

MEMO

TO: John Miller
FROM: Thomas K. Mattson, Director of Public Works
RE: Comments on Circulation Plan
DATE: 7/2/08

The Department has reviewed Section 2 (roads) and Section 4 (storm drain) of the revised Community Infrastructure & Services Report. The Department offers the following comments:

- 15-1 [1. The report should be thoroughly proofread not necessarily from a grammatical standpoint, but from a technical standpoint of the data contained within. Examples:
 - 15-2 [a. Tompkins hill road was rated with a low OCI even though the text explained that it was just improved. The OCI should be adjusted;
 - 15-3 [b. Multimodal use of roadways does not include equestrians. Roads such as Central Avenue in McKinleyville have been designed to include a bridle path; and
 - 15-4 [c. Pound Road is listed as having an increase in ADT. This is a short cul-de-sac with limited development potential. The traffic increase is most likely due to the U.S. 101 off-ramp at Herrick. Therefore, this segment should be referred to as Herrick.
- 15-5 [2 When referring to names given to projects or tracts of land (Marina Center, Mid-McKay Tract, etc.) also include the APNs so that the readers of the document, who are not familiar with where these projects are located, can locate the projects. This may not appear to be an issue today, but as years pass, these "common names" for projects or tract of land become obscure references.
- 15-6 [3. Table 2-1 should include a note identifying that these are conceptual projects; that traffic modeling for the EIR may result in changes, revisions, or deletion of the projects on this list.
- 15-7 [4. While not specifically included as part of the technical report, it is important to note that a detailed traffic engineering report will be prepared as part of the general plan update. The traffic engineering report will need to:
 - a. Specify the location of new circulation routes;

- b. The type of facility being built (arterial, collector, local) based upon AASHTO standards;
- c. The recommended roadway cross section to accommodate all road users;
- d. The width of right of way needed; and
- e. Enhancements to existing facilities (add travel lanes, traffic signals, etc...).

15-8

5. While not specifically included as part of the technical report, it is important to note that areas where significant development is planned or expected, a storm drain master plan should be prepared to size main line facilities to be compatible with full build-out of the areas for the Q100 storm. The siting of regional storm water detention facilities should be included if down stream areas (outside of the proposed development areas) cannot handle increased flows. Therefore, the Department recommends that a series of master drainage study be prepared as part of the General Plan process. Additionally, standards for storm water detention basin sizing should be developed.