

1 PLAN PURPOSE

SERVING A LARGER VISION

The purpose of the *Humboldt Regional Bicycle Plan* is to support the development of fully integrated active transportation network. Some of the important benefits of building for "active travel" (bicycling, walking, skating) are: to foster safer, more livable, family-friendly communities; to promote physical activity and health; and to reduce vehicle emissions and fuel use. Bicycling is integral to active transportation, and a well-connected, user-friendly, safe bicycling network is an important component for livable communities.



The *Humboldt Regional Bicycle Plan* (Bike Plan) takes measurable steps toward the goal of improving every citizen's **quality of life**, creating a more sustainable environment, and reducing traffic congestion, vehicle exhaust emissions, noise, and energy consumption. Developing an attractive and inviting bicycle system is a key element in preserving Humboldt County as a place where people want to live, work, and visit. This is increasingly important as the County endeavors to grow its local economy, and support a growing population's demands for new housing, businesses, and roads in undeveloped areas.

Humboldt's natural beauty and rural and small town feel not only invite bicyclists to explore the county's beautiful scenery, forests, coast, and town, but—more importantly—a beautiful environment is a fundamental quality of life in Humboldt County.

BENEFITS OF THE BIKE PLAN

There are many benefits that will stem from the Bike Plan over time:

Save lives. Reduce the injury and fatality rate for bicyclists through design standards and guidelines, education, and enforcement and create a bicycle transportation network that reduces public fear of travel by bicycle.

Provide needed facilities and services. Meet the existing demand and increase the use of bicycles as a means of travel around the county. With the federal goal of doubling bicycling by 2010, the bicycle commute share in Humboldt County would increase from 895 adult commuters (2000 Census) to 2,241 adult commuters. Factoring in the potential for children

bicycling to school, bicycle-to-transit trips, and other utilitarian trips, Humboldt County has the potential to increase the bicycle mode share to four percent.

Improve the quality of life in Humboldt County. Design and build people-friendly streets, paths, trails, and activity centers accessible to everyone, and support sustainable community development. Reduce traffic congestion, vehicle exhaust emissions, noise, and energy consumption by encouraging healthier and more active forms of travel. Improve public health by providing more enticing opportunities for active lifestyles. Encourage visitors to enjoy Humboldt County on a bicycle.

Improving interagency coordination. Improve coordination of non-motorized transportation facility development between local entities as well as with state governments, including those that are initiated by private developments. Ensure that local planners and developers have clear guidelines for system improvement needs and standards.

Maximize funding sources for implementation. Equip the HCAOG and its member agencies to successfully compete for State and federal funding, by meeting the requirements of the California Bicycle Transportation Act; the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA); and future State and federal funding sources.

New era of respect. Build a new era of mutual respect between motorists and people on bicycle or foot in Humboldt County, and emphasize the link between this level of respect and the overall quality of life in Humboldt County for everyone. Through various outreach efforts, educate the general public on the rights of bicyclists, and on the importance of sharing the road and deferring to bicyclists when needed, as well as call on bicyclists to police themselves and spread the word on the importance of obeying rules-of-the-road.

PLANNING HORIZON

The *Humboldt Regional Bicycle Plan* (Bike Plan) is a long-term, 20-year planning document, which is updated every five years. The projects identified as priority are for implementing in the short-term (the next five years). By developing and implementing the *Humboldt Regional Bicycle Plan*, HCAOG endeavors to

go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

This language comes from the US Department of Transportation.¹

As part of updating the *Regional Bicycle Plan* every five years, HCAOG (staff, committees, and board) reviews the state of the regional bicycle system, and reassesses system needs, as well as opportunities for funding, partnerships, and collaboration. Active input from our local communities helps HCAOG stay informed about what is getting better, what is getting worse, and what the greater bicycle community wants done first. Proposed bicycle projects are then ranked. The top-ranked regional bicycle projects become the Bike Plan's priority projects. During the Bike Plan's five-year

¹ "Policy Statement on Bicycle and Pedestrian Accommodation—Regulations and Recommendations," March 11, 2010.

planning term, those identified regional projects will have priority for State and Federal funding sources that are programmed through HCAOG.

The Bike Plan also identifies projects that the incorporated cities and unincorporated County have prioritized for their respective jurisdictions. Individual jurisdictions have the opportunity to adopt the Bike Plan and pursue financing and implementing the projects within their jurisdictions.

HCAOG member agencies will achieve the Bike Plan's goals through individual and combined actions.

BTA ELIGIBILITY

Cities and counties that have adopted a bicycle transportation plan become eligible for California Bicycle Transportation Account (BTA) funds, as well as other state and federal funds for bicycle transportation projects for which Caltrans plays an oversight role. The BTA is an annual program that provides state funds for city and county projects that improve safety and convenience for bicycle commuters. To be eligible for BTA funds, a bicycle transportation plan must include information as codified and outlined in the California Streets and Highways Code Section 891.2, items (a) through (k). The following summarizes those requirements. Refer to Appendix A to read the full text of SHC §891.2(a)-(k).

Required Plan Elements for BTA Eligibility:

- (a) Estimated number of existing bicycle commuters in the plan area and the estimated increase resulting from implementing the plan.
- (b) A map and description of existing and proposed land use and settlement patterns.
- (c) A map and description of existing and proposed bikeways.
- (d) Map and description of existing and proposed end-of-trip bicycle parking facilities.
- (e) Map and description of existing and proposed bicycle transport and parking facilities that connect with other transportation modes.
- (f) Existing and proposed facilities for changing and storing clothes and equipment.
- (g) Bicycle safety and education programs; efforts by law enforcement to enforce bicycle laws, and the resulting effect on accidents involving bicyclists.
- (h) Citizen and community involvement in developing the plan.
- (i) How bicycle plan is coordinated and consistent with other local or regional transportation, air quality, or energy conservation plans.
- (j) Proposed projects and their priority for implementation.
- (k) Past expenditures on and future financial needs for bicycle projects.

This Bike Plan is foremost a regional plan, intended primarily to facilitate projects that will link adjoining jurisdictions' bicycle routes and thereby build a regional bicycle network. Therefore, the *Humboldt Regional Bicycle Plan, 2012 Update* covers regional information to be eligible for BTA funding. Chapter 4, Section 4.1, outlines where each element is found within this plan.

However, HCAOG also aims to facilitate local jurisdictions to build their respective bicycle systems. In addition to the regional perspective, the Bike Plan individually covers each HCAOG member jurisdiction. The Bike Plan also covers BTA's required elements (a) through (k) for each member jurisdiction:

- The pages for elements (h) and (i) are the same as noted for the Humboldt Region (section 4.1, page 4-12).
- Elements (a) through (g), (j) and (k) are in Chapter 4 as follows:
 - County of Humboldt.....Section 4.2, starting on page 4-29
 - Karuk Tribe (HCAOG TAC member).....Section 4.3, starting on Page 4-42

Thus, the unincorporated County has the opportunity to adopt the *Humboldt Regional Bike Plan*, or portions thereof, to establish its eligibility for BTA funds, and meet other State and federal requirements for grant funds to develop the projects identified within. Local Tribes may also use the Bike Plan as relevant for bicycle planning and financing. The Bike Plan does not diminish the jurisdiction's option or ability to separately develop and approve its own bicycle plan, or to utilize a portion of this Bike Plan to do so. The unincorporated County is also free to adopt and fund local transportation projects that are not included in this Bike Plan.

MAJOR RECOMMENDATIONS OF THE REGIONAL BICYCLE PLAN 2012

PRIORITY BICYCLE PROJECTS/PROGRAMS

The Regional Bicycle Plan recommends projects and programs that will help build a bikeway system that makes bicycling throughout Humboldt County a safe, convenient, and practical means of transportation for all residents and visitors. The Bike Plan's recommended projects and programs have the potential to considerably increase the number of bicycle trips in Humboldt County.

The primary countywide system calls for implementing approximately 515 miles of bikeways to connect all cities and unincorporated areas in Humboldt, as well as adjacent counties. The estimated cost is approximately \$27.26 million over the Bike Plan's 20-year life (2012 to 2032). The Bike Plan Update 2012 recommends implementing six priority regional projects in the short-term (first five years, 2012-2017):

- #1: Regional Bikeway and Trails Signing Program**
- #2: Regional Bicycle Parking Program**
- #3: Regional Non-Motorized Education & Outreach Program**
- #4: Regional Bicycle Guide & Map**
- #5: Bicycle Facility Maintenance Program**
- #6: Regional Loop Detector Installation & Maintenance Program**

DESIGN GUIDELINES

The Bike Plan also provides design standards and guidelines for developing a uniform and consistent regional bikeway system. The standards include standards set forth by the Federal Highway Administration and Caltrans, and other accepted design manuals and/or generally accepted engineering design standards. All of the Bike Plan's recommended projects will adhere to Caltrans'

Highway Design Manual design guidelines, as applicable, for developing on-street and off-street bicycle facilities.

On a case-by-case basis, local agencies may seek design exceptions to established State and Federal standards, based on local conditions and environmental and economic issues. All projects must be approved by the community's Public Works Department, and in some cases Caltrans.

SUPPORTING BICYCLE PLANS & POLICIES

Throughout Humboldt County, communities have defined goals and set plans for building a stronger bicycle system and becoming more “bicycle-friendly,” both locally and regionally. Below, we summarize the plans and studies that support the Bike Plan's goals and objectives. The Bike Plan is coordinated and consistent with local and regional transportation, air quality, or energy conservation plans.

**Note: For a more comprehensive survey of regional and local plans that support bicycle and pedestrian trails and supporting facilities, refer to the Humboldt County Regional Trails Master Plan (HCAOG, 2010).*

REGIONAL PLANS & STUDIES

Regional Transportation Plan Update (HCAOG, 2008)

Humboldt County Association of Governments (HCAOG) developed the *2008 Regional Transportation Plan (RTP)*, a long-range planning document to guide HCAOG in developing the regional transportation system. The RTP supports bicycle transportation through goals, objectives, and policies that advocate a balanced multi-modal transportation system, bikes on buses, education and incentive programs, and land use policies that encourage intermodal transportation connections. The RTP identifies proposed bicycle projects throughout the county for the next 25 years.

Humboldt County Regional Trails Master Plan (HCAOG, 2010)

The *Regional Trails Master Plan* takes a comprehensive approach to planning non-motorized transportation with connectivity between communities. The plan combines all “active transportation” modes that may be served by a regional trail network—bicycle, pedestrian, and equestrian travel—and considers commuting, utilitarian, and recreational trips.

The *Regional Trails Master Plan* represents priorities and perspectives from agencies, communities, and individuals of our region. HCAOG carried out a regionwide program to get community input for trail “visioning” and funding priorities. HCAOG committees lent further input. The plan recommends strategies for financing and developing trails, and trail design guidelines. Much of this plan is relevant for updating the 2012 Bike Plan.

Regional Pedestrian Needs Assessment Study Update (HCAOG, 2004)

Although the study focuses on pedestrian improvements, it identifies several multi-use trails that will serve either as segments of the regional bikeway network or local routes.

Humboldt County General Plan Update (County of Humboldt, in process)

The County is currently updating its General Plan. During public meetings around the county, many people said they wanted more options for bicycle, pedestrian and equestrian travel, while others approved of such improvements as long as property rights were protected and maintenance issues were addressed. Public comments recommended that the County update the **Humboldt County Trails Master Plan** from 1978, which was a sub-element of the General Plan. Almost none of that plan's identified trails have been implemented (the Hammond Trail has) and some of the plan's potentially viable trails (e.g. Redwood Creek Levee Trail in Orick) are not addressed in current planning efforts.

Three General Plan elements include policies related to bicycle transportation (the following is draft language that the Planning Commission is reviewing): The **Circulation Element** includes a policy for Balanced Transportation Opportunities, to promote “a transportation system that integrates and balances the needs of motorized vehicles, public transit, bicycles, and pedestrians” (Policy C-G2). For bicycle travel specifically, the draft Circulation Element includes policies to invest in bicycle improvements that will increase “the safety, functional efficiency, and capacity of pedestrian and bike routes: (Policy C-P24); right-of-way design standards that incorporate bicycle facilities; on-street parking in commercial areas to minimize conflicts with planned bicycle routes; protecting designated bicycle routes; and encouraging bicycle storage facilities. In addition, both the **Land Use Element** and the **Energy Element** include policies that promote bicycle transportation as one way to conserve land, energy, and preserve air quality. For example, bicycle-oriented (and transit- and pedestrian-oriented) land development can reduce motorized vehicle trips.

Humboldt Bay Area Bicycle Use Study (1999)

This 1999 Bicycle Use Study was conducted as a result of an earlier Humboldt County Bicycle Facilities Planning Project in 1997. The 1997 project researched alternatives for expanding bicycle facilities within and between communities in the central coast of Humboldt County. The research found substantial demand for a Class I facility between Arcata and Eureka, as well as for improving bicycling conditions on Old Arcata Road and State Route 255. Subsequently, the *Humboldt Bay Area Bicycle Use Study* was undertaken to collect data on bicycle ridership in Eureka, Arcata, and McKinleyville. Volunteers collected 791 hours of data over the course of one year. The study found a substantial amount of bicycling in the area, including touring cyclists on the Pacific Coast Bike Route. Observations were that most cyclists rode according to the law, and that a majority of cyclists were adults. This project also included creating the Humboldt Bay Area Bike Map as one way to promote bicycling in the area.

Humboldt People Powered Pathways (2009)

“Humboldt People Powered Pathways” (HP3) (Natural Resource Services Division of RCAA, 2009) is a vision to improve active transport options within and between Humboldt communities “to get more people traveling by healthy, environmentally beneficial means.” The HP3 vision was

crafted by a coalition of the County of Humboldt, cities, tribes, Caltrans, and community organizations. With the Humboldt County Department of Public Works serving as the lead agency, the HP3 coalition submitted a proposal for \$50 million in federal transport funding in 2010 to implement HP3. HP3's quantitative goal is: "By connecting pedestrian, bicycle and multi-use trail routes and establishing collaborative education and encouragement campaigns, the HP3 coalition will increase safe, efficient non-motorized transportation by the inactive public by at least 10% in seven years."

Particulate Matter (PM10) Attainment Plan (NCUAQMD, 1995)

The North Coast Unified Air Quality Management District—encompassing Humboldt, Del Norte, and Trinity Counties—is classified as a non-attainment area for particulate matter under 10 microns (PM10). Under the California Clean Air Act, air quality districts must develop control measures to achieve and maintain ambient air quality standards. NCUAQMD has identified control measures such as programs to accommodate pedestrian and bicycle use and land use development practices that encourage walking to more destinations and reducing automobile use.

Annie & Mary Trail—Next Steps (HCAOG, 2008)

The Annie & Mary railroad line is a 6.8-mile corridor that begins in Arcata, where it departs from the Northwestern Pacific Railroad, travels through Glendale and Blue Lake, and ends in the town of Korb. Because trains have not run on this line since 1992 and may not run for some time, the possibility of including a multiple-use trail on the corridor is being explored. The *Annie & Mary Rail-Trail Feasibility Study* (2003 HCAOG) recommended railbanking the corridor for it to be used for non-rail purposes.

The "Next Steps" study concluded that two key tasks are required next in order to be able to apply for funding. The steps are: (1) "Applicant must secure an "interest in the property"; and (2) complete environmental review to conform with CEQA/NEPA.

Hammond Trail Extension—Next Steps (2008)

The Hammond Trail stretches 5.5 miles from the Hammond Bridge northward to Clam Beach County Park in McKinleyville. The trail is ADA-accessible and accommodates hiking, biking and equestrians. The trail is a segment of the Pacific Coast Bike Route and the California Coastal Trail.

The California Coastal Conservancy has funded several phases of trail planning, as well as construction. The **Hammond Coastal Trail Extension Analysis: From Trinidad to Fortuna** (2001) analyzed alternative route to extend the trail northward, including Little River Crossing options, and access from the Little River to Trinidad. The 2005 **Hammond Coastal Trail – South Implementation Strategy Report** explored how to extend the Hammond Trail through the Arcata Bottoms. The report recommended three alternatives: (1) a new trail following the abandoned railroad right-of-way south of the Hammond Bridge; (2) improving (widening) Mad River Road to accommodate a multi-use pathway; or (3) developing a trail along the Mad River south levee from a County-owned parcel and Highway 101. The 2008 *Hammond Trail Extension – Next Steps* study that further evaluated the three



alternative routes and concluded that improving Mad River Road to accommodate a multi-use pathway would be the easiest to implement.

Multi-jurisdictional coordination and support between the County of Humboldt, City of Arcata, Caltrans, HCAOG, State Coastal Conservancy, and California State Parks is critical for future Hammond Trail extensions.

Humboldt Bay Trails Feasibility Study (2002)

The *Humboldt Bay Trails Feasibility Study* was developed to encourage non-motorized access to and around Humboldt Bay. The study recommended immediate and future projects and programs, such as trail signage and a water trails program. Three of its top priority projects relevant to bicycle planning are:

- Eureka's Elk River Wildlife Sanctuary Access Project
- Arcata-Eureka 101 Corridor Bicycle Path
- Waterfront Drive Pathway Project

Other projects relevant to bicycle transportation that had support but required more research were:

- Expanding the California Coastal (Hammond) Trail south of McKinleyville (building segments between the Mad River and Table Bluff);
- Developing an Arcata Bay Levee Trail from Arcata to the Mad River Slough;
- Completing a multi-use Waterfront Trail that would serve as the California Coastal Trail along Eureka's waterfront; and
- Improving bicycle and pedestrian access on the Samoa Bridge.

The City of Arcata, facilitated by funding from the California Coastal Conservancy, has moved forward on a feasibility study for part an Arcata segment of a Humboldt Bay trail. (See below.)

COUNTY PLANS & STUDIES

Avenue of the Giants Community Plan (2000)

Residents of the nine rural communities along the Avenue of the Giants (SR 254) are interested in establishing a multi-use pathway parallel to the Avenue, which is a 32-mile scenic drive along the Eel River that passes through over 50,000 acres of redwood groves, mostly in National and State Parks. Most of the pathway would be located in Humboldt Redwoods State Park with some private property also involved. The Community Plan has policies that support developing this trail and trails to and along the Eel River.

Redwood Pathways Implementation Strategy (2002)

This strategy was developed to further examine two priorities that local residents identified during the update of the *Avenue of the Giants Community Plan*. Their two top priorities were to stimulate the local economy and to develop an interconnected trail network. The Implementation Strategy evaluated the feasibility of multi-use trails along the Avenue, and proposed 32 projects for enhancing non-motorized use and access along the Avenue of the Giants. The two "priority projects" are:

- The South Fork High Trail, approximately six miles in length, to stretch from Miranda to Myers Flat paralleling Highway 254 on the west side of the road, along the river.
- The Garberville-Benbow River Trail to provide bicyclists a scenic alternative to Highway 101. The strategy outlines several options for the proposed route.

Manila Community Transportation Plan - (Manila CSD, Phase I (2003) & Phase II (2005))

The *Manila Community Transportation Plan* recommends improving bicycle safety and access; for instance, by placing “Share the Road” signs along Highway 255 and developing a multi-use trail utilizing the NCRA rail corridor through Manila (between Pacific Avenue/Dean Street/Peninsula Drive intersection and just north of Ward Street).

McKinleyville Community Plan (2002)

The Circulation Plan of the *McKinleyville Community Plan* supports bicycle facilities through policies such as design standards for new roadway and intersections to incorporate bikeways; favoring funding priorities for safe pedestrian and bicycle access to schools; and encouraging more off-street pathways.

McKinleyville Parks and Recreation Plan (McKinleyville CSD, 2008)

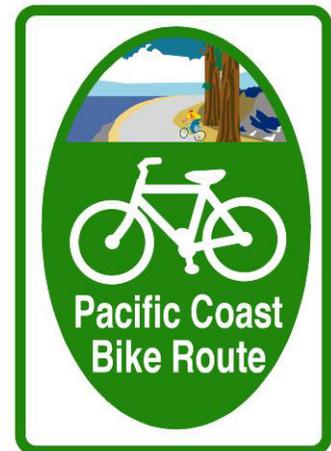
The *McKinleyville Parks and Recreation Plan*, prepared by McKinleyville Community Services District, identifies existing and proposed trail facilities, for trails maintained by the MCSDD as well as the County of Humboldt. The plan’s policies support non-motorized transportation facilities.

Willow Creek Community Action Plan (2003)

The Action Plan focuses on economic development and community improvement. Residents of Willow Creek are interested in promoting the area's recreational opportunities to increase tourism in the area. Building bicycle trails was one thing recommended to attract both visitors and residents.

Pacific Coast Bike Route Study (HCAOG et al, 2003)

In California, the Pacific Coast Bike Route, or PCBR, begins on Highway 101 at the California/Oregon State line, and ends 1,000 miles south, adjacent to Interstate 5 at the Mexican border. In our region, the PCBR travels along Highway 101 Humboldt County, the PCB



The *Pacific Coast Bike Route Study* was prepared by HCAOG, MCOG (Mendocino Council of Governments) and LTCCO (Local Transportation Commission) to provide guidance and establish priorities for improving facilities for touring cyclists in the Caltrans District 1 US 101 corridor.

The PCBR study recommends facility improvements and route alternatives through the county regions of Del Norte, Humboldt, and Mendocino. The study addresses signage, ‘Share the Road’ educational programs, agency coordination, and cooperative management of the PCBR.

NEIGHBORING COUNTIES

The *Del Norte County and Crescent City Bicycle Facilities Plan Update* (2007) and the *Mendocino County Regional Bikeway Plan* (2006) both identify only the Pacific Coast Bike Route on Highway 101 for connecting to Humboldt County by bicycle. The *Trinity County Bikeway Master Plan* (2004) proposed Class III bicycle routes on Highway 299, Highway 36, and Zenia Bluff Road to connect Humboldt County and Trinity County. The Trinity County plan also recommends “Share the Road” signage along these routes to increase awareness of and respect for bicyclists. The Trinity County Transportation Commission is currently updating its county bikeway plan (as of October 2010).

FEDERAL AND STATE PLANS & POLICIES

US DOT Accommodating Bicycle and Pedestrian Travel (USDOT)

In response to TEA-21, the U.S. Department of Transportation (USDOT) adopted the policy statement, “Accommodating Bicycle and Pedestrian Travel: A Recommended Approach.” USDOT encourages public agencies, professional organizations, advocacy groups, and any other groups involved in transportation issues to adopt this policy to further promote bicycling and walking as viable components of the transportation system. The four directives issued in this policy statement address measures to improve bicycle and pedestrian access, convenience, and safety in transportation projects. The policy statement notes that:

The challenge for transportation planners, highway engineers and bicycle and pedestrian user groups, therefore, is to balance their competing interest in a limited amount of right-of-way, and to develop a transportation infrastructure that provides access for all, a real choice of modes, and safety in equal measure for each mode of travel.

The Bike Plan’s primary goal was drawn, in part, from this statement.

US Bicycle Commuter Act

The Bicycle Commuter Act was in front of Congress for seven years before Congress passed it in 2008 as part of the Renewable Energy Tax Credit. The original intent of the provision was to give to bicycle commuters the same type of reimbursements already available to workers for public transit or parking costs. On January 1, 2009, the qualified bicycle commuting reimbursement was added to the list of qualified transportation fringe (QTF) benefits covered in section 132 (f) of the Internal Revenue Service Code. On August 12, 2009, the National Indian Gaming Commission published their decision to offer the bike subsidy along with other transportation fringe benefits.

As legislated, however, the bicycle commuter reimbursement does not work like other transportation QTFs, which are funded through employee pre-tax income (up to \$120 per month for transit passes and commuter highway vehicle transportation combined, or up to \$230 per month for qualified parking). The Bicycle Commuter Act allows any employer to voluntarily reimburse an employee up to \$20 per month for reasonable expenses incurred by commuting to work by bike. Reasonable expenses include the purchase of a bicycle, bicycle improvements or repair, and bicycle storage. Employees may be reimbursed for only one type of QTF in the same month.

The total anticipated cost of the bicycle commuter provision, estimated by the Joint Committee on Taxation, is \$1 million per year, compared to an annual cost of \$4.5 billion for parking and transit benefits.

California Blueprint for Bicycling and Walking (2002)

The State's "Blueprint" plan sets the goal of:

- A 50% increase in bicycling and walking trips in California by 2010;
- A 50% decrease in bicycle and pedestrian fatality rates by 2010; and
- Increased funding for bicycle and pedestrian programs.

The Blueprint calls for government agencies, elected officials, bicycle and pedestrian advocacy organizations, and the public to work cooperatively to achieve these goals. The Blueprint states that "(b)icycling and walking must be considered in land-use and community planning, all phases of transportation planning, and in all project designs."

Completing the California Coastal Trail (California Coastal Conservancy, 2003)

The California Coastal Conservancy studied the opportunities and constraints for completing a multi-use trail along the entire coastline. Some of the State's Coastal Trail objectives are to:

- Provide a continuous trail as close to the ocean as possible, with vertical access connections at appropriate intervals and sufficient transportation access to encourage public use.
- Foster cooperation between State, local and federal public agencies in the planning, design, signing and implementation of the Coastal Trail.
- Create linkages to other trail systems and to units of the State Park system, and use the Coastal Trail system to increase accessibility to coastal resources from urban population centers.

California Transportation Plan 2025 (2006) & 2030 Addendum (2007)

The California Transportation Plan (CTP) is the State's long-range transportation plan. The plan has a vision of California having "a safe, sustainable, world-class transportation system" that achieves The 3 E's of Sustainability: a Prosperous Economy, a Quality Environment, and Social Equity. The current CTP 2025 is now being updated for a 2035 planning horizon. The CTP 2035 "addresses transportation as a focal point for sustainability and quality of life."

Global Warming Solutions Act of 2006 (California Assembly Bill 32)

AB 32 made California the first state in the nation to adopt an enforceable statewide emission target (since then at least 20 other states have passed targets and goals). AB 32 requires the California Air Resources Board (CARB) to develop regulations and market mechanisms that will ultimately reduce California's greenhouse gas emissions to 1990 levels by the year 2020 and to 20% of 1990 levels by the year 2050. Pursuant to AB 32, CARB prepared the "Climate Change Scoping Plan" (December 2008). Among other actions, the Scoping Plan recommends that the State "(Continue) to implement sound land use and transportation policies to lower VMT [vehicle miles traveled] and shift travel modes." The Scoping Plan states,

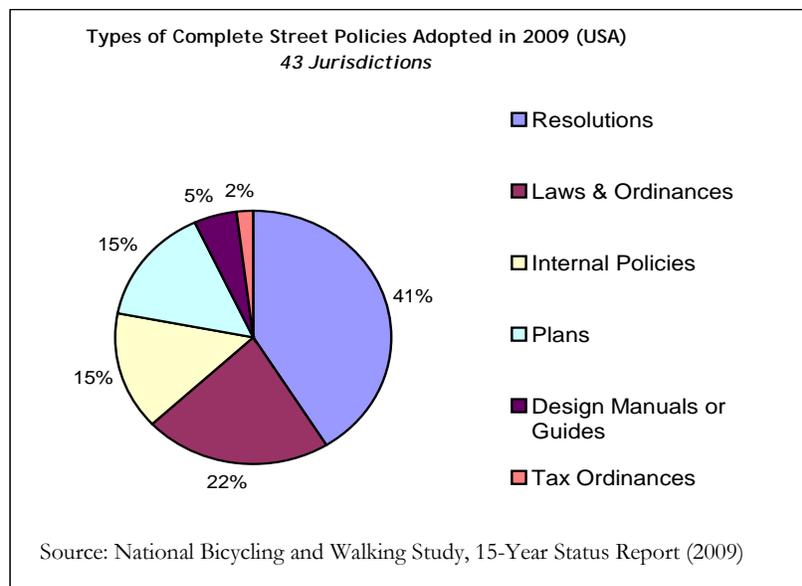
The key to addressing the VMT challenge is providing people with more choices through diversified land use patterns, greater access to alternative forms of transportation including transit, biking and walking, and promoting development patterns where people can live, work and play without having to drive great distances.

Improving bicycling transportation infrastructure is a key strategy to reducing the State’s greenhouse gas emissions.

Sustainable Communities and Climate Protection Act (California Senate Bill 375, 2008)

California led the nation by passing the first bill to link transportation and land use planning with global warming. Senate Bill 375, which is part of AB 32’s implementation strategy, aims to reduce greenhouse gas (GHG) emissions by discouraging sprawl development, fostering land use patterns that reduce the need to drive, and by promoting alternative transportation options.

In August 2008, the Senate amended the bill to apply only to federally designated metropolitan planning areas, thus eliminating some small counties. Therefore, the bill only requires California’s 18 MPOs to prepare a “sustainable communities strategy” to reduce vehicle miles traveled (VMT) in their respective regions, and to demonstrate ability to attain Air Resource Board targets.



California Complete Streets Act of 2008 (California Assembly Bill 1358)

Per AB 1358 (Leno), when a city or county is substantively revising the circulation element of the general plan, the respective legislative body is required to modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, in a manner that is suitable to the rural, suburban, or urban context of the general plan. “All users” is defined as motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. By requiring new duties of local officials, this bill would impose a state-mandated local program.

Complete Streets—Integrating the Transportation System (Caltrans, 2008)

Caltrans revised this Deputy Directive (DD-64-R1) in October 2008. This “Complete Streets” directive addresses non-motorized transportation, energy efficiency, climate change, and Caltrans implementing its “Context Sensitive Solutions.” The revised directive reads:

The California Department of Transportation (Department) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California, recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of “complete streets” requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

The USDOT policy encourages agencies and organizations to adopt this position, although it does not state the possible repercussions for not doing so. It is not clear how these policy directives will affect planning, designing, or funding new transportation facilities, particularly for local jurisdictions’ projects on streets that are not classified as “highways.” Nonetheless, these policies reflect public agencies’ growing commitment to design and operate the transportation system to accommodate pedestrians’ and bicyclists’ needs.

Assembly Concurrent Resolution No. 211 (2002)

ACR 211 (Nation) relates to “integrating walking and biking into transportation infrastructure.” It became effective in August 2002, following the original passage of Caltrans DD-64 in 2001. The resolution encourages all cities and counties to implement the policies of the Caltrans DD-64 and the USDOT design guidance document when building local transportation infrastructure.