
- Employers using flex time, staggered working hours, and other means to reduce commuter traffic during peak hours.
- Creating NEV roadway systems and encouraging electrical vehicle charging stations.
- Participate with SCAG in the creation of a Sustainable Communities Strategy per SB 375 (Steinberg 2008).

Department: Planning, Public Works, City Council
Working with: OCTA, SCAQMD, SCAG
Related Policies: CE 4.1, 5.2, 5.3, 5.4, 5.5, 5.6

CIRCULATION IMPLEMENTATION PROGRAM MATRIX (cont.)																								
No.	NAME	Administration										School Districts	Orange County Transportation Authority	Other	General Funds	Assessment Districts	Development Fees	Redevelopment Tax Increment Revenue	Grants	Other Approved Fees	State Funds	Federal Funds	Schedule	
		Administrative Services	Community Services Department	Economic Development Department	Fire Department	Library Services Department	Police Department	Public Works	Planning	Planning Commission	City Council													City of Huntington Beach
Program		Responsible Agency										Funding Source										Schedule		
CE-33	Preserve Abandoned Right-of-Ways																							Ongoing *
CE-34	Undergrounding Utilities																							Ongoing *
CE-35	Transportation Management Outreach																							Ongoing *

* As funding permits

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
ALUC	Airport Land Use Commission
AQMP	Air Quality Management Plan
BRT	Bus Rapid Transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CMP	Congestion Management Program
FAA	Federal Aviation Administration
I-405	Interstate 405 (San Diego Freeway)
ICU	Intersection Capacity Utilization
ITS	Intelligent Transportation System
LOS	Level of Service
LRTP	Long Range Transportation Plan
M2	Renewed Measure M
MPAH	Master Plan of Arterial Highways
NEVs	Neighborhood Electric Vehicles
NPDES	National Pollutant Discharge Elimination System
OCTA	Orange County Transportation Authority
PEZs	Pedestrian Enhancement Zones
RCP	Regional Comprehensive Plan
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SR-1	State Route 1 (Pacific Coast Highway)
SR-39	State Route 39 (Beach Boulevard)
TARs	Technical Administrative Reports
TCR	Transportation Concept Report
TDM	Transportation Demand Management
V/C	Volume-to-Capacity Ratio