

2. BIKE SYSTEM GOALS, OBJECTIVES & POLICIES

As the regional transportation planning agency, HCAOG wants Humboldt's transportation infrastructure to provide access for all, a real choice of modes, and safety in equal measure for each mode of travel.¹ Having a comprehensive regional bicycle network is one part of achieving this goal. To this end, HCAOG fully considers the needs of bicyclists in all programming, planning, and project development activities. HCAOG shall program, plan, and develop the regional transportation system consistent with these policies:

- The design and development of transportation infrastructure shall improve conditions for bicycling through: planning projects for the long-term; addressing the need for bicyclists to cross corridors as well as travel along them; getting exceptions approved and documented at a senior level, with full disclosure and timely review periods for the public.
- In all urbanized areas, bikeways shall be established in new construction and reconstruction projects unless bicyclists are prohibited by law from using the roadway or the cost of establishing bikeways would be excessively disproportionate to the need or probable use; or where sparse population or other factors evidence an absence of need.
- In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.

“If we are to meet the goals of doubling the current levels of bicycling and walking in the United States while decreasing by 10% the number of crash-related injuries and deaths, coordinated and committed effort must be put forth at every level of government.”

-National Bicycling and Walking Study, Federal Highway Administration 1994

HCAOG shall uphold the goals, objectives, and policies of the Regional Bicycle Plan in order to create a transportation system in which people feel safe bicycling, people bicycle within and between communities, and people consider bicycling an attractive and practical mode of travel for more trips.

GOAL AND OBJECTIVES

GOAL:

Create the safest conditions for bicyclists by providing bikeways and improving roadways to eliminate barriers to bicycle travel.

¹ From US DOT Policy *“Accommodating Bicycle and Pedestrian Travel: A Recommended Approach.”*

OBJECTIVES:

- ◆ Increase the percentage of people in Humboldt who commute by bicycle.
- ◆ Increase the annual number of non-recreational bicycle trips in Humboldt.
- ◆ Increase the number of regional bikeways that connect Humboldt communities.
- ◆ Increase the number of major destinations and public transportation stops that can be accessed directly via a designated bikeway.
- ◆ Increase the number of facilities that link bicycling with another transportation mode(s).

BICYCLE TRANSPORTATION POLICIES

I. DEVELOP COMPREHENSIVE REGIONAL BICYCLE NETWORK

Policy 1.1 Encourage and support local jurisdictions and local Native American Tribes to plan, install and maintain local bikeway networks, as well as to collaborate to build a countywide comprehensive regional bicycle network. Humboldt's regional bicycle network shall have:

- regional bikeways that link communities and connect to local bicycle networks and facilities;
- local bikeways that link to major activity centers, public transportation, recreation, and other destinations;
- bicycle-friendly streets, as consistent with “Complete Streets”² policies, designed with best current practices, and innovative treatments where appropriate;
- comprehensive facilities that support bicycle travel, including, but not limited to, directional signage, bike maps, sheltered parking, and changing stations; and
- facilities integrated to access other modes of transportation (e.g. driving, carpooling, public transit).

Policy 1.2 HCAOG recognizes the high level of public support for a dedicated bicycle and pedestrian trail in the NCRA and Caltrans corridor between Eureka and Arcata (the “Humboldt Bay Trail”), and supports multi-jurisdictional, public, and private efforts to develop it.

Policy 1.3 HCAOG will facilitate HCAOG member entities and committees to discuss developing regional trails that are integral to the comprehensive regional bicycle network.

Policy 1.4 HCAOG encourages transit providers to promote and accommodate bicycles on transit vehicles, and to provide secure bicycle parking facilities at transit stops and transportation centers.

Policy 1.5 To advance Safe Routes to School initiatives, HCAOG shall support jurisdictions to establish and maintain designated bikeways (Class I, II, or III) within one mile of all public schools.

Policy 1.6 HCAOG will coordinate local and regional bicycle signage and amenities to be consistent with a regional trails signage and amenities plan, when adopted, per Regional Trails Master Plan-Goal 4.5.

² See Chapter 1, California Complete Streets Act of 2008 (California Assembly Bill 1358).

Policy 1.7 HCAOG encourages local jurisdictions to adopt ordinances that require bicycle facilities in new development and redevelopment. Recommended ordinances include:

- Onsite bicycle parking and/or storage in all new public, multi-family residential, commercial, industrial, and mixed-use development and redevelopment.
- Installing and maintaining safe bicycle links to the existing bikeway network and/or to other modes.
- Shower and locker facilities for new developments and redevelopments over 15,000 square feet.
- Incentives for large-scale developments and employers to provide indoor bicycle parking for tenants and/or employees.

Policy 1.8 HCAOG supports implementing “Complete Streets” programs and policies for the California Coastal Trail (CCT) along the shoreline of Humboldt's coastal communities.

II. FUNDING COMMITMENTS

Policy 2.1: HCAOG shall fund projects and programs that plan, build, and maintain Humboldt's comprehensive regional bicycle network.

Policy 2.2 HCAOG shall prioritize funds for transportation projects that eliminate barriers to bicycle travel, such as widening roadway shoulders, closing gaps, improving access on bridges, and designating bikeways within one mile of public schools and between transit stops and nearby public facilities.

Policy 2.3 HCAOG shall encourage local jurisdictions to include bikeway improvements in their Capital Improvement Plans.

Policy 2.4 HCAOG shall ensure that all regionally-funded transportation planning and development projects enhance bicycle transportation to the extent feasible, as consistent with California Complete Streets Act of 2008 (AB 1358) and Caltrans Deputy Directive 64-R1.

Policy 2.5 HCAOG shall include in the annual Overall Work Plan staff time and funding to implement the Regional Bicycle Plan.

Policy 2.6 HCAOG will pursue, and assist local jurisdictions applying for, multi-jurisdictional funds and alternative funding sources (e.g., grants and public-private partnerships) to finance projects and programs of the RTP Bicycle Element and the Regional Bicycle Plan.

III. BICYCLE PLANNING & MONITORING PROGRESS

Policy 3.1 HCAOG shall coordinate planning documents to consistently support building a

comprehensive regional bicycle network. The adopted Regional Bicycle Plan may serve as the Bicycle Element of the Regional Transportation Plan updates.

Policy 3.2 At least annually in the years between updates, HCAOG shall review the status of implementing the Regional Bicycle Plan. HCAOG shall facilitate an ad hoc bicycle advisory committee to participate in this annual monitoring and progress report.

Policy 3.3 HCAOG shall use the Bicycle Level of Service and Quality of Service (BLOS/BQOS) and the Bicycle Compatibility Index as tools for assessing bicycle facility needs and prioritizing projects.

IV. BICYCLE EDUCATION, PROMOTION, AND SAFETY

Policy 4.1 HCAOG will collaborate with organizations countywide to develop public outreach materials that promote bicycling and its benefits. Promote bicycling as a healthy transportation choice that benefits physical and environmental health and enhances community interactions.

Policy 4.2 HCAOG will collaborate with and help coordinate countywide efforts that teach bicycle skills and safety education to cyclists and motorists.

Policy 4.3 HCAOG supports grassroots efforts to promote and enhance non-motorized transportation.