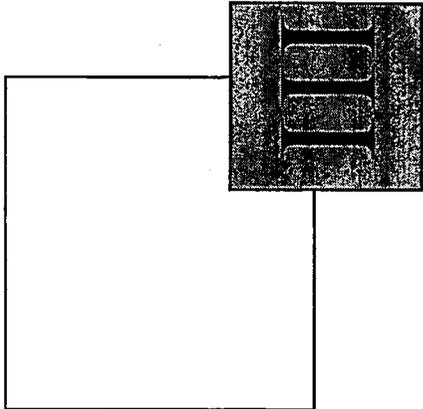


GENERAL PLAN
HUNTINGTON BEACH

III
Infrastructure and Community
Services Chapter



CIRCULATION ELEMENT

HUNTINGTON BEACH

STATUTORY REQUIREMENTS

Government Code Section 65302(b) requires a circulation element in all city 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 transportation needs of the City and present a comprehensive transportation plan to accommodate those needs. How effectively goods and people move about in a community is one of the most pervasive issues a locality must address. This issue affects land use, urban design, energy consumption, air quality, and the City's infrastructure. Addressed not only at the local level, circulation decisions must be coordinated with regional, state, and federal agencies, as well as with neighboring communities.

The public utilities and facilities component is discussed in the Public Facilities and Public Services and the Utilities Elements.

TECHNICAL SYNOPSIS

A. ELEMENTS OF THE STREET AND HIGHWAY SYSTEM

1. Streets and Highways

A city's vehicular system is composed of a wide range of transportation facilities which serve two basic functions: mobility and land access. Mobility is defined as providing the ability for motorists to travel between their points of interest. Land access is defined as providing access to properties at the final destination which may include parking or driveway access. A circulation element is typically composed of facilities that emphasize either mobility or access of varying degrees. The following types of facilities are typically defined:

<u>Facility Type</u>	<u>Definition</u>
Freeway	Very high mobility with limited access to arterial streets and no access to adjacent land uses.
Arterial	High mobility with access to collectors, some access to local streets and major traffic generators.
Collector	Limited mobility connecting local streets with arterials; also provides good access to adjacent land uses.
Local	Limited mobility but provides very good access to adjacent land uses and collector streets.

Circulation systems are designed with the above hierarchy of streets largely as a means of achieving the goal of mobility and access in an efficient manner. Existing roadway classifications utilized in the City include “Freeway,” “Principal Arterial,” “Major Arterial Street,” “Primary Arterial Street,” “Secondary Arterial Street,” and “Collector.” Any street or alley not classified as a collector, secondary, primary, major, principal, or freeway is classified as a local street.

2. Regional Access

Regional and inter-regional access for the City of Huntington Beach is provided by a system of freeway, major and local arterials. The San Diego Freeway (I-405) is the major north-south freeway that provides regional access to coastal cities in both Orange and Los Angeles Counties. The San Diego Freeway (I-405) crosses along the northern portion of the City.

Pacific Coast Highway (State Route 1) extends parallel with the coast along the western portion of the City. Pacific Coast Highway provides regional access from the City of Newport Beach to the south and the City of Seal Beach to the north.

Beach Boulevard (State Route 39) begins at Pacific Coast Highway and extends northward through the cities of Westminster, Garden Grove, Buena Park, and Anaheim. Beach Boulevard has been designated as a “Smart Street Corridor” by the Orange County Transportation Authority (OCTA).

3. Description of the Existing Circulation System

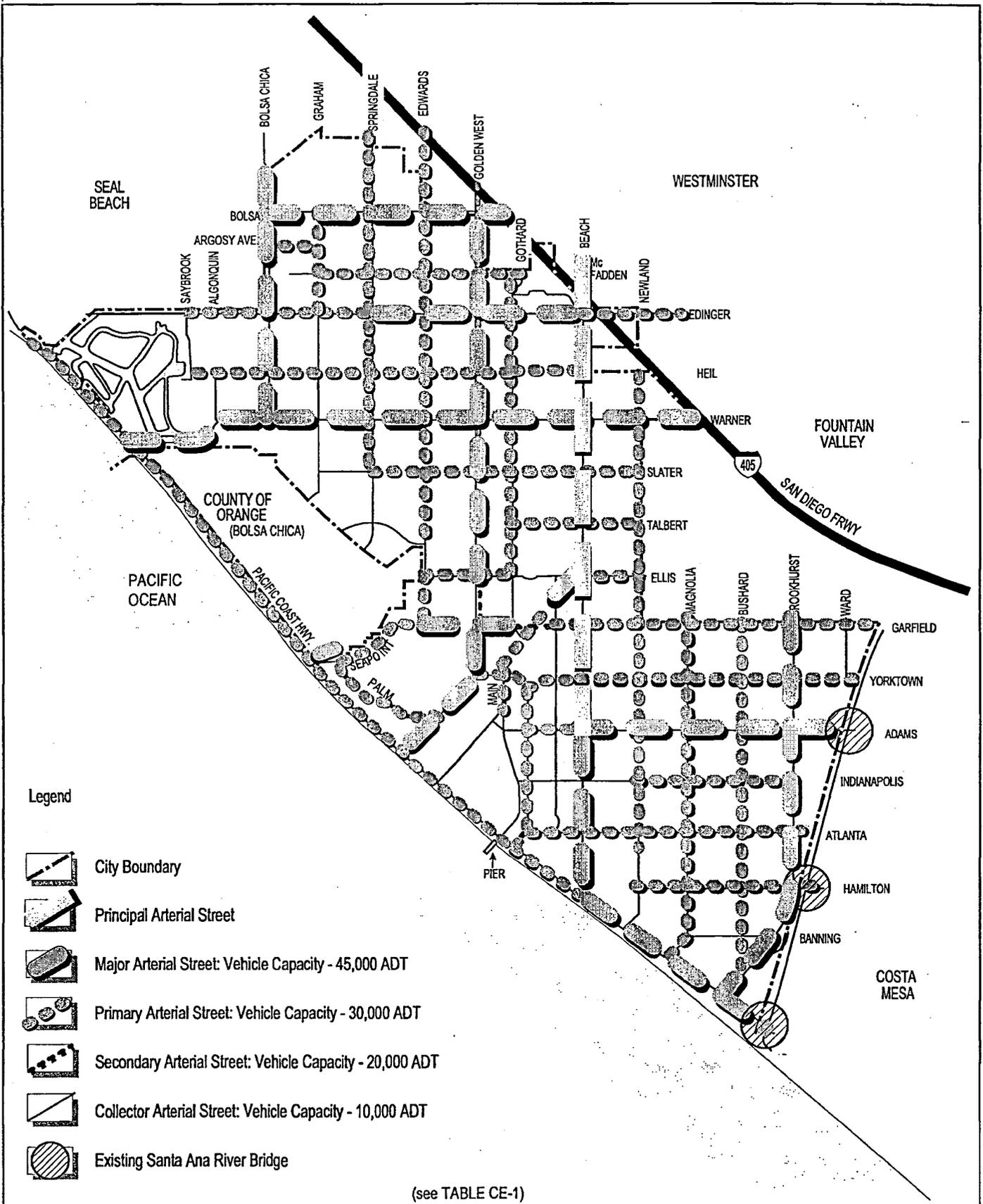
The existing circulation network in the City of Huntington Beach is primarily developed as a grid system (see **Figure CE-1**). Due to natural barriers such as the Bolsa Chica wetlands and the Santa Ana River, the grid system becomes discontinuous.

The primary north-south streets extending from the San Diego Freeway (I-405) are Bolsa Chica Street, Springdale Street, Edwards Street, Golden West Street, Gothard Street, Beach Boulevard, Newland Street, Magnolia Street, Bushard Street, and Brookhurst Street. These facilities carry volumes of traffic in the 20,000 to 65,000 vehicles per day range.

Major east-west streets include Bolsa Avenue, McFadden Avenue, Edinger Avenue, Heil Avenue, Warner Avenue, Slater Avenue, Talbert Avenue, Ellis Avenue, Garfield Avenue, Yorktown Avenue, Adams Avenue, Indianapolis Avenue, Atlanta Avenue, Hamilton Avenue, and Pacific Coast Highway. These facilities carry volumes of traffic in the 10,000 to 50,000 vehicles per day range.

4. Service Level Concept

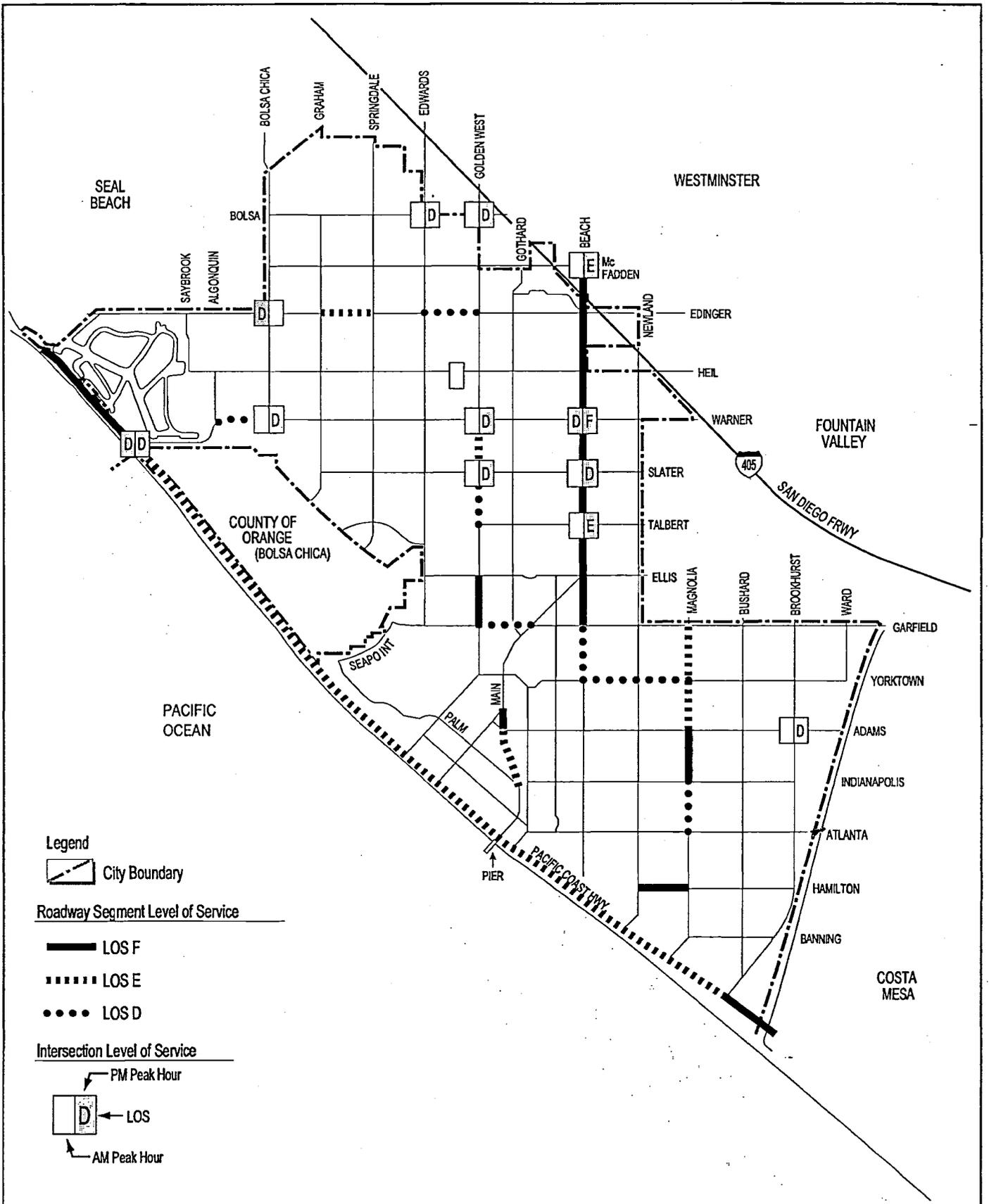
The concept of level of service (LOS) is a tool used to describe the operating characteristics of the street system in terms of the level of congestion or delay experienced by traffic. Service levels range from A through F with each level defined by a range of volume-to-capacity (V/C) ratios. Levels of service A, B, and C are considered good operating conditions with only minor delays being experienced by motorists. Level of service D represents below average or fair 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 “at-capacity” conditions and level of service F represents jammed conditions.



**EXISTING NETWORK OF
ARTERIAL STREETS AND HIGHWAYS**

CITY OF HUNTINGTON BEACH GENERAL PLAN





**EXISTING INTERSECTIONS AND
ROADWAY SEGMENTS OPERATING
BELOW LEVEL OF SERVICE C**

CITY OF HUNTINGTON BEACH GENERAL PLAN

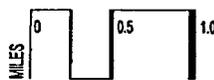


FIGURE **CE-2**

The City's current policy for acceptable level of service is D at traffic-signal controlled intersections and LOS C for roadway segment links. The City's level of service is mandated by the Growth Management Element and is a necessary standard in order to maintain and obtain future funding from the County and State for future street improvements within the City. Currently, certain roadway segments along Beach Boulevard, Edinger Avenue, Garfield Avenue, Golden West Street, Hamilton Avenue, Main Street, Magnolia Street, Pacific Coast Highway, Warner Avenue, and Yorktown Avenue operate below level of service C as shown in **Figure CE-2**.

The intersections of Beach Boulevard/Edinger Avenue, Beach Boulevard/Warner Avenue, Beach Boulevard/Slater Avenue, Beach Boulevard/Ellis Avenue, Brookhurst Street/Adams Avenue, Golden West Street/Bolsa Avenue, Golden West Street/Warner Avenue, Golden West Street/Slater Avenue, Edwards Street/Bolsa Avenue, Bolsa Chica Street/Edinger Avenue, Bolsa Chica Street/Warner Avenue, and Warner Avenue/Pacific Coast Highway currently operate at or below level of service D during peak morning and/or evening rush hours.

B. PUBLIC TRANSIT

1. Public Transit System

Fixed route and demand responsive services currently exist in the City. Fixed route services are those 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.

The Orange County Transportation Authority (OCTA) operates nineteen routes through the City (see **Figure CE-8**). OCTA also operates the demand response services for the City through the "Dial-A-Ride" program.

There are two park-and-ride facilities which allow commuters to meet and park their personal vehicles at one location and utilize carpools, vanpools, or commuter bus service. The park-and-ride facilities are the Goldenwest Transit Center located at Gothard Street and Center Avenue and the McDonnell Douglas Corporation at Bolsa Avenue and Bolsa Chica Street.

2. Rail

The Southern Pacific Railroad right-of-way is generally located east of Gothard Street and extends from the northern City limits to its endpoint just north of Acacia Street. Presently, there is no plan to provide commuter rail service to the City. This corridor is being reserved by the City for a future but not yet planned transportation facility.

C. BICYCLE FACILITIES

The City currently acknowledges the needs of bicycle enthusiasts and commuters by providing numerous bicycle facilities throughout the City (see **Figure CE-9**). There are two types of bicycle facilities in the City; a Class I facility is for bicycle travel completely separated from any street or highway. An example of a Class I facility is the bike path that runs adjacent to the Santa Ana River. The majority of the bike routes in the City are designated as Class II facilities; Class II facilities are striped lanes for one-way travel on a street such as Garfield Avenue between Edwards Street and Ward Street.

D. EQUESTRIAN FACILITIES

Unlike bicycle facilities, equestrian facilities must be separated from vehicular traffic. The demand for equestrian facilities is linked to the preservation of the rural character of the community. The Huntington Central Park Equestrian Center is a facility that provides equestrian access to Central Park as well as planned trails connecting to Harriett M. Weider Regional Park. Equestrian trails are also located within the Ellis-Golden West Quarter Section (see Figure CE-11). The Quarter Section contains detached estate single family residential with internal and perimeter equestrian trails.

E. AVIATION/WATERWAY FACILITIES

There are five existing heliports located within the City. These helicopter facilities are used primarily for air ambulance, business, emergency, and police uses. The five heliports are located at McDonnell Douglas Corporation (Bolsa Chica Street at Bolsa Avenue), Guardian Center (Beach Boulevard at Warner Avenue), Police Station at Goldenwest Street and Talbert Avenue, Cal Resources at Pacific Coast Highway (between Seapoint Street and Warner Avenue), and the Civic Center (Main Street at Yorktown Avenue).

The existing waterways in the City include the Huntington Harbour and the Orange County Sunset Aquatic Marina (see Figure CE-10). The primary use of these facilities is for recreational boating.

F. FUTURE CONDITIONS

The existing land uses in the City of Huntington Beach generate a total of 1,860,000 daily vehicle trip ends which when distributed over the existing roadway network result in traffic volumes currently experienced on the streets in Huntington Beach. The build-out (year 2010) of the land uses included in the General Plan Land Use Element will significantly increase the total number of daily trips generated in the City.

In order to forecast future year 2010 traffic volume conditions and to evaluate alternative land use and circulation systems, a travel demand forecasted model was used. A microcomputer based model was developed using TRANPLAN software and it was designated as the Santa Ana River Area (SARA) traffic model. This traffic model is based on the regional model Orange County Traffic Analysis Model (OCTAM) developed by Southern California Association of Governments (SCAG) and the Huntington Beach Orange County Traffic Analysis Model (HOCTAM) developed by City staff. Year 2010 traffic volume forecasts were based on the land uses proposed in the Land Use Element including Land Use Policy 2.1.4, which is a policy to limit future development based on the capacity of the City's infrastructure.

The future baseline traffic model utilizes the County's Master Plan of Arterial Highways (MPAH) network and assumes the roadways in the network are built-out to the roadway standards for that particular classification of roadway (e.g. major highways would be fully constructed with 120 feet of right-of-way and 84 feet of pavement). The future baseline network assumes that a modified two lane Bolsa Chica Street extension (Cross-Gap Connector) is constructed and the proposed Garfield Avenue and Banning Avenue bridges are both not constructed. The Cross-Gap connector is included because this roadway segment is critical for local fire and police protection services. The bridges are excluded because their exclusion reflects Huntington Beach City Council current policy decisions and sentiment.

With the proposed Land Use Element, it is expected there will be an increase of approximately 226,000 daily vehicle trip ends. This constitutes an approximate total of 2,086,000 daily vehicle trip ends which is approximately a 12.1 percent increase in daily vehicle trips.

The primary locations where significant roadway capacity deficiencies are expected to occur at year 2010 are in the areas in the northern section of the City near the San Diego Freeway and at the eastern portion of the City adjacent to the Santa Ana River. Also, it is expected that thirteen traffic signal controlled intersections are predicted to operate below level of service D in year 2010 without implementation of the roadway system described in the policy section of this Element.

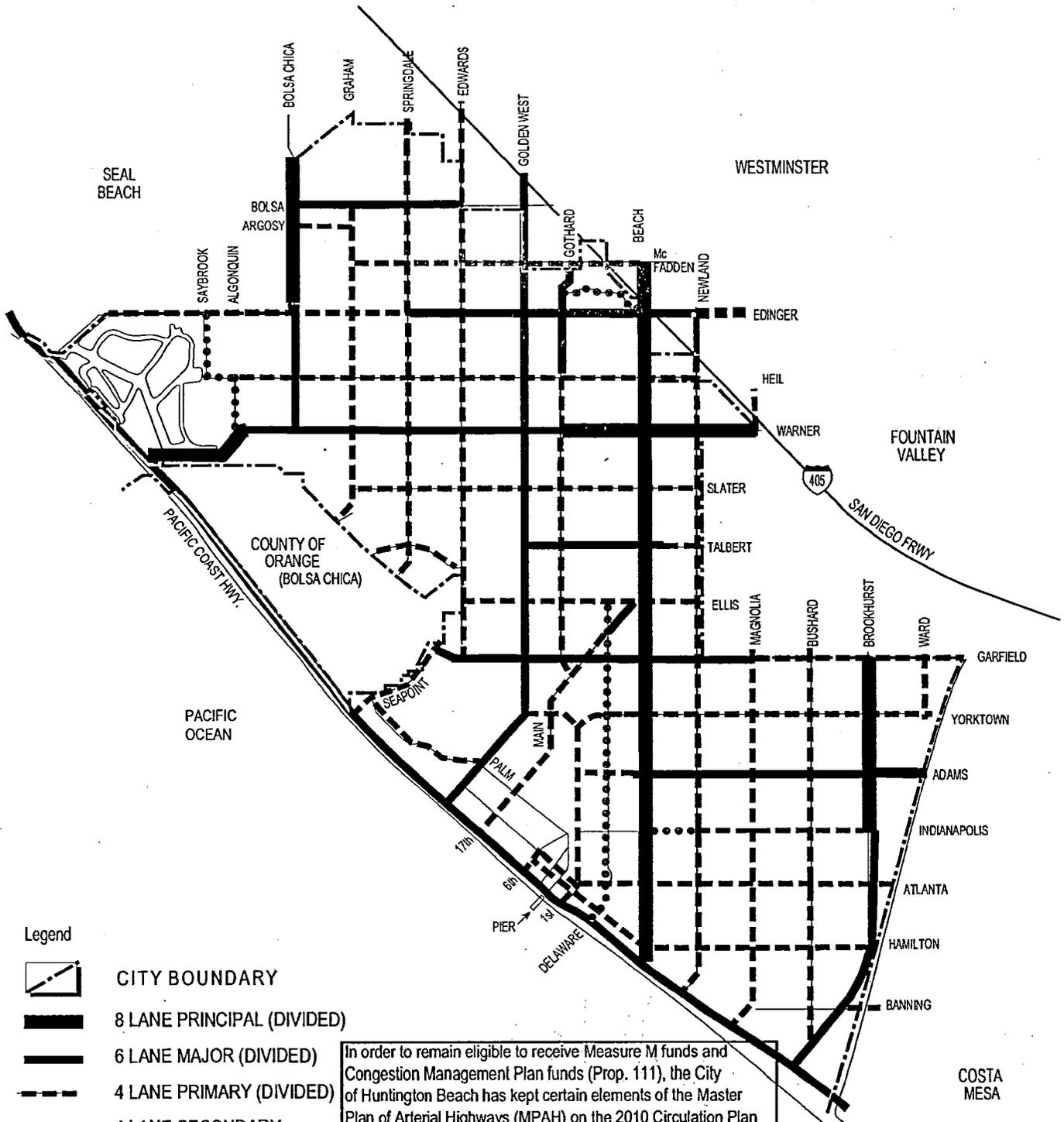
The potential increase in total citywide trip generation is based on the Land Use Alternative (GPAC 3) at 2010 build-out. The potential build-out will require major improvements to the transportation system, such as the implementation of roadways that may be proposed in the future and completion of those partially implemented improvements in transit service, implementation of the City's transportation demand management program and implementation of programs to reduce the potential for negative impacts on residential areas. The policies and programs included in the Circulation Element have been designed to provide a transportation network with adequate capacity to accommodate the build-out of the Land Use Element and include mechanisms to monitor and maintain acceptable traffic conditions over time as development occurs.

In order to remain eligible to receive Measure M funds and Congestion Management Plan funds (Prop. 111), the City of Huntington Beach has kept certain elements of the Master Plan of Arterial Highways (MPAH) on the 2010 Circulation Plan of Arterial Highways. These items include the proposed Santa Ana River Bridge Crossings and the Bolsa Chica Cross Gap Connector. These elements are required to remain on the City's Circulation Plan of Arterial Highways to maintain consistency with the Orange County Master Plan of Arterial Highways (OCMPAH). In addition, the City has included its Circulation Plan of Arterial Streets and Highways in the General Plan (see Figure CE-13). As of 1995, Measure M and Congestion Management Plan funds exceeded of \$3,000,000.00 per year.

In addition, the Orange County Transportation Authority and surrounding cities are currently participating in a cooperative study to discuss the appropriateness of certain elements of the OCMPAH. The elements include, but are not limited to, such roadway segments as the Santa Ana River Bridge Crossings. The current OCMPAH was adopted assuming a mix of land uses based upon the adopted Land Use Elements that were in place for the County and each surrounding City. Since that time, the County and the surrounding Cities have adopted amendments to the land use designations or made strong commitments to their citizens regarding certain roadway segments of the OCMPAH. For example, the Huntington Beach City Council unanimously adopted Resolution Number 6544 on November 1, 1993, which recommended that the County initiate the process to remove the 19th Street/ Banning Avenue and the Geisler Avenue/Garfield Avenue bridges from the OCMPAH. The County has undertaken this issue by the formulation of the Santa Ana River Crossings Cooperative Study. These actions along with the Cooperative Study will necessitate additional review, traffic studies, and environmental review that possibly will require modifications to the OCMPAH. OCTA has indicated that upon completion of the update of the Huntington Beach General Plan and the review of the general plans of surrounding cities, the OCMPAH is scheduled to be updated. At that time, some of the current roadway segments are likely to be modified or deleted. Due to these uncertainties, future land use planning and transportation planning will be based upon the changes that surrounding jurisdictions have made to their respective Land Use and Circulation Elements. The potential changes will be based upon the information gathered from the recommendations made by the cooperative study on the Santa Ana River Bridge Crossings. Therefore, there is the possibility that the OCMPAH road segments may never be constructed.

ISSUES

1. Traffic congestion exists on several arterials and intersections within the City. Beach Boulevard experiences congestion along almost its entire length and at several major intersections. Pacific Coast Highway also experiences congestion during weekday peak hours and weekends. (*CE 1.2.1, CE 2.1.1, CE 2.1.2, and CE 2.1.3*)
2. Parking shortages are experienced along Pacific Coast Highway and in the downtown area during the peak summer season. (*CE 5.1.1 and CE 5.1.2*)
3. Alternative modes of transportation could provide a smoother link to Central Orange County and beyond. (*CE 3.1.1, CE 3.1.2, CE 3.1.4, CE 3.1.5, CE 3.1.6, and CE 3.1.7*)
4. Discourage commuter or by-pass through traffic from entering residential areas. (*CE 2.2.1 and CE 2.2.2*)
5. Future design of the circulation system should focus upon the safety of the pedestrian, bicyclist, and motorist. (*CE 6.1.1, CE 6.1.2, and CE 6.1.5*)
6. The City's circulation system should be maintained at the highest level possible to decrease congestion, ensure safety, and ensure the ability of the City's emergency services to respond to emergency situations. (*CE 1.3.1, CE 6.1, CE 2.1.1, and CE 2.1.2*)
7. Traffic generated from the buildout of the City's land uses may negatively impact surrounding cities. (*CE 1.1.2 and CE 1.1.3*)
8. Congestion may impede the ability of the City's emergency services to respond in a timely manner. (*CE 1.3.1 and CE 2.4.1*)
9. The unilateral deletion of City street segments from the Master Plan of Arterial Highways system by the City could result in the loss of measure M funds (See **Figure CE 3**).



Legend

-  CITY BOUNDARY
-  8 LANE PRINCIPAL (DIVIDED)
-  6 LANE MAJOR (DIVIDED)
-  4 LANE PRIMARY (DIVIDED)
-  4 LANE SECONDARY
-  2 LANE COLLECTOR

In order to remain eligible to receive Measure M funds and Congestion Management Plan funds (Prop. 111), the City of Huntington Beach has kept certain elements of the Master Plan of Arterial Highways (MPAH) on the 2010 Circulation Plan of Arterial Highways. These items include the proposed Santa Ana River Bridge crossings. In addition, the Orange County Transportation Authority and surrounding cities are currently discussing the appropriateness of elements, such as the Santa Ana River Bridges, of the OCMPAH. Therefore, future land use planning and transportation planning were based upon the possibility that these road segments may never be constructed. Please see discussion under Technical Synopsis Section F. (see CE 1.1.3)

*The designated street network may only be implemented following appropriate amendment of the MPAH. Refer to Figure CE-13 for minimum circulation network.

DKS Associates, 1994
Amended June 1998
Amended October 2002

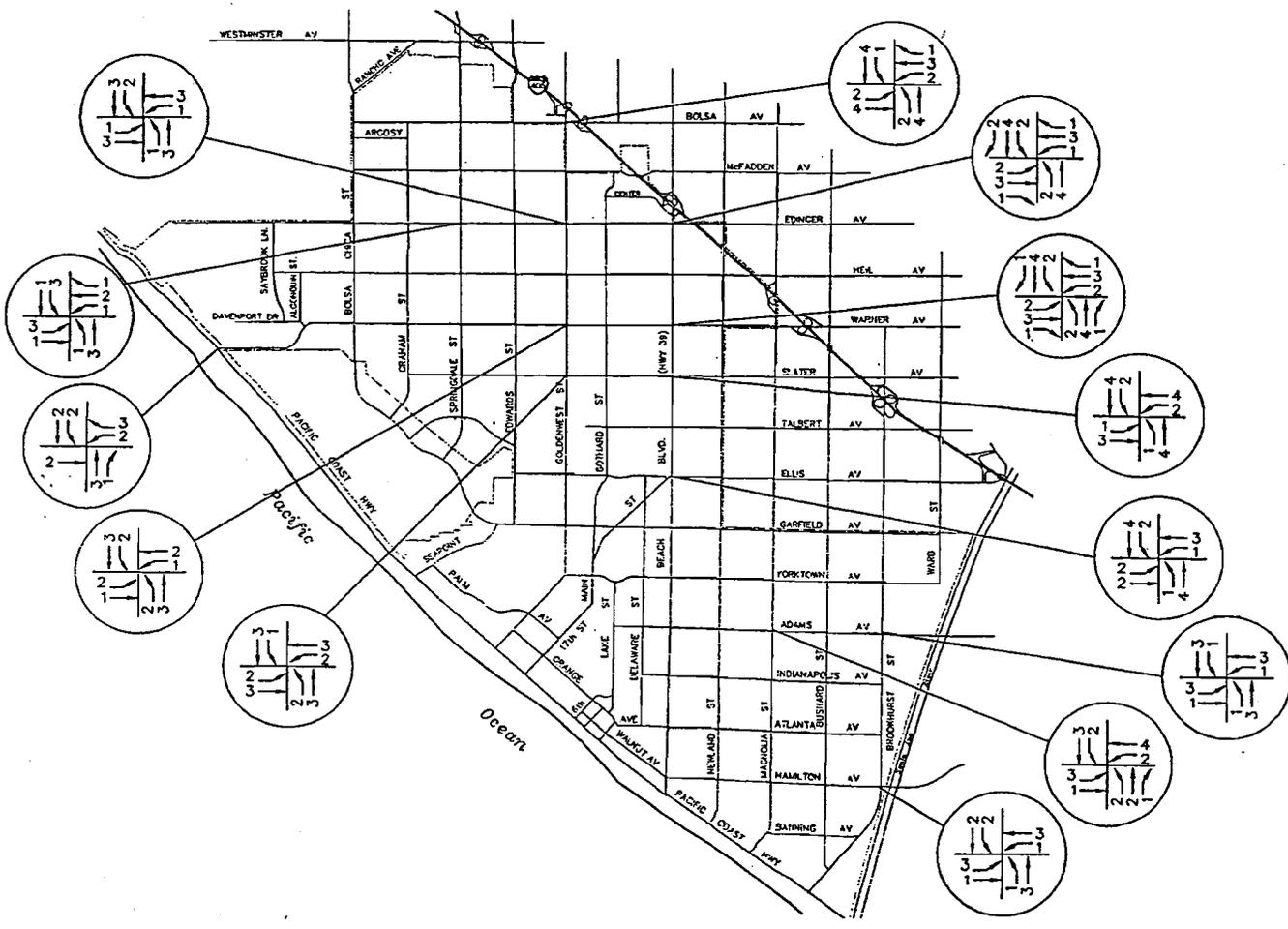
(See TABLE CE-3)

**POTENTIAL FOR
2010 CIRCULATION PLAN OF ARTERIAL HIGHWAYS***

CITY OF HUNTINGTON BEACH GENERAL PLAN



FIGURE **CE-3**



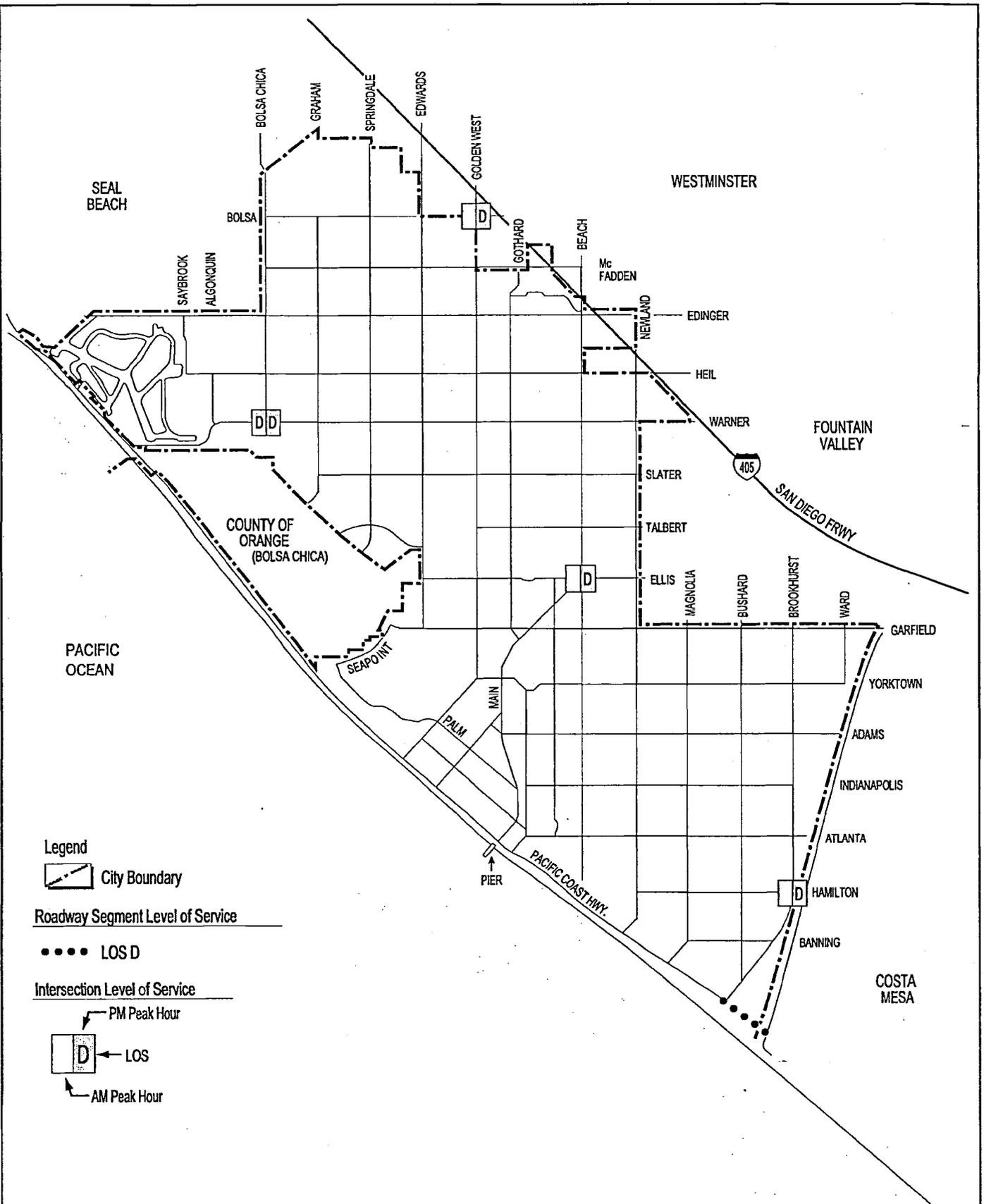
LEGEND

← (X) Number of Lanes

**PROPOSAL CRITICAL INTERSECTION
LANE CONFIGURATION**

CITY OF HUNTINGTON BEACH GENERAL PLAN





**INTERSECTIONS AND ROADWAY SEGMENTS
OPERATING BELOW LEVEL OF SERVICE C
POST GENERAL PLAN IMPLEMENTATION**

CITY OF HUNTINGTON BEACH GENERAL PLAN



TABLE CE-1

Roadway Segments that Require a Change in Roadway Classification
(See Figure CE-1)

Roadway	From	To	Existing Classification	Revised Classification
Heil Avenue	Algonquin Street	Beach Boulevard	Secondary (4 Lane)	Primary (4 lane divided)
Argosy Avenue	Bolsa Chica Street	Graham Street	NONE	Primary (4 lane divided)
Mc Fadden Avenue	Graham Street	Gothard Street	Secondary (4 Lane)	Primary (4 lane divided)
Mc Fadden Avenue	Bolsa Chica Street	Graham Street	Secondary (4 Lane)	DELETE
Main Street	Delaware Street	Beach Boulevard	Secondary (4 Lane)	Major (6 lane divided)
Main Street	17th Street	Delaware Street	Secondary (4 Lane)	Primary (4 lane divided)
Slater Avenue	Springdale Street	Newland Street	Secondary (4 Lane)	Primary (4 lane divided)
Talbert Avenue	Golden West Street	Gothard Street	Secondary (4 Lane)	DELETE
Ellis Avenue	Delaware Street	Newland Street	Secondary (4 Lane)	Primary (4 lane divided)
Yorktown Avenue	Golden West Street	Ward Street	Secondary (4 Lane)	Primary (4 lane divided)
Indianapolis Avenue	Newland Street	Brookhurst Street	Secondary (4 Lane)	Primary (4 lane divided)
Banning Avenue	Bushard Street	Brookhurst Street	Secondary (4 Lane)	Collector (2 Lane)
Graham Street	Edinger Avenue	Bolsa Avenue	Secondary (4 Lane)	Primary (4 lane divided)
Edwards Street	Garfield Avenue	Bolsa Avenue	Secondary (4 Lane)	Primary (4 lane divided)
Seapoint Street	Pacific Coast Hwy	Garfield Avenue	Secondary (4 Lane)	Primary (4 lane divided)
Gothard Street	Ellis Avenue	McFadden Avenue	Secondary (4 Lane)	Primary (4 lane divided)
Newland Street	Atlanta Avenue	Heil Avenue	Secondary (4 Lane)	Primary (4 lane divided)
Bushard Street	Pacific Coast Hwy	Garfield Avenue	Secondary (4 Lane)	Primary (4 lane divided)
Orange Avenue	Golden West Street	Sixth Street	Secondary (4 Lane)	Primary (4 lane divided)
Pacific Coast Highway	Warner Avenue	Golden West Street	Secondary (4 Lane)	Collector (2 lane)
			Primary (4 lane divided)	Major (6 lane)

TABLE CE-2

Roadway Segments that May Potentially Require a Future Change in Roadway Classification
 (See Figure CE-3)

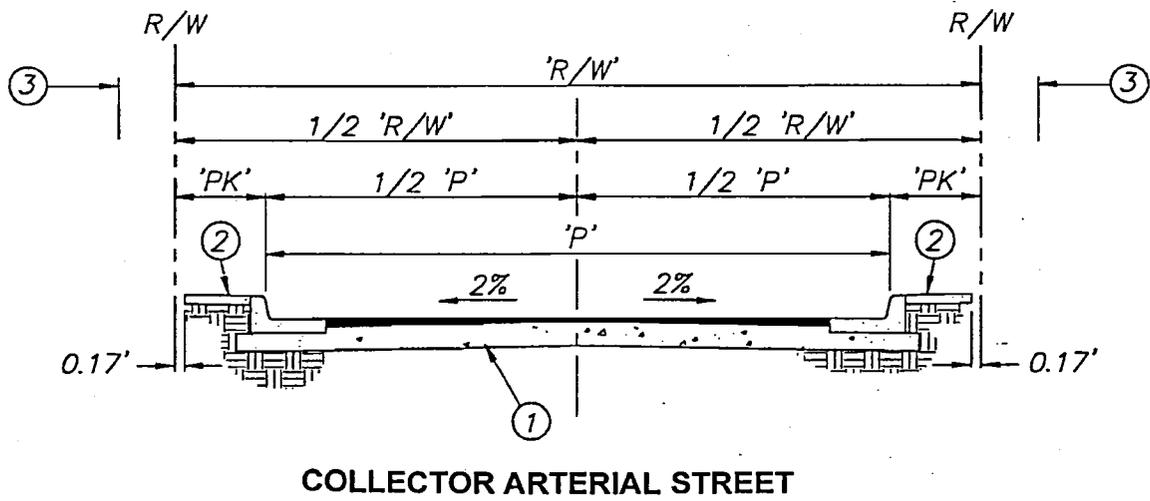
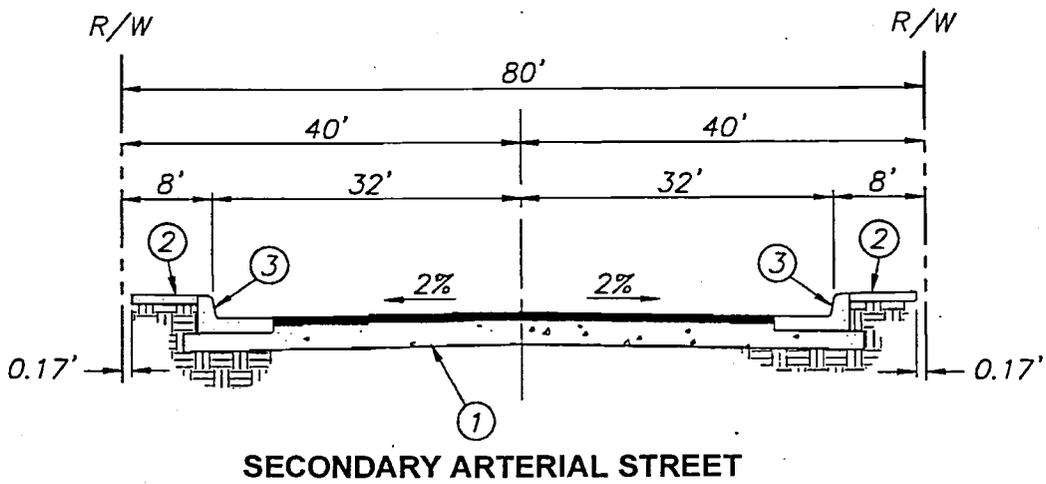
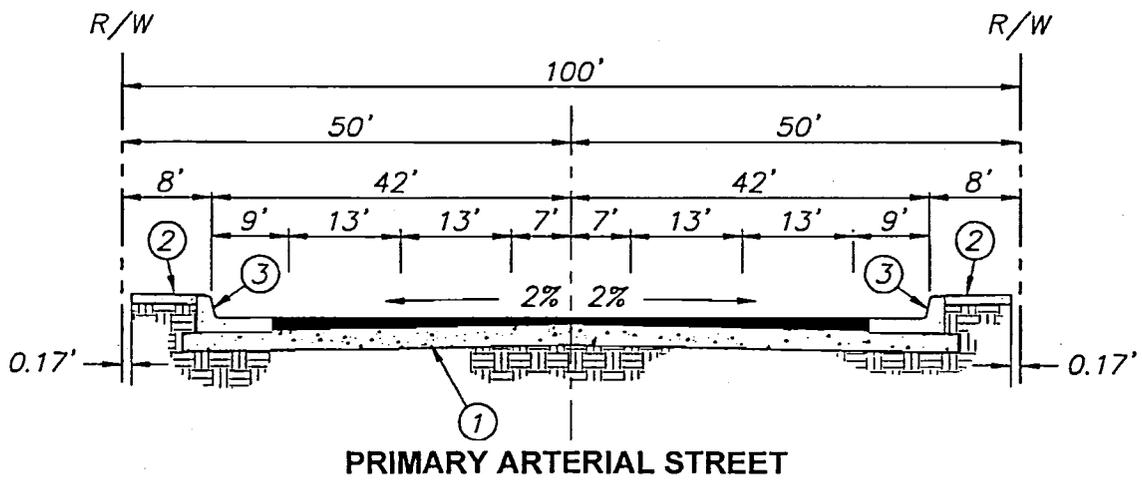
Roadway	From	To:	Existing Classification	Potential Classification	Right of way Acquisition Required?	Estimated Right of Way Required
Adams Avenue	Brookhurst Street	East City Limit	Major(6 Lane Divided)	Principal (8 lane divided)	Yes	2' x 1800'
Beach Blvd.	Ellis Avenue	Yorktown Avenue	Major(6 Lane Divided)	Principal (8 lane divided)	No	
Bolsa Chica Street	Edinger Avenue	Rancho Road	Major(6 Lane Divided)	Principal (8 lane divided)	No	
Garfield Avenue	Delaware Street	Magnolia Street	Primary (4 lane divided)	Major (6 lane divided)	No	
Gothard Street	Heil Avenue	McFadden Avenue	Primary (4 lane divided)	Major (6 lane divided)	No	
Pacific Coast Highway	Beach Blvd.	Santa Ana River	Major(6 Lane Divided)	Principal (8 lane divided)	No	
Springdale Street	McFadden Avenue	North City Limit	Primary (4 lane divided)	Major (6 lane divided)	No	
Warner Avenue	Pacific Coast Highway	Algonquin Street	Major(6 Lane Divided)	Principal (8 lane divided)	No	
Warner Avenue	Gothard Street	Magnolia Street	Major(6 Lane Divided)	Principal (8 lane divided)	No	

TABLE CE-3
Proposed Critical Intersection Improvements
for Build-Out Year 2010 Conditions

No. Location	Existing Intersection Geometry												Proposed Year 2010 Intersection Geometry												Required Year 2010 Intersection Geometry												No ROW Required	Estimated ROW Required (Sq. Ft.)									
	SB				EB				WB				NB				SB				EB				WB				NB				SB						EB				WB				
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R			L	T	R	L	T	R	L	T	R
1. Adams Ave/Brookhurst	2	3	0	2	3	0	2	3	0	2	3	0	2	3	0	2	3	0	2	3	0	2	3	0	2	2	1	2	3	0	2	4	0	2	4	0	2	4	0	2	4	0					
2. Adams Ave/Magnolia St	1	2	0	1	2	0	1	3	0	1	3	0	1	2	0	1	3	0	1	3	0	1	3	0	1	3	0	1	3	0	1	3	0	1	3	0	1	3	0	1	3	0		X**	*22' x 600' East Leg		
3. Beach Blvd/Warner Av	2	3	0	2	3	0	2	3	0	2	3	0	2	4	0	2	3	0	2	4	0	2	3	0	2	4	1	2	4	1	2	3	1	2	3	1	2	3	1	2	3	1		X			
4. Beach Blvd/Edinger Av	2	3	1	2	4	2	2	1	1	2	0	2	4	0	2	2	1	1	2	0	2	4	0	2	2	4	2	2	1	1	3	1	2	3	1	2	3	1	2	3	1		X				
5. Beach Blvd/Ellis Ave	1	3	0	1	3	0	2	1	1	2	1	1	4	0	1	4	0	2	2	1	1	2	1	1	4	0	2	4	0	2	2	1	3	0	2	2	1	3	0	2	2	1		X*	22' x 1200' E & W Leg		
6. Beach Blvd/Slater Ave	1	3	0	1	3	0	1	2	0	1	2	0	1	4	0	1	4	0	1	2	0	1	2	0	1	4	0	2	4	0	1	3	0	2	4	0	1	3	0	2	4	0					
7. Bolsa Ave/Golden West	2	3	0	1	3	0	1	2	1	2	3	1	2	3	0	1	3	0	2	3	1	2	4	0	1	4	0	1	4	0	2	4	0	2	3	1	2	4	0	1	4	0	2	3	1		
8. Brookhurst St/Hamilton	1	3	0	1	3	0	1	3	0	1	2	1	1	3	0	1	3	0	1	2	1	1	3	0	2	2	0	1	3	0	2	0	1	3	0	1	3	0	1	3	0	1		X			
10. Edinger Ave/Springdal	1	2	0	1	2	0	1	3	0	1	2	1	1	2	0	1	2	0	1	3	0	1	2	1	1	3	0	1	3	0	1	3	0	1	3	0	1	3	0	1	2	1		X			
11. Golden West St/Slater Ave	1	2	1	1	3	0	1	2	0	1	2	0	1	2	1	1	3	0	1	2	0	1	2	0	2	3	0	2	3	0	1	2	0	1	2	0	1	2	0	1	2	0		X			
12. Golden West St/Warner	1	2	1	1	2	1	2	3	0	2	3	0	1	2	1	1	2	1	2	3	0	2	3	0	2	3	0	1	3	0	1	3	0	2	3	0	1	3	0	2	3	0		X			
13. PCH/Warner Ave	1	2	1	2	2	0	0	2	0	1	1	2	1	2	1	2	2	0	0	2	0	1	1	2	0	3	1	2	2	0	0	2	0	2	0	3	1	2	2	0	0	2	0	3			

ROW = Right-of-Way
 L - Left turn lane
 T - Through lane
 R - Right turn lane

*Based on Operational Analysis.
 **Remove north and south bike lanes at intersection.

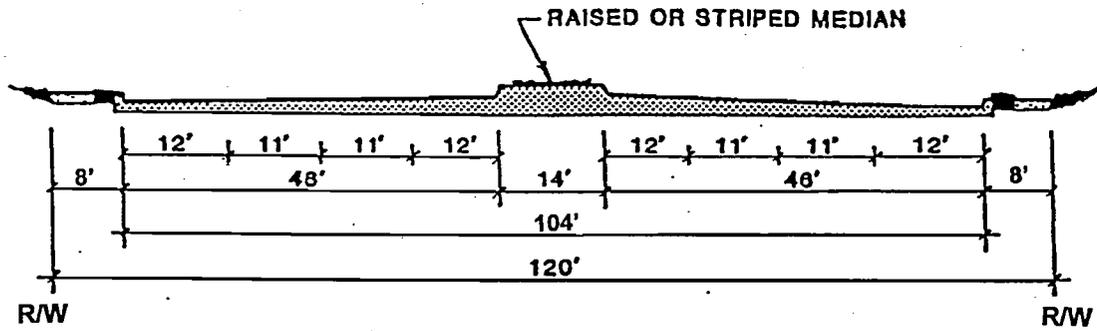


(see CE 12.1)

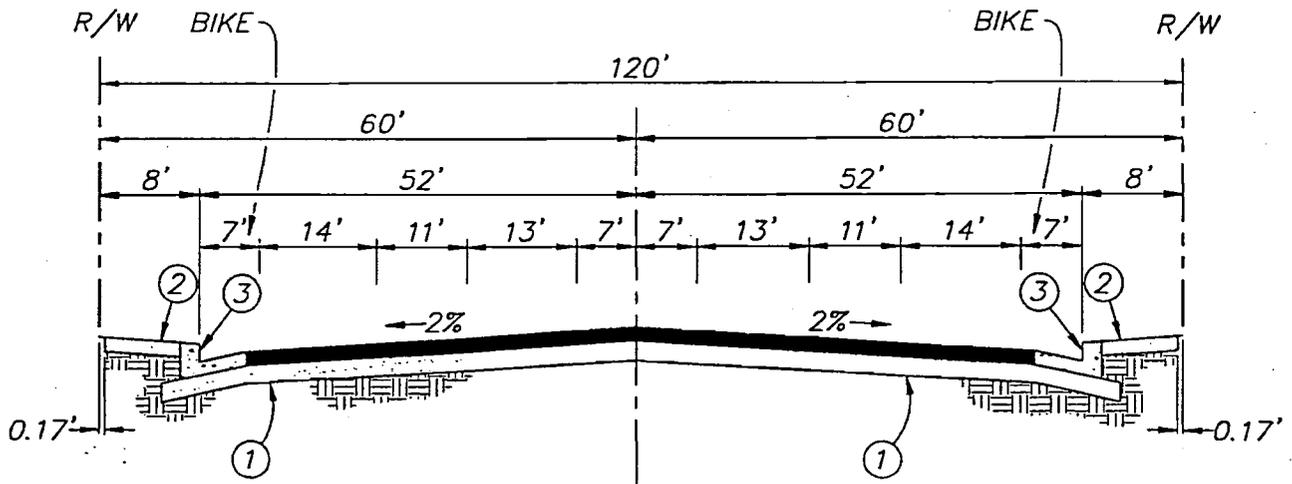
TYPICAL ROADWAY SECTIONS

CITY OF HUNTINGTON BEACH GENERAL PLAN

FIGURE **CE-6a**



PRINCIPAL ARTERIAL STREET



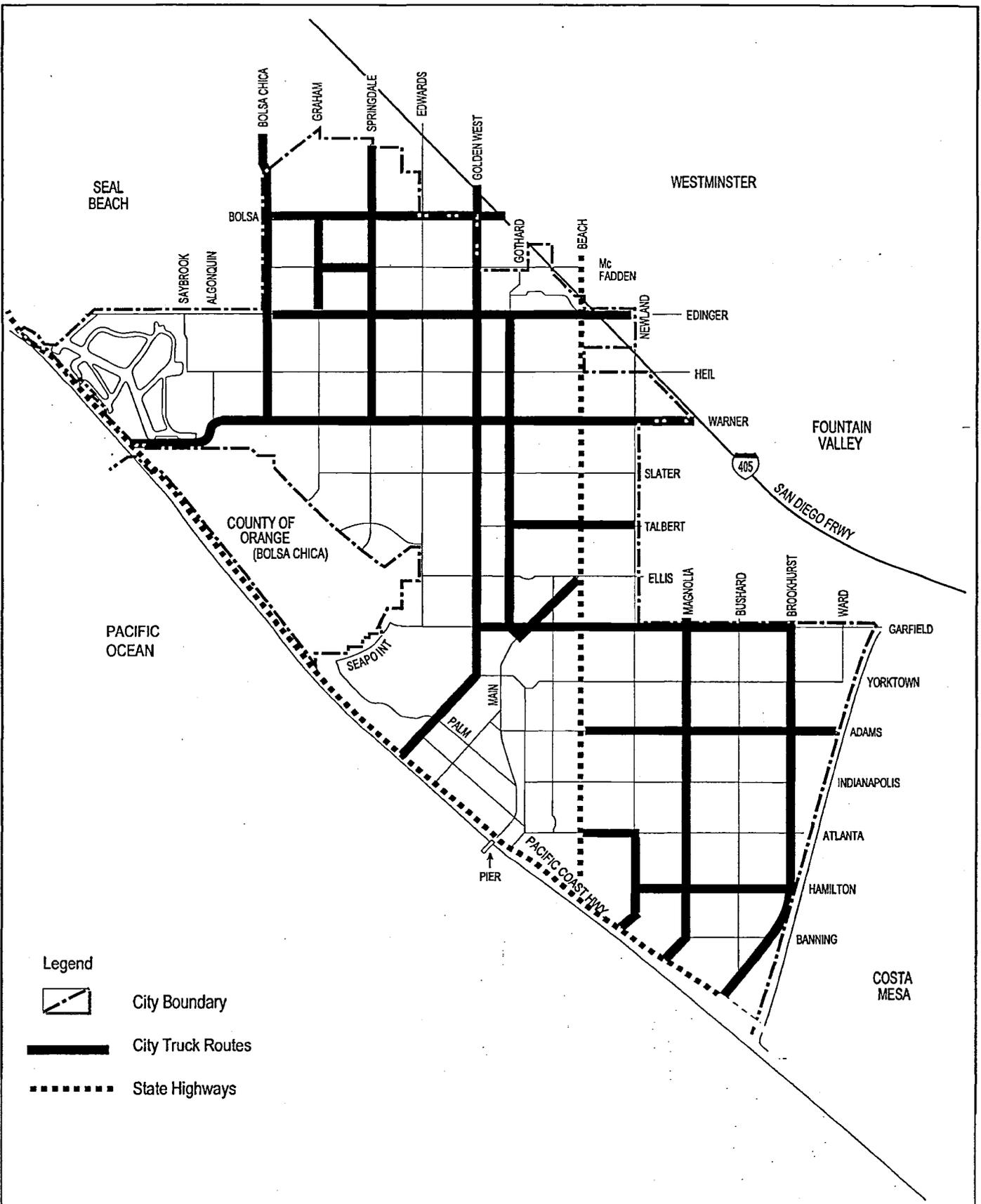
MAJOR ARTERIAL STREET

(see CE1.2.1)

TYPICAL ROADWAY SECTIONS

CITY OF HUNTINGTON BEACH GENERAL PLAN

FIGURE CE-6b



TRUCK ROUTES

CITY OF HUNTINGTON BEACH GENERAL PLAN



FIGURE **CE-7**

GOALS, OBJECTIVES, AND POLICIES

The following section presents the goals, objectives, policies, and programs for Circulation in the City of Huntington Beach. At the end of each policy is a reference to the appropriate implementation program. Each implementation program's schedule and possible funding sources are indicated in the Circulation Implementation Matrix.

General

Goal

CE 1

Provide a balanced transportation system that supports the policies of the General Plan and facilitates the safe and efficient movement of people and goods throughout the City while providing a balance between economic development and the preservation of residential neighborhoods, and minimizing environmental impacts.

Objective

CE 1.1

Balance the circulation system with the circulation demands generated by the implementation of the City's Land Use Element.

Policies

CE 1.1.1

Encourage the completion of missing roadway links and other related facilities by adopting the Circulation Plan of Arterial Highways and critical intersection improvements as shown in Figures CE-3, CE-4, CE-5 and as described in Tables CE-1, CE-2, and CE-3 of this Element. (I-CE 1 and I-CE 4)

CE 1.1.2

Monitor and participate in applicable County, Regional, State, and Federal transportation plans and proposals. (I-CE 2 and I-CE 3)

CE 1.1.3

Maintain compliance with the County's Congestion Management Plan (CMP) as shown on Figure CE-3. (I-CE 2 and I-CE 4)

CE 1.1.4

Review implementation programs that coordinate the transportation needs and requirements of the City with those of other public agencies in order to ensure that the overall circulation plan of the City is effective, efficient, and safe. (I-CE 3 and I-CE 4)

Objective

CE 1.2

Ensure adequate capacity for the City's circulation needs while minimizing significant negative environmental impacts.

Policies

CE 1.2.1

Enhance circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity and associated features such as medians and bicycle lanes as specified in Figure CE-6, A and B. (I-CE 1)

CE 1.2.2

Develop a circulation system that capitalizes on significant environmental features of the City as identified in the Urban Design and Environmental Resources and Conservation Elements. (I-CE 5 and I-CE 12)

CE 1.2.3

Maintain primary truck routes that sustain an effective transport of commodities while mitigating the negative impacts on local circulation and on noise sensitive land uses as shown in Figure CE-7 and Figure N-1 of the Noise Element. (I-CE 1)

CE 1.2.4

Utilize Caltrans and City design criteria for any future truck routes within the City. (I-CE 1 and I-CE 3)

Objective

CE 1.3

Provide a circulation/transportation system which enhances and minimizes response time needed for emergency vehicles.

Policies

CE 1.3.1

Ensure that primary and secondary roadways are able to be used for evacuating persons from their homes during emergency conditions or for ingress when emergency response units are needed. (I-CE 6, I-CE 8, and I-CE 9)

Streets and Highways

Goal

CE 2

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

Objective

CE 2.1

Comply with City's performance standards for acceptable levels of service.

Policies

CE 2.1.1

Maintain a city-wide level of service (LOS) not to exceed LOS "D" for intersections during the peak hours. (*I-CE 1 and I-CE 4*)

CE 2.1.2

Maintain a city-wide level of service (LOS) for links not to exceed LOS "C" for daily traffic with the exception of Pacific Coast Highway south of Brookhurst Street. (*I-CE 1 and I-CE 4*)

CE 2.1.3

Identify and improve roadways and intersections that are approaching, or have reached, unacceptable levels of service. (*I-CE 1*)

Objective

CE 2.2

Decrease non-residential traffic on local residential-serving streets.

Policies

CE 2.2.1

Minimize, to the greatest extent feasible, "by-pass" or "through" traffic that intrudes into residential neighborhoods. (*I-CE 4 and I-CE 6*)

CE 2.2.2

Discourage the creation of new major roadway connections which would adversely impact the residential character of existing residential neighborhoods. (*I-CE 4 and I-CE 6*)

Objective

CE 2.3

Ensure that the location, intensity and timing of new development is consistent with the provision of adequate transportation infrastructure and standards as defined in the Land Use Element.

Policies

CE 2.3.1

Require development projects to mitigate off-site traffic impacts and pedestrian, bicycle, and vehicular conflicts to the maximum extent feasible. (*I-CE 4, I-LU 3, and I-LU 4*)

CE 2.3.2

Limit driveway access points and require adequate driveway widths onto arterial roadways and require driveways be located to ensure the smooth and efficient flow of vehicles, bicycles and pedestrians. (*I-CE 4*)

CE 2.3.3

Require, where appropriate, an irrevocable offer of mutual access across adjacent non-residential properties fronting arterial roadways and require use of shared driveway access. (*I-CE 4*)

CE 2.3.4

Require that new development mitigate its impact on City streets, including but not limited to, pedestrian, bicycle, and vehicular conflicts, to maintain adequate levels of service. (*I-CE 4*)

Objective

CE 2.4

Ensure compliance with the City's Growth Management Plan.

Policy

CE 2.4.1

Install preemptive emergency signaling devices for each direction at all traffic signal controlled intersections within the City. Existing unacceptable level of service (LOS) intersections shall be a high priority when retro-fitting traffic signals for emergency preemption. (*I-CE 8*)

Public Transportation

Goal

CE 3

Develop a balanced and integrated multi-modal transportation system.

Objective

CE 3.1

Increase the mass transit opportunities available to Huntington Beach residents in order to reduce traffic impacts on streets and highways and improve air quality.

Policies

CE 3.1.1

Encourage and support the various public transit agencies and companies, ride sharing programs, and other incentive programs, that allow residents to utilize forms of transportation other than the private automobile. (*I-CE 7 and I-CE 8*)

CE 3.1.2

Augment the existing bus routes with any new bus routes designated in the Orange County Transportation Authority (OCTA) Future Transit Needs Study as shown in **Figure CE-8**. (*I-CE 3*)

CE 3.1.3

Continue to reserve the abandoned rail right-of-way for a future transportation use such as a transit or bicycle facility. (*I-CE 3 and I-CE 4*)

CE 3.1.4

Explore the possibility of a transportation center located in the vicinity of the downtown commercial area. (*I-CE 3*)

CE 3.1.5

Work with OCTA in pursuing a future urban rail transit system that services the City of Huntington Beach. (*I-CE 3*)

CE 3.1.6

Require proposed heliports/helistops to comply with all Federal Aviation Administration (FAA) and City noise ordinances. (*I-CE 1*)

CE 3.1.7

Provide for future use of water borne passenger services along ocean frontages and harbor waterways. (*I-CE 1 and I-CE 4*)

Objective

CE 3.2

Encourage new development that promotes and expands the use of transit services.

Policy

CE 3.2.1

Require developers to include transit facilities, such as park-and-ride sites, bus benches, shelters, pads or turn-outs in their development plans, where feasible as specified in the City's TDM Ordinance. (*I-CE 3, I-CE 4, I-CE 7, I-AQ 1, and I-AQ 4*)

Transportation Demand Management /Transportation Systems Management

Goal

CE 4

Encourage and develop a transportation demand management (TDM) system to assist in mitigating traffic impacts and in maintaining a desired level of service on the circulation system.

Objective

CE 4.1

Pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policies

CE 4.1.1

Encourage non-residential development to provide employee incentives for utilizing alternatives to the conventional automobile (i.e., carpools, vanpools, buses, bicycles and walking). (*I-CE 8 and I-AQ 1*)

CE 4.1.2

Encourage employers to use flex-time, staggered working hours and other means, such as but not limited to the following, to lessen commuter traffic during peak hours:

- a. Bus passes that can be purchased on a monthly basis and sold to employees at a reduced rate with proof that they consistently used the transit system to commute.
- b. Single Occupancy Vehicle (SOV) Parking Fees or a monthly parking fee for SOV's using parking facilities.

- c. Commuter Rideshare Matching Service or a database containing employees zip codes and commuting preferences to be provided to interested participants.
- d. Guaranteed ride home (GRH) program that provides a ride home to employees. (I-CE 8 and I-AQ 2)

CE 4.1.3

Encourage the use of multiple-occupancy vehicle programs for shopping and other uses to reduce midday traffic. (I-CE 8 and I-AQ 4)

CE 4.1.4

Support national, state, and regional legislation directed at encouraging the use of carpools and vanpools. (I-CE 8 and I-AQ 4)

CE 4.1.5

Promote ride sharing through publicity and provision of information to the public. (I-CE 8 and I-AQ 4)

CE 4.1.6

Encourage that proposals for major new non-residential developments include submission of a TDM plan to the City. (I-CE 8 and I-AQ 4)

CE 4.1.7

Encourage the development, implementation, and use of new advance technologies to optimize safe traffic flow and manage traffic congestion. (I-CE 4, I-CE 8 and I-AQ 5)

CE 4.1.8

Continue to impose the restriction or elimination of on-street parking to improve traffic flow along congested arterials. (I-CE 4)¹

Parking Facilities

Goal

CE 5

Provide sufficient, well designed and convenient on and off street parking facilities throughout the City.

Objective

CE 5.1

Balance the supply of parking with the demand for parking.

Policies

CE 5.1.1

Maintain an adequate supply of parking that supports the present level of demand and allow for the expected increase in private transportation use. (I-CE 9)

CE 5.1.2

Provide safe and convenient parking that has minimal impacts on the natural environment, the community image, or quality of life. (I-CE 9)

Bicycle, Pedestrian, Equestrian Facilities, and Waterway Facilities

Goal

CE 6

Provide a city-wide system of efficient and attractive pedestrian, equestrian, and waterway facilities for commuter, school and recreational use.

Objective

CE 6.1

Promote the safety of bicyclists and pedestrians by adhering to Caltrans and City-wide standards.

Policies

CE 6.1.1

Assure local bicycle routes within the City will be connected to routes of neighboring cities. (I-CE 1)

CE 6.1.2

Link bicycle routes as shown in Figure CE-9 with pedestrian trails and bus routes to promote an interconnected system. (I-CE 1, I-CE 3, I-AQ, I-RCS 1, I-RCS 4, and I-RCS 7)

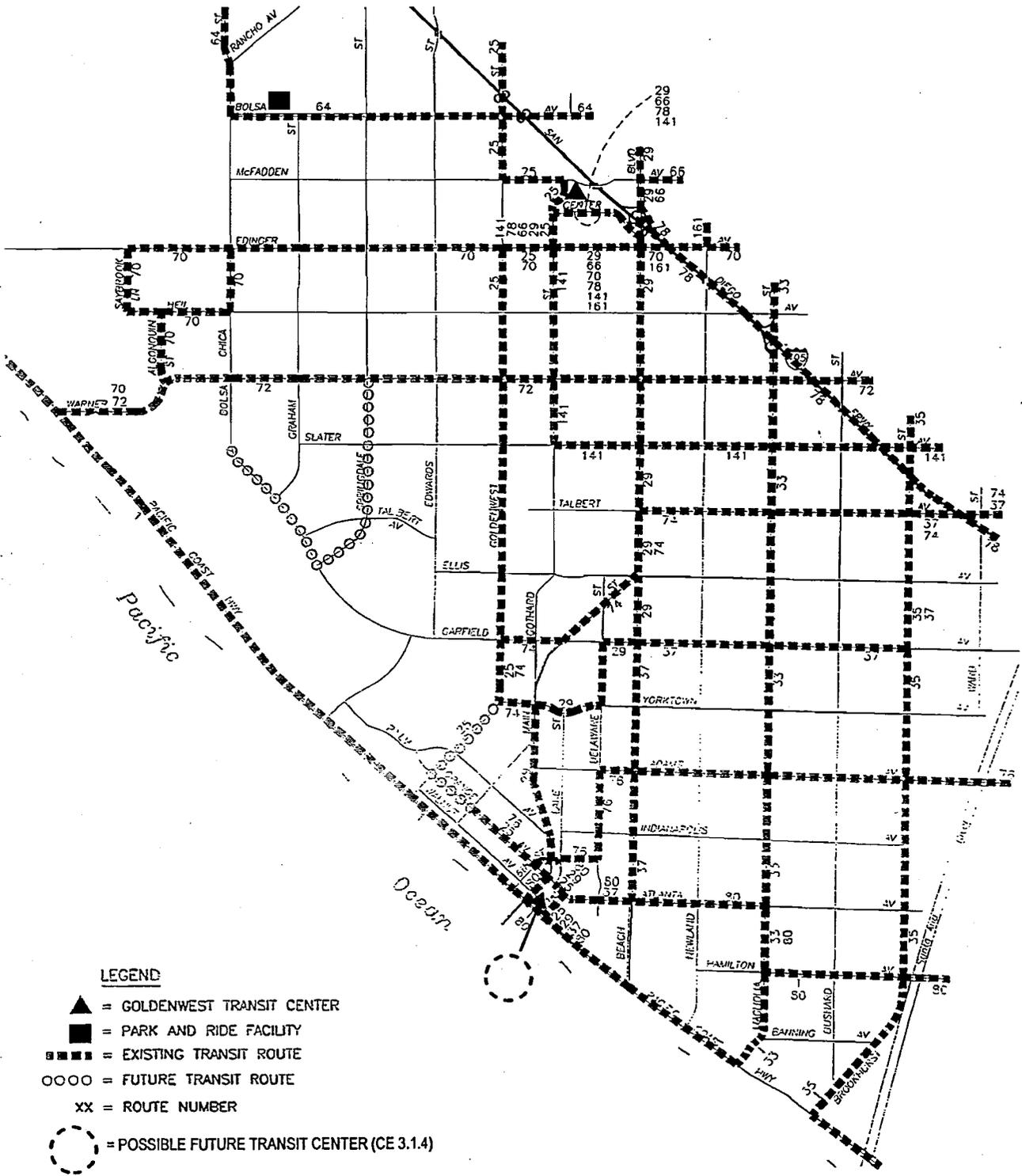
CE 6.1.3

Encourage the inclusion of facilities to that transport bicycles on public transit vehicles (both fixed route and para-transit) wherever possible. (I-CE 3 and I-AQ 1)

CE 6.1.4

Continue to update the City's Bike Route Plan to include new routes identified in the County's Master Plan of Bikeways. (I-CE 1)

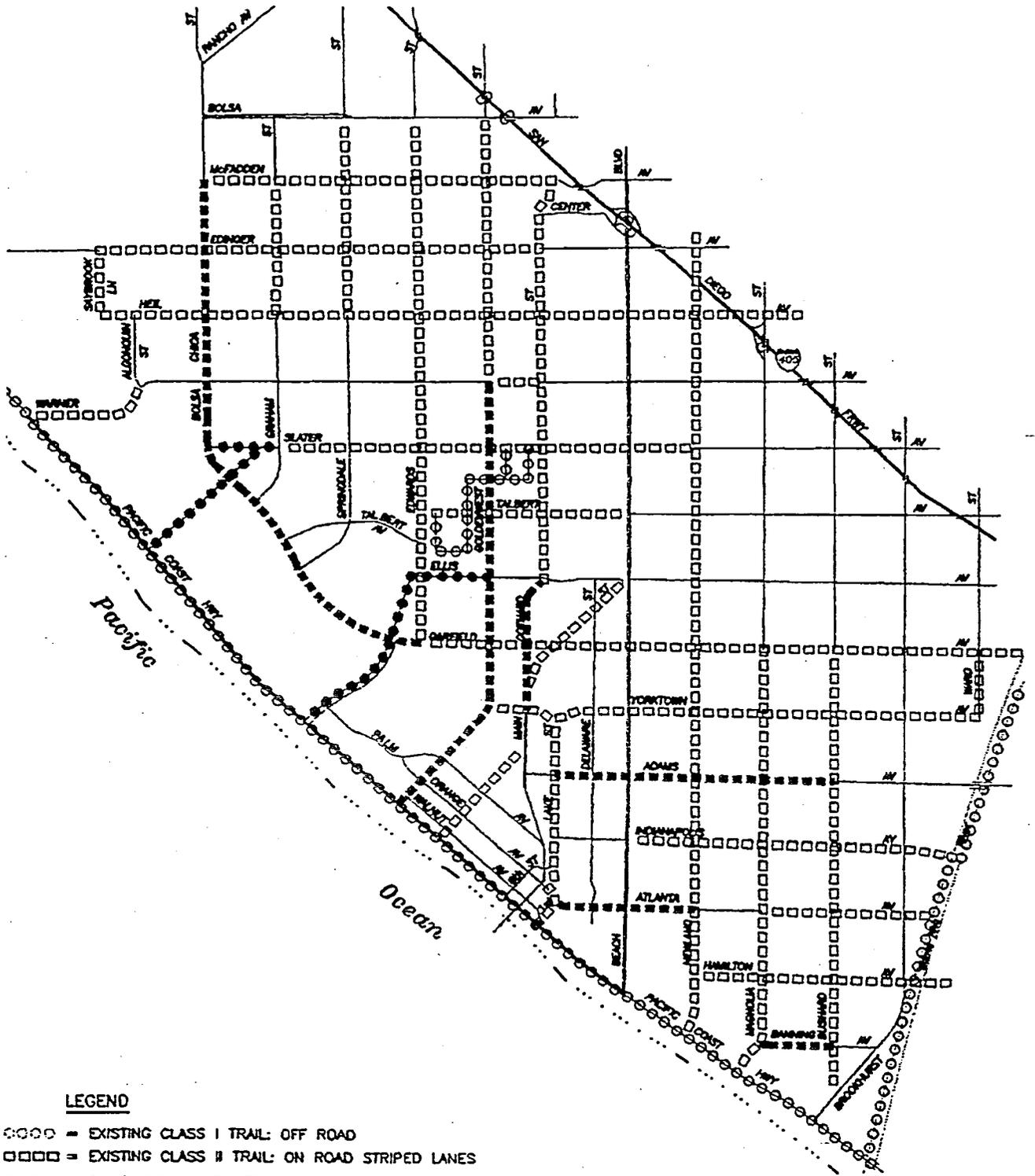
¹ Mitigation Measure T-2 as specified in EIR No. 94-1, Table EX-1



Source: DKS Associates, 1994

TRANSIT SERVICE ROUTES
CITY OF HUNTINGTON BEACH GENERAL PLAN





LEGEND

- ○ ○ ○ = EXISTING CLASS I TRAIL: OFF ROAD
- □ □ □ = EXISTING CLASS II TRAIL: ON ROAD STRIPED LANES
- ● ● ● = PROPOSED CLASS I TRAIL: OFF ROAD
- ■ ■ ■ = PROPOSED CLASS II TRAIL: ON ROAD STRIPED LA

Source: DKS Associates, 1994

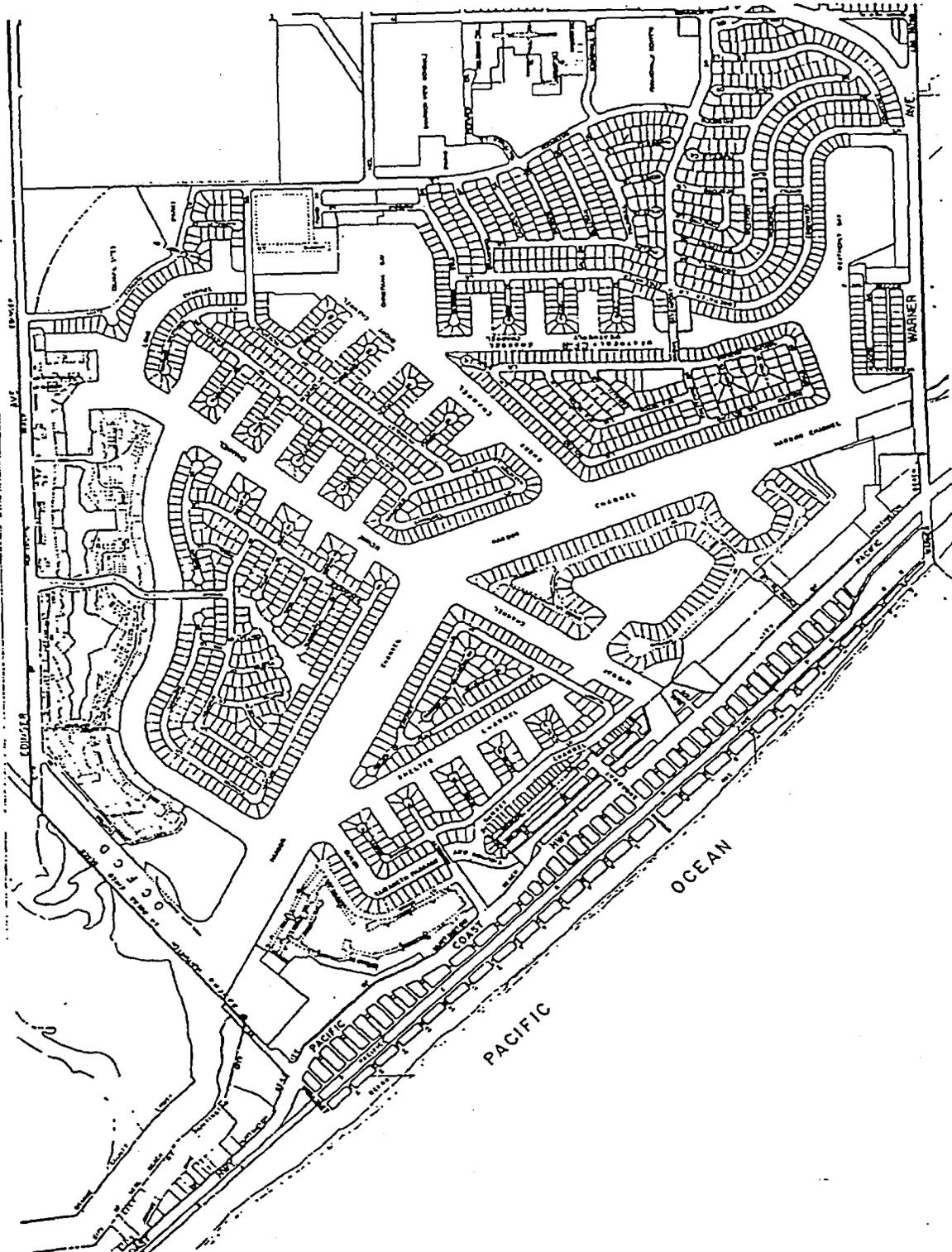
(see CE 6.1.2)

BICYCLE PLAN

CITY OF HUNTINGTON BEACH GENERAL PLAN



FIGURE **CE-9**



Source: DKS Associates, 1994

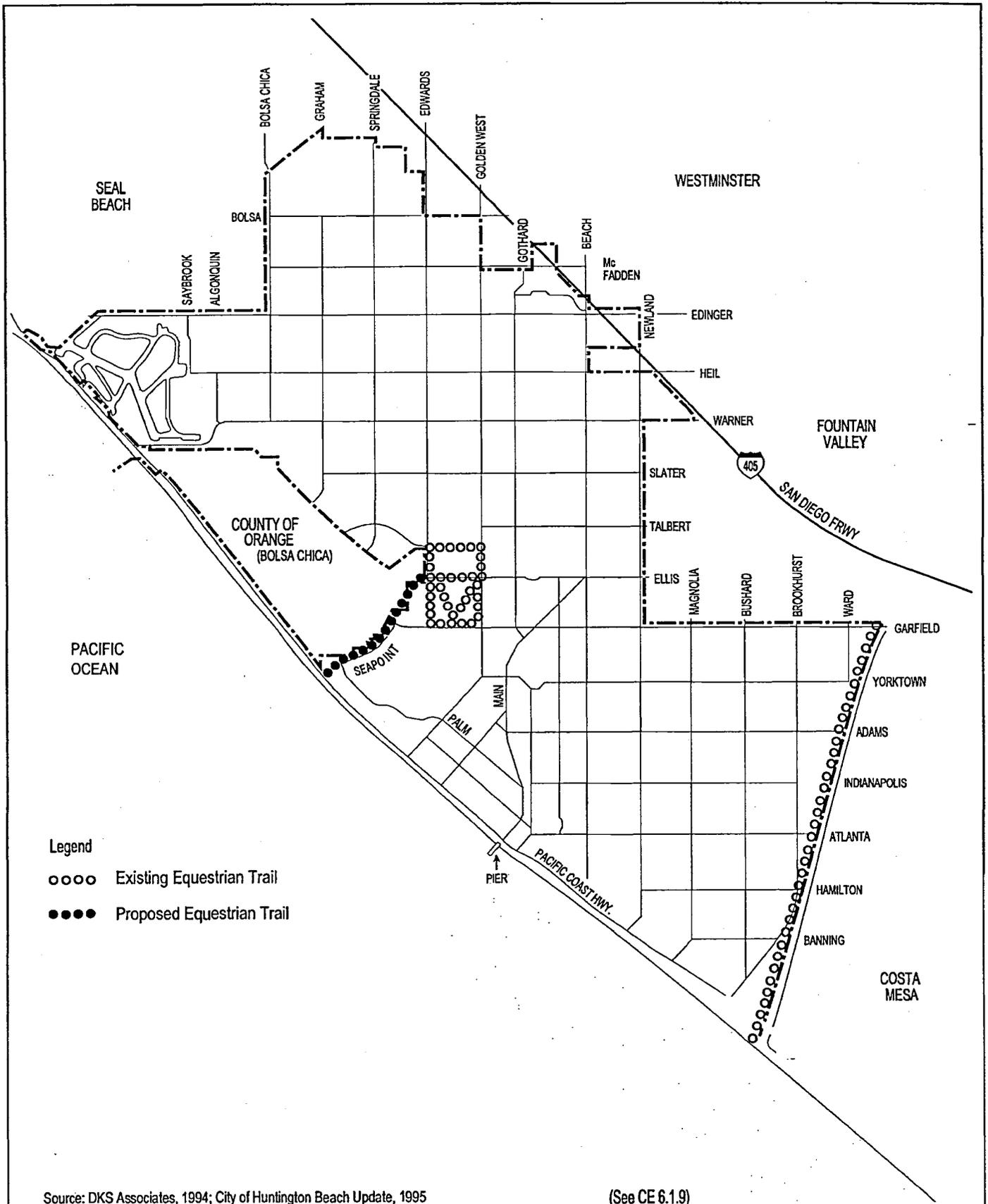
(see CE 6.1.8)

Map not to scale

**HUNTINGTON HARBOUR
WATERWAYS**

CITY OF HUNTINGTON BEACH GENERAL PLAN





EQUESTRIAN TRAILS

CITY OF HUNTINGTON BEACH GENERAL PLAN



CE 6.1.5

Encourage the utilization of easements and/or rights-of-way along flood control channels, public utilities, railroads and streets, wherever possible, for the use of bicycles and/or pedestrians. *(I-CE 3)*

CE 6.1.6

Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments, schools, and public facilities. *(I-CE 3, I-CE 4, and I-LU 10)*

CE 6.1.7

Require new development to provide accessible facilities for the elderly and disabled. *(I-CE 4)*

CE 6.1.8

Adopt candidate locations for water-oriented transportation facilities, located in commercial areas in the Huntington Harbour (Figure CE-10). *(I-CE 1)*

CE 6.1.9

Develop an equestrian trail network and support facilities that provide a linkage with regional facilities and can be combined with hiking trails, as shown in Figure CE-11. *(I-CE 1)*

CE 6.1.10

Implement appropriate traffic devices and operational programs throughout the community to ensure that conflicts between pedestrians, bicycles, and vehicles are minimized and safety enhanced. *(I-CE 1)*

Scenic Highways

Goal

CE 7

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

Objective

CE 7.1

Enhance existing view corridors along scenic corridors and identify opportunities for the designation of new view corridors.

Policies

CE 7.1.1

Require the roadways, as shown in Figure CE-12, to be improved and maintained as local scenic highways, major urban scenic highways, minor urban scenic highways, and landscape corridors with key entry points. *(I-CE 5 and I-CE 11)*

CE 7.1.2

Revise the Scenic Highway Plan as streets become candidates for landscape corridors, urban scenic corridors, local scenic highways, and state scenic highways designation as shown in Table CE-4. *(I-CE 5)*

CE 7.1.3

Work with Caltrans to pursue the classification of Pacific Coast Highway as a major urban scenic corridor. *(I-CE 3, I-CE 5, and I-CE 11)*

CE 7.1.4

Establish landscape and urban streetscape design themes for landscape corridors, minor scenic urban corridors, and major urban scenic corridors which create a different character enhancing the corridor's surrounding land uses. For example, the design theme for corridors adjacent to residential neighborhoods should be different than the design theme for industrial or commercial uses. *(I-CE 5, I-CE 11, and I-CE 12)*

CE 7.1.5

Require any bridges, culverts, drainage ditches, retaining walls and other ancillary roadway elements to be compatible and architecturally consistent with surrounding development and any other design guidelines. *(I-CE 5)*

CE 7.1.6

Require any side slopes and earthen berms adjacent to roadways be landscaped appropriately to minimize visual impacts along scenic highways. *(I-CE 5)*

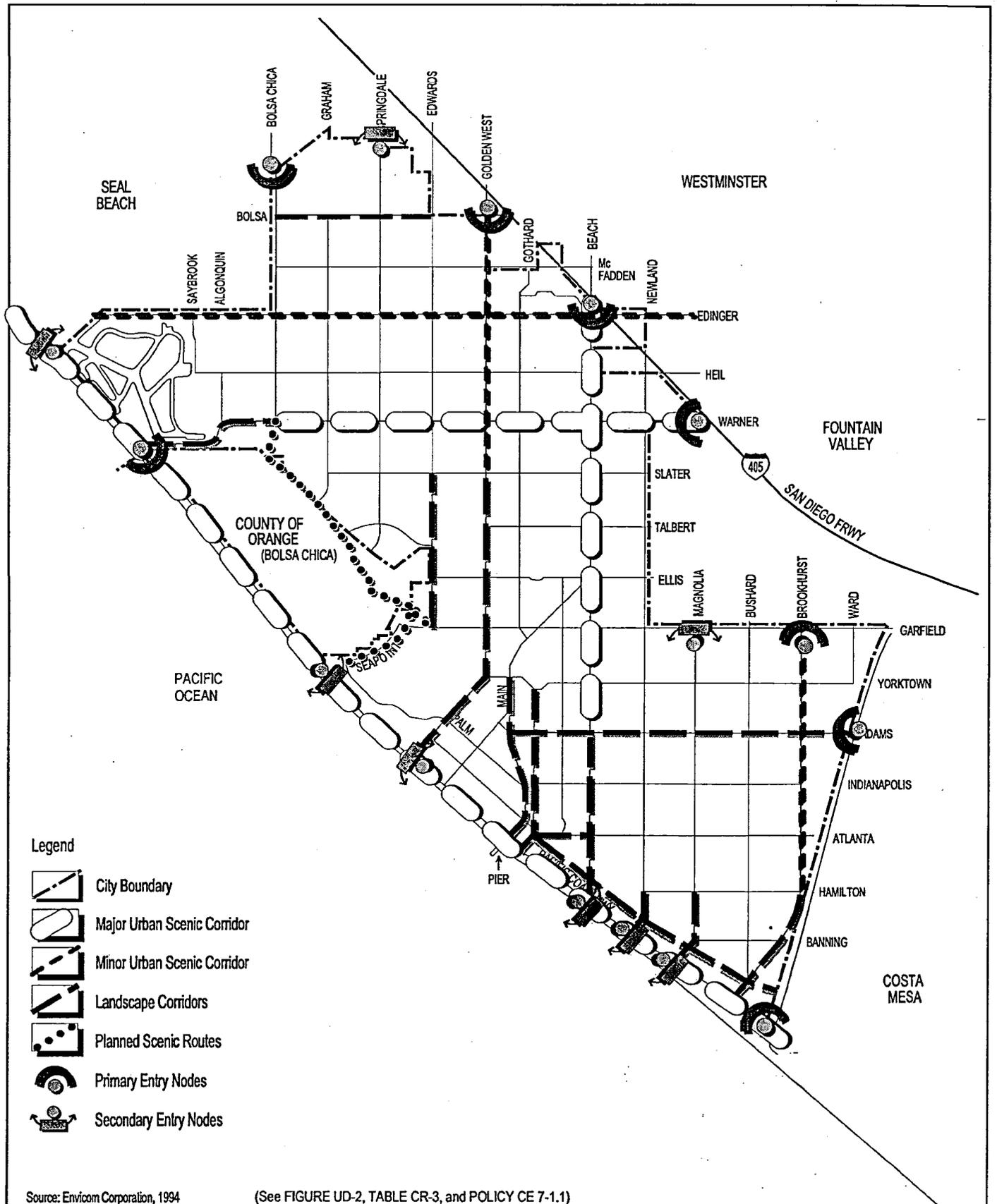
CE 7.1.7

Continue to construct landscaped medians in existing major and primary arterial streets and continue to require the construction of landscaped medians in new developments. *(I-CE 11)*

Objective

CE 7.2

Integrate scenic highway systems with open space and recreational corridors, enhancing public spaces and providing appropriate transitions between differing uses.



**SCENIC HIGHWAYS, SCENIC CORRIDORS,
AND LANDSCAPE CORRIDORS**

CITY OF HUNTINGTON BEACH GENERAL PLAN



FIGURE **CE-12**

TABLE CE-4

Scenic Highways and Landscape Corridors

Street	Scenic Designation
Pacific Coast Highway between Santa Ana River and Anaheim Bay	Major Urban Scenic Corridor
Adams Avenue between east City Limit and Main Street	Landscape Corridor
Atlanta Avenue between east City Limit and Main Street	Landscape Corridor
Beach Boulevard between Adams Avenue and Pacific Coast Highway	Landscape Corridor
Brookhurst Street between Garfield Avenue and Pacific Coast Highway	Landscape Corridor
Edinger Avenue between Newland Street and Saybrook Street	Minor Urban Scenic Corridor
Edwards Street between Slater Avenue and Garfield Avenue	Landscape Corridor
First Street between Orange Avenue and Pacific Coast Highway	Landscape Corridor
Golden West Street between Bolsa Avenue and Pacific Coast Highway	Minor Urban Scenic Corridor
Lake Street between Yorktown Avenue and Pacific Coast Highway	Landscape Corridor
Main Street between Yorktown Avenue and Pacific Coast Highway	Landscape Corridor
Newland Street between Atlanta Avenue and Pacific Coast Highway	Landscape Corridor
Warner Avenue between Newland Street and Pacific Coast Highway	Landscape Corridor
Walnut Avenue between Lake Street and Beach Boulevard	Landscape Corridor
Seapoint Street between Garfield Avenue and Pacific Coast Highway	Landscape Corridor
Garfield Avenue between Golden West Street and the East City Boundary	Landscape Corridor

Definitions

Major Urban Scenic Corridor	See Urban Design Element Table UD-1 and Table UD-2
Minor Urban Scenic Corridor	See Urban Design Element Table UD-1 and Table UD-2
Landscape Corridor	See Urban Design Element Table UD-1 and Table UD-2

Policies

CE 7.2.1

Require scenic highway systems to be designed to provide adequate sight distance in accordance with Caltrans standards through the proper choice of plant materials and placement. *(I-CE 5 and I-CE 11)*

CE 7.2.2

Require that all landscaping located within designated scenic highways, major urban scenic corridors, minor urban scenic corridors, and landscape corridors be designed in accordance with standards in the Scenic Highway Plan. *(I-CE 5 and I-CE 11)*

CE 7.2.3

Encourage that all proposed building sites adjacent to a scenic highway include open space, plazas, gardens or landscape areas which enhance the scenic highway and create a buffer between the building site and the scenic highway. *(I-CE 4)*

Objective

CE 7.3

Protect scenic corridors and open space/landscape areas by blending man-made features with the natural environment.

Policies

CE 7.3.1

Require that new development include landscaping that is compatible with the visual character of the designated scenic highways and corridors. *(I-CE 4)*

CE 7.3.2

Continue to require the review of the size, height, numbers, and type of on-premise signs to minimize their impact to scenic corridors. *(I-CE 10)*

CE 7.3.3

Continue to prohibit the construction of off-site signs and billboards within designated scenic corridors. *(I-CE 10)*

CE 7.3.4

Continue to locate new and relocated utilities underground when possible. All others shall be placed and screened to minimize public viewing. *(I-CE 3)*

IMPLEMENTATION PROGRAMS

I-CE 1

Monitoring

Continue to implement, review, monitor and update, as necessary, the following:

- a. existing and proposed roadway systems on an annual basis. Use the information to identify and prioritize capital improvements including road widening, paving and intersection improvements;
- b. the City's Circulation Plan and actively participate in the cooperative study regarding the Santa Ana Bridge Crossings, and make recommendations for needed revisions to the County of Orange, Master Plan of Arterial Highways (MPAH) as it relates to the needs of the City;
- c. City-wide traffic model on an annual basis to determine immediate and cumulative impacts of proposed developments on the City's transportation system;
- d. Division 15 of the California Vehicle Code to ensure that future truck routes are designed and constructed to appropriate standards;
- e. City-wide traffic count monitoring program of roadway links and intersections;
- f. the City's Bike Master Plan to ensure the needs of both the local and commuter cyclist. Monitor recurring vehicle versus bicycle accident locations and make necessary recommendations to bicycle facilities;
- g. review, every five years, neighboring jurisdictions bikeway plans and the Orange County Master Plan of Bikeways to assure consistency. Update the Huntington Beach Bikeway Plan, as appropriate;
- h. continue to enforce existing City truck routes and study new truck routes that can safely accommodate trucks while minimizing impacts on local traffic and residential neighborhoods;

- i. adopt specific heliport/helistop design guidelines prepared by the FAA for the design and construction of future heliports within the City;
 - j. explore the use of water taxis in Huntington Harbour and ocean frontages;
 - k. emergency response time information will be analyzed to determine immediate deficiencies for locations where equipment is needed for improving response; and
 - l. locate equestrian and bike/hike trails in appropriate areas identified as permanent open space, such as the planned Bolsa Chica Regional Trail System.
 - m. explore the establishment of water-born passenger services where appropriate (Such as Peter's Landing)
- b. Continue to work with and support Orange County Transportation Authority (OCTA) to:
 - Plan and implement an urban rail system that links the City to central Orange County and Los Angeles County;
 - Enhance and expand existing fixed bus routes and demand responsive transit services; and
 - Plan and implement a transportation center in the downtown area.
 - c. Continue to work with rail agencies to reserve the existing right-of-way for a future transportation use, such as a transit facility.
 - d. Continue to work with the public utilities to underground all telephone, electrical, cable, and other utility wires and transmission lines.
 - e. Developers should incorporate mass transit amenities, such as but not limited to transit facilities, park and ride sites, etc.
 - f. Continue to work with other public agencies to ensure that the City's circulation and transportation system is safe and efficient.

I-CE 2

Compliance with Regional Plans, Policies, and Programs

Continue to participate in the County, regional, and State transportation planning efforts such as:

- a. the County's Congestion Management Program;
- b. the County's Growth Management Area No. 6 Traffic Signal Interjurisdictional Coordination Program;
- c. Regional Mobility Plan;
- d. the Orange County Master Plan of Arterial Highways (OCMPAH); and
- e. Air Quality Management Plan.

I-CE 3

Interagency Cooperation

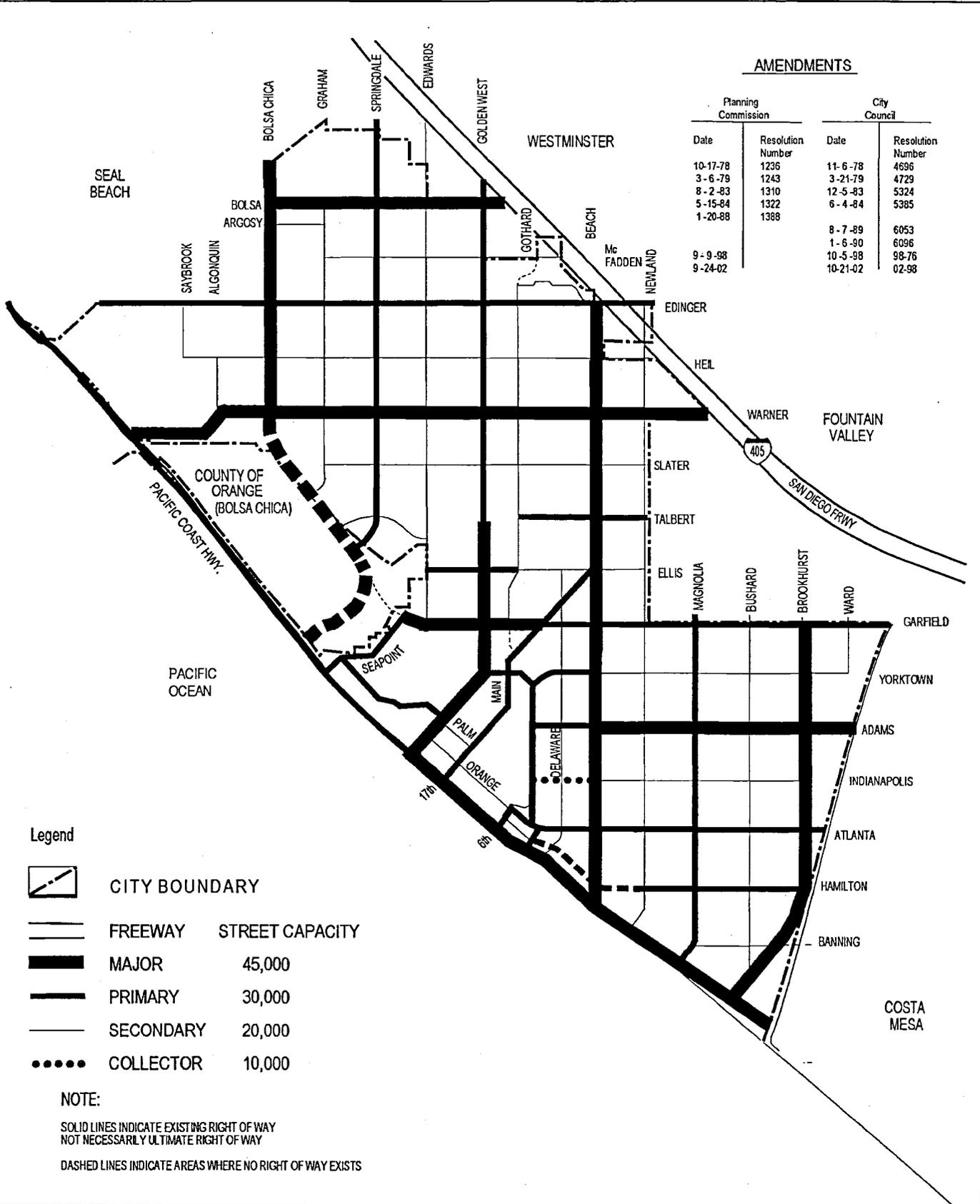
- a. Continue to work with adjacent cities of Costa Mesa, Fountain Valley, Newport Beach, Seal Beach, and Westminster to ensure that their traffic impacts do not adversely impact Huntington Beach.

I-CE 4

Development Review

Through development review:

- a. Review potential impacts of proposed projects to the Circulation System and require appropriate mitigation measures;
- b. Require the preparation of traffic impact studies, as determined by City staff, to ensure that new development meets all applicable provisions of the Orange County Congestion Management Program and the Growth Management Plan. These traffic impact studies shall provide detailed mitigation measures as outlined in the CMP;
- c. 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 city-wide traffic data base;



AMENDMENTS

Planning Commission		City Council	
Date	Resolution Number	Date	Resolution Number
10-17-78	1236	11-6-78	4696
3-6-79	1243	3-21-79	4729
8-2-83	1310	12-5-83	5324
5-15-84	1322	6-4-84	5385
1-20-88	1388		
		8-7-89	6053
		1-6-90	6096
9-9-98		10-5-98	98-76
9-24-02		10-21-02	02-98

Legend

-  CITY BOUNDARY
 -  FREEWAY
 -  MAJOR
 -  PRIMARY
 -  SECONDARY
 -  COLLECTOR
- | |
|-----------------|
| STREET CAPACITY |
| 45,000 |
| 30,000 |
| 20,000 |
| 10,000 |

NOTE:
 SOLID LINES INDICATE EXISTING RIGHT OF WAY
 NOT NECESSARILY ULTIMATE RIGHT OF WAY
 DASHED LINES INDICATE AREAS WHERE NO RIGHT OF WAY EXISTS

CIRCULATION PLAN OF ARTERIAL STREETS AND HIGHWAYS

CITY OF HUNTINGTON BEACH GENERAL PLAN



- d. 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 is safe and efficient;
- e. Require that all new bicycle trip destinations, including schools, shopping areas, and transit stops be equipped with bicycle racks;
- f. Require new developments to provide convenient and well-lit pedestrian facilities for elderly, able, and disabled persons to discourage the use of the automobile; and,
- g. Require developments to incorporate landscaping that is compatible with the visual character of the urban corridor, paths, nodes, etc.
- h. Review new development and redevelopment proposals for mitigation of potential impacts of transportation related sources of water pollution, particularly in urban runoff.
- i. Coordinate with Caltrans and the County of Orange to develop a plan to eliminate dry weather urban runoff and pollutants from storm flows from highways and street runoff.

I-CE 5
Scenic Highways

Create a Scenic Highway Plan that includes:

- a. newly designed highways and corridors;
- b. design standards and concepts for each of the scenic highway designations; and
- c. retro-fitting major and primary arterials with landscape medians.

Periodically review and revise the Plan as new designation opportunities arise. Candidacy for designation includes streets proposed by new development, change in access to major destinations, etc.

I-CE 6
Neighborhood Parking and Traffic Control Plans

Create the following, as feasible:

- a. Develop parking and traffic control plans for those neighborhoods which are adversely impacted by spill over parking and traffic.
- b. Locate new developments and their access points in such a way that through vehicular

traffic is not encouraged to use local residential streets.

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

I-CE 7
Transportation Centers

Develop convenient and attractive transit facilities in addition to the Goldenwest Transportation Center.

I-CE 8
Transportation Demand Management/
Transportation Systems Management

- a. Require new and existing employers to comply with the City's Transportation Demand Management Ordinance and the Air Quality Element of the City's General Plan.
- b. Continue to implement an aggressive traffic signal coordination program to improve traffic flow.
- c. Implement an adaptive traffic signal control system to respond to variations in daily traffic flow.
- d. Introduce advance technologies, where appropriate, into the traffic control system to reduce and manage traffic congestion.
- e. Implement emergency vehicle preemptive signaling devices on emergency response vehicles and at all traffic signals.

I-CE 9
Parking Management

- a. Implement the Residential Parking Permit Program (Municipal Code Chapter 10.42) in residential areas where parking shortages occur.
- b. Explore areas where park and ride facilities can be implemented at existing shopping center parking lots where the available parking is under utilized.

I-CE 10
Signage

- a. Continue to pursue the removal of billboards on Pacific Coast Highway and will continue to remedy problems or hindrances which prohibit

the Pacific Coast Highway from qualifying as a State Scenic Highway; and

- b. Continue to implement the City's sign ordinance.

I-CE 11

Scenic Highway Landscape Installation

Landscape installation responsibilities should be coordinated among the City, Caltrans and other affected property owners for parkways, medians, and entry landscaping. These responsibilities as well as long-term maintenance shall be assigned within the Scenic Highway Plan.

I-CE 12

Design Review/Permitting Process/ Environmental Review

Through the development review process, for proposed development along scenic highways:

- a. require view-shed analysis evaluating the impacts on public views to the ocean;
- b. 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; and
- c. utilize the City's Design Review Board to evaluate developments within scenic and landscape corridors. Proposed developments shall be analyzed by criteria established in the Scenic Highway Plan as well as other relevant City standards and guidelines.

No.	Name	ADMINISTRATION													SCHEDULE								
		Administrative Services	Community Development Department	Community Services Department	Economic Development Department	Fire Department	Library Services Department	Police Department	Public Works	Planning Commission	City Council	School Districts	County of Orange	Other		General Funds	Assessment Districts	Development Fees	Redevelopment Tax Increment Revenue	Grants	Other Approved Fees	State Funds	Federal Funds
PROGRAM		CITY OF HUNTINGTON BEACH											CITY OF HUNTINGTON BEACH					SCHEDULE					
		RESPONSIBLE AGENCY											FUNDING SOURCE										
CE-1	Monitoring		•						•	•	•				•		•		•	•			Ongoing *
CE-2	Compliance with Regional Plans, Policies, and Programs	•	•						•	•				•					•	•			Ongoing *
CE-3	Interagency Coordination	•							•	•										•	•		Ongoing *
CE-4	Development Review		•			•		•	•	•	•					•	•			•	•	•	Ongoing *
CE-5	Scenic Highways		•						•	•	•									•	•		Within 1 year of Plan Adoption *
CE-6	Neighborhood Parking and Traffic Control Plans							•	•	•	•			•		•				•	•		Ongoing *
CE-7	Transportation Centers	•	•						•	•	•									•	•		Ongoing *
CE-8	Transportation Demand Management/ Transportation Systems Management	•	•						•	•	•				•	•	•		•	•	•		Ongoing *
CE-9	Parking Management	•	•						•	•						•				•			Ongoing *
CE-10	Signage		•						•						•								Ongoing *
CE-11	Scenic Highway Landscape Installation		•						•						•	•	•				•		Within 1 year of Plan Adoption *
CE-12	Design Review / Permitting Process / Environmental Review	•							•	•					•	•							Ongoing *

* As funding permits

**CIRCULATION
IMPLEMENTATION PROGRAM MATRIX**
City of Huntington Beach General Plan

