

# 3. BICYCLE SYSTEM DESIGN FACTORS

This chapter discusses major factors to be considered when designing a bicycle system. The chapter defines standard bikeway classes (i.e., Class I, II, and III), plus two modified classes proposed in this Bike Plan (Enhanced Class III and Rural Route Class III). The chapter also discusses factors of commuter and recreational bicyclists' needs, collisions data, and opportunities and constraints for the regional system. The chapter also summarizes the public comments that helped update the Bike Plan. Public comments indicate significant demand for particular bicycle facilities.

## BIKEWAY CLASSIFICATIONS

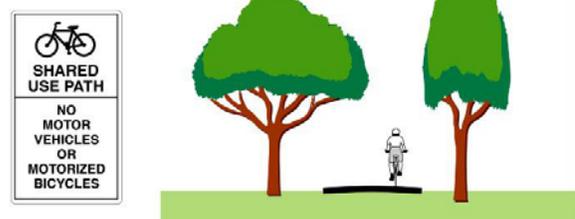
Caltrans classifies bikeways into three primary classes:

**CLASS I BIKEWAY** – Class I bikeways are typically referred to as **multi-use** or **shared use paths**. They are paved and separated from streets and highways. For a two-way path, the minimum width is 8 feet (2.4 meters) (per Caltrans design criteria). Class I bikeways are shared by bicyclists and pedestrian, and in some cases equestrians. They are popular with novice cyclists; experienced bicyclists may avoid these paths to avoid conflicts with multiple users.

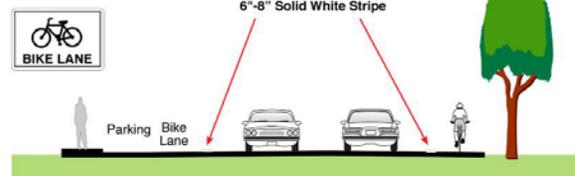
**CLASS II BIKEWAY** – Class II is often referred to as a **bike lane**. It is striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes make motorists more aware of bicyclists. The minimum width of a lane is 4 feet (1.2 meters), or 5 feet (1.5 meters) if the lane is next to a curb or parked cars.

**CLASS III BIKEWAY** – Generally referred to as a **bike route**, Class III bikeways are signed to indicate that bicyclists share the roadway with motor vehicles, and sometimes pedestrians (not recommended). These are recommended to connect where there are gaps in Class I or Class II bikeway.

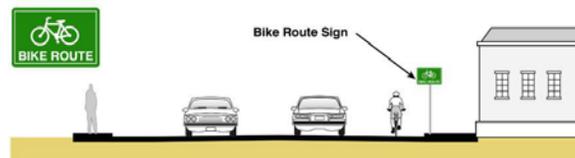
Shared Use Path



Bike Lane



Bike Route Signed Shared Roadway



In addition to Caltrans' standard Class III bikeway design, the *Regional Bike Plan* proposes two modified classifications for Class III bike routes, one "enhanced" and one "rural route."

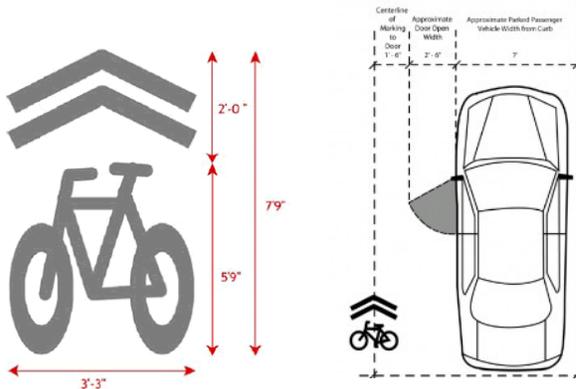
**ENHANCED CLASS III BIKEWAY** – This designation is for bike routes that add one or more design elements other than standard Class III signs. Enhanced Class III bikeways augment the bike facility with pavement markings and/or signage. Roadway space requirements are the same as for other Class III facilities.

One way to enhance the Class III design is to paint a fog line on the roadway, which visually delineates between the edge of the travel lane and the parking zone or shoulder. Fog lines also visually constrict the travel lane, which makes some drivers slow down.



Fog lines striped on 11th Street in Arcata

A Class III design can also be enhanced with “Share the Road” signs placed in tandem with “Bike Route” signs, and/or on other signposts. Another way to enhance the bike route is to paint *shared-use arrows* (commonly called “sharrows”) in the roadway.



A standard image for a shared use arrow (“sharrow”).

Sharrows are painted on the road, outside of the “door zone.”

**RURAL ROUTE CLASS III BIKEWAY** – This augmented Class III Bikeway is intended for rural, two-lane roads that cyclists frequently use, but whose width and/or sight distances make them poor candidates for a standard bike route. Identifying these roads with signs as “Bike Routes” can potentially attract more cyclists where engineering cannot improve roadway conditions to accommodate more bicycle traffic.

In these cases, “Share the Road” signs can be installed to increase motorists' awareness that cyclists are riding on the roadway. Appropriate signs include a yellow bicycle warning sign and “Share the Road” or “Share the Road with Bicyclists” placard.



**PATHS AND TRAILS** – Jurisdictions have the option to construct bike paths that do not conform to Caltrans standards. If a pathway is intended primarily for recreational use and will not be built using State or federal transportation funds, it may be constructed to meet local conditions and needs. When a path or trail project will serve *both* transportation and recreation needs, funding opportunities can be sought for both uses.

**SHOULDERS & TRAFFIC LANES** – Where there is no bikeway, bicyclists ride on the roadway’s shoulder or in the traffic lane. On streets with limited motorized traffic (often the case in residential neighborhoods), bicycling in the street can be comfortable and safe. In these instances, installing a bikeway is not necessary. In Humboldt County, often a wide shoulder on high-traffic streets or highways is the best (only) option for a bicyclist. This is the case when topography, narrow rights-of-way, or other physical features leave no room for a class I, II, or III bikeways.

See Appendix B for design guidelines for the regional bikeway system.

## BICYCLE LEVEL OF SERVICE CONCEPT

In the transportation field, it is common practice to evaluate roadway traffic conditions based on the “level of service” concept, or LOS. The LOS “grade” (A to F) indicates the typical delay a driver would experience on a particular roadway or intersection. Practitioners and stakeholders in the transportation field are interested in ways to evaluate a roadway’s (or bikeway’s) levels of service for bicyclists, or what might be termed “bicycle friendliness.”

The “Bicycle Compatibility Index” (BCI) is a generally established model for measuring conditions for bicyclists. The BCI methodology uses variables such as curb lane width, traffic volume, and vehicle speeds to assess the “bicycle friendliness” of a roadway. Appendix C has detailed information (excerpted from FHWA reports) on how to develop and implement the BCI model for bicycle level of service.

## BICYCLE TRAVEL NEEDS

To function properly, a bikeway network must connect neighborhoods and communities so that people feel safe biking from home to places they work, attend school, shop, do errands, and to recreate and socialize. Typical bikeway destinations include:

- Downtowns, commercial districts, and shopping centers
- Civic buildings, libraries, hospitals, medical offices
- Schools, universities, and colleges
- Major employment centers
- Transit hubs and transfer points for multi-modal trips
- Residential neighborhoods
- Parks, beaches, and other recreational destinations

## COMMUTER NEEDS

Commuter bicyclists include people who ride to work occasionally or daily as well as children riding to school.

Bicycle commuting requires shorter distances than motorized commuting. Viable bicycle commute distances can be problematic when land use and transportation policies support the construction of sprawling neighborhoods that are far apart from employment centers. It is also a problem for bicycle commuting when neighborhoods connect only via wide roadways that are built for large traffic volumes and high speeds. Access to public transit helps extend cyclists' commute range, but transit systems are also less effective with the increasingly dispersed live-work land patterns. For bicycle commuting to be viable and appealing, the cyclist's residence needs to be relatively close to the work place, commercial areas, other services, and recreational places.



Commuter bicyclists have obvious and straightforward needs that primarily concern safety. They require bike lanes or wider curb lanes along all arterials and collectors, traffic signals and imbedded detectors at busy arterial intersections, and maintained pavement. Commuters also need bicycle parking, and, ideally, bicycle storage and showers at their destinations. Key commuter needs are summarized below.

- **TRIP RANGE** – Most bicycle commute trips in Humboldt County are local rather than regional. Most bicycle commuters' trips are less than five miles (eight kilometers). However, many cyclists commute between Arcata and Eureka, a distance of at least six miles.
- **MULTI-MODAL COMMUTING** – Bicycle commuters can extend their trip range by combining bicycling with other travel modes including buses and carpools/vanpools. Bike-transit trips can be made more convenient and appealing when bicycles are allowed on public transit, and by providing bicycle lockers and changing facilities at transit stations. Bike-carpool trips can be encouraged by providing park-and-ride lots with bike lockers and changing facilities.



Commuting in Arcata on Car Free Day

- **PREFERRED COMMUTE ROUTES** – Commuters typically seek the most direct and fastest route available. For instance, adults who regularly commute by bicycle often prefer riding on arterials rather than side streets. Most commuting cyclists would prefer to have bike lanes or wider curb lanes on direct routes rather than be directed to side streets. Student bicycle commuters also typically take the most direct route from origin to destination.

- **PEAK TRAFFIC** – Commute periods typically coincide with peak traffic volumes and congestion, increasing a bicyclist’s exposure to potential conflicts with vehicles. For example, for students bicycling to school, one of the most hazardous places is the school drop-off zone where dozens of motorized vehicles jockey for position at the curb.
- **BICYCLE STORAGE** – A safe place to store bicycles is important to all bicycle commuters. Unfortunately, bicycle commuters are not regularly provided with secure, covered bicycle racks that are conveniently located. Showers and lockers for cyclists are even more rare. Rather than providing incentives for bicyclists, most schools and employers inadvertently discourage bicycle commuting by continuing to subsidize more expensive parking for private automobiles.
- **CONCERNS** – Common concerns of commuting cyclists are: inclement weather (rain), riding in the dark, personal safety, and bike security. Approaching and riding through unprotected intersections is a concern for all bicycle riders.
- **RIDING ON SIDEWALKS** – It is generally acceptable for children and younger students to ride on sidewalks where there are not many pedestrians and where driveways are easy to see. If parked cars, landscaping, or structures block views of cars pulling out of driveways, sidewalk riders may be at greater risk for colliding with cars. Older students who ride at speeds over 10 mph should be directed to ride on the street wherever possible.
- **SAFETY EDUCATION** – Students riding the wrong direction down the street are involved in many reported accidents, which indicates a need for effective bicycle education programs.

## RECREATIONAL NEEDS

Although recreation is a major part of the lifestyle in Humboldt County and an attraction for tourists, recreational bike trails are not a major component of the *Regional Bicycle Plan*. This is because funding is usually reserved for trails that serve a transportation function, rather than a recreational function, and this Bike Plan was developed with access to funding in mind. Nonetheless, local bike plans will benefit if they integrate recreational bicycle trails.



The following points summarize recreational needs.

- Recreational bicycling is typically categorized as exercise/recreation or touring.
- Recreational users range from mountain bikers to Sunday riders, from children to senior citizens. Each group has its own abilities, interests, and needs.
- For recreational bicycling, directness of route is typically not as important as routes with fewer traffic conflicts, greater visual interest, shade, wind protection, moderate grades.
- Bicyclists exercising or touring often prefer a loop route rather than having to backtrack.
- Mountain bikers, a fast growing segment of recreational users, prefer off-road trails. Developing long-distance trails between cities will satisfy many off-street needs.

- Self-contained bicycle touring is an emerging form of eco-tourism. It is popular on the Pacific Coast Bike Route and, increasingly, statewide. Campsites and rest stops are important amenities for touring cyclists.

Humboldt County offers several excellent recreational bicycle routes for different types of bicycle riders. For less experienced riders, there are bike paths such as the Class I Hammond Trail. For more experienced and long-distance riders, there are scenic back roads such as Westhaven Drive and Scenic Drive in the Trinidad area. For touring cyclists, there is the Pacific Coast Bicycle Route, including the Avenue of the Giants.

The region's recreational offerings for bicyclists can be expanded upon. Two apparent deficiencies are (1) the public's lack of awareness of bicycling opportunities, and (2) poor connectivity to regional recreation facilities such as parks and rest stops. Also, many roads outside of developed areas lack shoulders or sufficient width for bikeways inhibiting less adventuresome riders.

Humboldt residents have expressed their demand for additional bike paths where families, children, and others can ride close to home without having to worry about motorized traffic. To serve their needs, HCAOG member agencies have to create better local and regional connectivity and more Class I multi-use paths. Two common issues on multi-use trails are (1) conflicts between bicyclists, walkers, skaters; and (2) interfaces where the trail and roadways intersect. When a multi-use trail will exceed 200 people per hour, the trail can be designed to diminish conflicts: the trail should be at least 10 feet wide and should have unpaved shoulders for walkers, appropriate signs and adequate enforcement. Regardless of the design, many experienced cyclists choose not to use multi-use trails because of the unpredictability of other users. In fact, studies have shown that most bicycle-related accidents involve other bicyclists or pedestrians rather than automobiles. As such, multi-use trails should be designed to separate users as much as possible and the system should not depend on multi-use trails for critical connections to serve all riders.

Studies have identified tangible benefits that come to communities that provide recreational opportunities. Local access to recreation generally increases property values, often boosts tourism, increases local recreation expenditures and destinations, and can spur new business opportunities. Recreational paths also provide additional transportation choices.

## **COLLISION DATA**

The California Highway Patrol (CHP) maintains a database of collision records in its Statewide Integrated Traffic Records System (SWITRS). Collision information, including bicycle crashes, is recorded by local police and the CHP and compiled into an annual statewide report. Statistics and site-specific details on bicycle collisions in Humboldt County highlight problematic locations and the risks bicyclists face.

The *2004 Regional Transportation Bicycle Plan* presented collision data for the years of 1998-2003. There were 439 collisions involving bicyclists, including three fatalities (see Table 3.1). The majority of collisions were concentrated in the population centers of Eureka and Arcata, where relatively large numbers of people bicycle.

For the years 2005 through 2009 (five years for which full-year data was available), the Humboldt region had a total of 334 reported bicycle collisions, with 290 bicyclists injured, two bicyclists killed, and one non-bicyclist injured (see Table 3.2). Table 3.3 shows accidents reported by jurisdiction. Eureka had the highest percentage of collisions; the unincorporated County had the second highest. Arcata had the third highest percentage; however, because the City of Arcata covers a smaller area than the unincorporated County, the City may have a higher accident rate per square mile.

**Table 3.1 Reported Bicycle Collisions in Humboldt County, 1998-2003**

Jurisdiction	Property Damage	Injury	Fatality	Total
Arcata	20	84	0	104
Eureka	38	151	1	190
Ferndale	0	0	0	0
Fortuna	6	25	0	31
Rio Dell	2	7	0	9
Trinidad	0	0	0	0
Unincorporated County	9	94	2	105
<b>Total</b>	<b>75</b>	<b>361</b>	<b>3</b>	<b>439</b>

Reproduced from HCAOG's 2004 *Regional Bicycle Transportation Plan*.

**Table 3.2 Reported Collisions in Humboldt County, 2005-2009\***

	Total Collisions	Collisions Involving a Bicycle	Bicyclist Killed	Bicyclists Injured	Property Damage
<b>2005</b>	2,299	71	0	60	11
<b>2006</b>	2,266	57	0	55	3
<b>2007</b>	2,339	65	0	60‡	4
<b>2008</b>	2,002	61	1	46	14
<b>2009</b>	2,048	80	1	69	10
<b>Total</b>	<b>10,954</b>	<b>334</b>	<b>2</b>	<b>290</b>	<b>42</b>

\*Reported collisions for calendar year. ‡Plus one non-cyclist injury.  
Source: California Highway Patrol, SWITRS Reports.

**Table 3.3 Collisions Involving Bicycle by Jurisdiction, Humboldt County, 2005-2009\***

Jurisdiction	2005		2006		2007		2008		2009		Total for jurisdiction	
	#	%	#	%	#	%	#	%	#	%	#	%
Arcata	16	22.5	13	22.8	15	23.1	10	16.4	22	27.5	<b>76</b>	<b>22.8%</b>
Eureka	31	43.6	20	35.1	26	40.0	33	54.1	37	46.3	<b>147</b>	<b>44.0%</b>
Fortuna	5	7.0	5	8.8	4	6.1	6	9.8	5	6.3	<b>25</b>	<b>7.5%</b>
Unincorporated County	19	26.7	19	33.3	20	30.8	12	19.7	16	20.0	<b>86</b>	<b>25.7%</b>
<b>Regionwide Total</b>	<b>71</b>	<b>100%</b>	<b>57</b>	<b>100%</b>	<b>65</b>	<b>100%</b>	<b>61</b>	<b>100%</b>	<b>80</b>	<b>100%</b>	<b>334</b>	<b>100%</b>

\*Reported collisions for calendar year. There are no reported collisions in 2005-2009 for Ferndale, Rio Dell, or Trinidad. Source: California Highway Patrol, SWITRS Reports.

## CONSTRAINTS AND OPPORTUNITIES

There are numerous constraints that impact bicycling and bicycle planning activities in Humboldt County:

- Limited local funds for bicycle facilities
- Limited dedicated bicycle facilities/routes
- Limited inter-city routes for bicycle travel
- Limited number of suitable roadway shoulders
- Frequent roadway failures resulting from extreme weather conditions
- Mountainous terrain outside of the County's coastal zones

Despite the challenges, Humboldt County has an opportunity to increase the number of people who bicycle to work and school by taking advantage of the following:

- The increasing availability of dedicated non-motorized funding sources.
- Access to competitive source non-motorized funds.
- Collaborative efforts to plan and implement multi-jurisdictional bicycle projects.
- Active and supportive public and elected officials.
- Existing corridors in the county where off-street bicycle paths (Class I facilities) could be located. Some of the best opportunities for off-street, long-distance, multi-use trail systems are in unused railroad corridors. The Hammond Trail is a successful rail-to-trail project. Other railroad rights-of-way with potential for trail use are: the Annie & Mary rail corridor between Manila and Arcata; the rail corridor along the South Fork of the Eel River; and the North Coast Railroad Authority railroad corridor along the Humboldt Bay (between Arcata and Eureka).

Constraints and opportunities were also identified by Humboldt County residents, as described in the following section.

## PUBLIC OUTREACH & PUBLIC INPUT

Humboldt County residents are a great source for identifying existing impediments to bicycling, as well as identifying bicycle facilities that are most in demand. For the 2012 update, HCAOG garnered residents' perspectives through the public input processes conducted for both the *2010 Humboldt County Regional Trails Master Plan* (HCAOG) and for this Bike Plan update.

For the *Regional Trails Master Plan*, HCAOG and its consultants conducted a broad campaign for soliciting community input. The campaign was carried out during 2009-2010, and included public service announcements (PSAs) through local print and radio media; community workshops in Eureka, Fortuna, and McKinleyville; an ad-hoc "Southern Humboldt County focus group" meeting in Garberville; and opportunities to submit comments also via e-mail and post. Participants answered the main question: What is your vision for an active transportation system (or trails vision) for Humboldt County?

"Through a show of hands survey," the *Regional Trails Master Plan* states, "the majority of workshop participants expressed an interest in doing volunteer work to assist with the development or

maintenance of trails, and a willingness to financially support active transportation system development.” In summarizing community input the plan concludes, “Both the qualitative and quantitative comments indicate a community preference towards regional multipurpose trails that connect Humboldt County communities.”

Because participants’ responses were extensive, recently solicited, and included many ideas for a regional system, they are valuable for informing the *Regional Bicycle Plan*, too. Table 3.4 lists bike-related trail projects that participants would like to see constructed in the near future.

**Table 3.4. Community-Provided Trail Candidate Projects\***

<b>Regional (multiple jurisdictions)</b>
<ul style="list-style-type: none"> <li>• Develop a Class I bike path between the cities of Eureka and Arcata, preferably railbanked on the railroad right-of-way</li> <li>• Develop trails separated from roads that connect Eureka, the College of the Redwoods, Fortuna, and Rio Dell, preferably utilizing the railroad right-of-way and with equestrian access</li> <li>• Develop a multi-use trail system that compliments the railroad (proposed excursion train around Humboldt Bay) between Scotia and Humboldt Bay</li> <li>• Develop Class I bike paths connecting the cities of Arcata, Blue Lake, Eureka, Trinidad and the community of McKinleyville</li> <li>• Develop a multi-use trail connecting Arcata and Manila, using the small existing road between Humboldt Bay and Route 255, then constructing part of it on the levee/railroad right-of-way surrounding the bay</li> <li>• Develop a Class I bike path on the Annie and Mary corridor, between the cities of Blue Lake and Arcata</li> <li>• Route the Annie and Mary Rail-Trail through Fieldbrook to connect to the Hammond Trail</li> <li>• Make improvements to North Bank Road to allow safe bicycle and pedestrian access</li> <li>• Develop a trail, separated from US 101, between Central Avenue/North Bank Road to Valley West</li> <li>• Extend the Hammond Trail north to Trinidad (Patrick's Point)</li> <li>• Extend the coastal trail across Little River, up Scenic Drive, to Stagecoach Road and Patrick's Point Drive</li> </ul>
<b>City of Eureka</b>
<ul style="list-style-type: none"> <li>• Develop Class II bike lanes on H and I Streets</li> <li>• Develop bike paths all through town</li> <li>• Develop trails connecting gulches and greenways</li> <li>• Develop a multi-use trail connecting Eureka Waterfront with Henderson Center</li> <li>• Provide access for Worthington School to Myrtle off Harris</li> <li>• Develop more signage and space for bicyclists on Walnut, Ridgewood and Elk River Road</li> </ul>
<b>City of Ferndale</b>
<ul style="list-style-type: none"> <li>• Develop a trail or sidewalk that continues along Bluff Street to Rose Avenue</li> </ul>
<b>City of Fortuna</b>
N.A. <i>[Participants identified a pedestrian trail only.]</i>
<b>City of Trinidad</b>
<ul style="list-style-type: none"> <li>• Beach access trails</li> <li>• Developed/improved trails connecting neighborhoods</li> <li>• Trail from Indian Beach up Parker Creek to Scenic Drive</li> </ul>
<i>(table continues on next page)</i>

## County of Humboldt

- Complete the Mid-Town Trail through Mill Creek Falls (McKinleyville)
- Multi-use trail from Alton to Swains Flat
- Develop a bicycle and hiking path from Honeydew to Petrolia
- Develop a multi-use trail from McKinleyville to Fieldbrook (Murray Road to Fieldbrook Road)
- Mountain biking trail in the Southern Humboldt Community Park
- Develop/Improved trails connecting southern Humboldt communities - similar to trails in Salmon Creek
- Trail along the South Fork of the Eel River
- Class I, II, III facilities on residential roadways in Garberville, Redway, Phillipsville, and Miranda
- Developed/Improved trail from lower Redway -Eel River to Upper Redway
- Trails connecting topographically adjacent communities that are not connected by roadways (e.g., Salmon Creek and Briceland)
- Multipurpose trail from Garberville to the Southern Humboldt Community Park and eventually connecting Kimtu and Benbow
- Class II bike lanes along Shelter Cove Road
- Trail on old Railroad grade in Westhaven
- Developed/improved trail separate, but adjacent to Westhaven Drive
- Remove bridge at Luffenholtz and build a bike/hike/horse bridge that isn't a barrier to salmon and trout
- Multipurpose trail from Garberville to the Southern Humboldt Community Park and eventually connecting Kimtu and Benbow
- Developed/improved trails connecting McKinleyville neighborhoods to key destinations
- Provide access for Worthington School to Myrtle off Harris
- Develop more signage and space for bicyclists on Walnut, Ridgewood and Elk River Road

## Cities of Arcata, Blue Lake, and Rio Dell

N.A. [No comments were noted for these jurisdictions.]

\*Modified from the 2010 Humboldt County Regional Trails Master Plan.

Community members also submitted written comments in addition to the visioning workshops. Several community members from Manila submitted comment which “urge(d) that Manila and the Samoa Peninsula are included in the 2010 Regional Trails Master Plan.” Their letters referenced the work their community has done through the Safe PATHS Coalition (PATHS stands for Peninsula Area-wide Trails Highways & Streets). The coalition had a visioning meeting in 2008, in which they identified these desired bike-related trail projects:

- Class II along Old Samoa Road in Arcata Bottoms.
- Class I from west end of Old Samoa Road, meeting up with S.R. 255 at north end of Manila, along levee.
- Widened Shoulders on S.R. 255 and Navy Base Road.
- Class II path entire length from Arcata to Jetty.
- Class I along S.R.255, through Manila, over Samoa Bridge:
  - Arcata Bottoms: Rail-to-Trail;
  - Through Manila: in Caltrans Right-of-Way, west of S.R. 255, connects neighborhoods on west side of S.R. 255, could be a mixed Class I and Class II path, meeting up with shoulder of S.R. 255 at points where it is necessary;
  - Going into Samoa via rails/Vance Avenue;
  - Over Samoa Bridge: cantilevered path, or squeeze vehicle lanes against bridge wall, remaining space becomes Class I path (separated from vehicles by barrier).

- Class I Bay-to-Dunes path: From Manila Ave., crossing S.R. 255, onto Lupin, out to dunes. These dunes meet up with future trails connecting to Stamps Property/ Friends of the Dunes Center, and beach access.
- Bicycle racks wanted at beach access points.
- Access from Class I path through Manila.
- Interpretive signs on paths.
- Beach access point (north of proposed Class I Bay-to-Dunes path).
- Needs a new entrance from S.R. 255—accessible by pedestrian, bike, car, etc.

See the *2010 Humboldt County Regional Trails Master Plan* ([www.hcaog.net/documents](http://www.hcaog.net/documents)) for the complete record of public comments.

As part of updating the Bike Plan, HCAOG conducted public outreach events at targeted community events during the update process. HCAOG staff spoke to people at the Garberville Town Square during the Harvest Fiesta and Farmers’ Market. HCAOG staff met residents outside of the Mad River Grange in Blue Lake during one of the Grange’s monthly pancake breakfast events. Thanks to the efforts of resident bicyclists who notified community members, HCAOG staff was able to announce the update process to the Orleans/Somes Bar area. Staff also attended local bicycle advocacy group meetings, including the Humboldt Bay Bicycle Commuters Association and Green Wheels. Organizations, such as the Humboldt Partnership for Active Living (HumpAL) and the Klamath Watershed Council, helped spread the word about the Bike Plan update process by announcing it through their respective webpages, in their newsletters, and/or with messages to their mailing lists.

HCAOG staff also attended events during bike month in May 2012 to do outreach to more stakeholders. HCAOG staff distributed flyers during both Arcata’s and Eureka’s Bike-to-Work-Day Morning Fueling Stations, at the respective Northcoast Co-ops on May 10 and 17, respectively.



HCAOG Bike Plan Review Flyer

Comments made to HCAOG staff in person:

**Garberville:**

- ❖ Get the word out/educate people about electrical bikes.
- ❖ Post 35MPH along Garberville-Redway connection to make it bike friendly.
- ❖ I want a viable alternative (to the private automobile) from Ettersberg to town.
- ❖ Put in some electric charging stations for electric bikes.
- ❖ Bicycling is hard in Briceland and Southern Humboldt because there is more car traffic, humongous pick-ups, and smoking diesel fumes.
- ❖ Install “Share the Road” signs on Redwood Drive, Briceland Road, Miller Creek Road.
- ❖ Educate drivers to know laws about passing bicyclists (change lanes to pass) and to be aware of bicyclists.

- ❖ How do I find out where it's legal to ride from Garberville to Washington?
- ❖ Make mountain bike trails in Paradise Royal-BLM-Paradise Ridge and King's Range.
- ❖ A bikeway from Shelter Cove to Garberville/Redway would be good for tourism.

**Blue Lake:**

- ❖ Improve the regional bike route through Glendale-Fieldbrook-McKinleyville to Korbel. The route through McKinleyville can be safer. Fieldbrook drivers drive close to cyclists and go fast.
- ❖ We need covered bicycle parking in apartment complexes. We need more secure parking in residential neighborhoods where houses don't have garages.
- ❖ Extend the Annie & Mary trail on the railroad north of freeway so equestrians can connect to it. {Note: This proposed connection is included in the *2010 Regional Trails Master Plan*.}
- ❖ Blue Lake Boulevard needs a bike lane on both sides. When cars park there, they take up the bike lane/shoulder and there's no room for bicycling. At least the lanes should be striped.

**Humboldt Bay Bicycle Commuters Association (HBBCA):**

- ❖ It is not clear how General Plan Circulation Elements work with HCAOG plans and policies.
- ❖ Prioritize connective routes in the region.
- ❖ Advance policies for multi-use Class I system.
- ❖ What does HCAOG want to do regionally and with prioritizing money?
- ❖ Have information about equity, sea level rise, complete streets, Health Impact Assessment, reducing collisions—everything Humboldt has done since 2004.
- ❖ Bike racks must be required. How can HBBCA get it into the code and enforced?
- ❖ Quality bike facilities in project designs can make biking more attractive, i.e. less out-of-direction travel (Eureka/Arcata corridor).
- ❖ Revise the goal to read as follows: “Create the safest conditions for bicyclists by providing bikeways; and by improving existing roadways to eliminate barriers to bicycle demand.” [HCAOG revised the goal as suggested.]
- ❖ Need a new policy regarding: Dedicate 2% TDA (Transportation Development Act funds) to bike facilities. Even meter it in over time – like ½%, 1%, 1½%, then 2% by 4 years. [*The HCAOG Technical Advisory Committee (TAC), at their August 9, 2012 meeting, discussed this request. The TAC recommends considering the 2% priority funding for bicycle and pedestrian projects as part of revising HCAOG's local TDA Rules & Regulations. HCAOG is currently in the process of updating these rules.*]

In addition, HCAOG received the following written comments from the public:

From: Chris Butner  
 Date: Fri, Jun 1, 2012 at 8:16 AM  
 Subject: regional bicycle plan update(comments)  
 To: siana.watts@hcaog.net

HCAOG,

I'd like to explore a new idea to help further ensure a safe road for bicycle riders. First I need to bring to your attention CA vehicle code 21211 - obstruction of bikeways or bicycle paths or trails. The code says the following highlighted in bold >

**21211. (a) No person may stop, stand, sit, or loiter upon any class I bikeway, as defined in subdivision (a) of Section 890.4 of the Streets and Highways Code, or any other public or private**

bicycle path or trail, if the stopping, standing, sitting, or loitering impedes or blocks the normal and reasonable movement of any bicyclist.

**(b) No person may place or park any bicycle, vehicle, or any other object upon any bikeway or bicycle path or trail, as specified in subdivision (a), which impedes or blocks the normal and reasonable movement of any bicyclist unless the placement or parking is necessary for safe operation or is otherwise in compliance with the law.**

**(c) This section does not apply to drivers or owners of utility or public utility vehicles, as provided in Section 22512.**

**(d) This section does not apply to owners or drivers of vehicles who make brief stops while engaged in the delivery of newspapers to customers along the person's route.**

**(e) This section does not apply to the driver or owner of a rubbish or garbage truck while actually engaged in the collection of rubbish or garbage within a business or residence district if the front turn signal lamps at each side of the vehicle are being flashed simultaneously and the rear turn signal lamps at each side of the vehicle are being flashed simultaneously.**

**(f) This section does not apply to the driver or owner of a tow vehicle while actually engaged in the towing of a vehicle if the front turn signal lamps at each side of the vehicle are being flashed simultaneously and the rear turn signal lamps at each side of the vehicle are being flashed simultaneously.**

I'd like to point out that obstruction only applies to class 1 bikeways(Hammond trail as a local example). This does not apply to class 2 bike lanes within city limits. So basically cars may park in the bicycle lanes on a daily basis if they decide unless signage says no parking allowed. Essentially the state of California says it is acceptable to block bike lanes, and push bicycle riders into vehicular traffic. I find this to be unacceptable, and dangerous commuting on my bike on a regular basis. Ca vehicle code does allow me to bike to the left in these circumstances, and I have laws to follow like signaling. Then returning far right as allows safely. This would not be needed if parking was not allowed on bike lanes.

I'm asking HCOAG to take a more local stance on protecting bicycle riders. I'd like to see us take a local stand that parking in bike lanes will not be tolerated. That in certain places where this is a problem be resolved with new street layout designs, and signage. For me I commute in Arcata most, and I can identify a few problem areas. I have no choice, but to be pushed out into traffic. My life is precious as is all of our lives. I ask county, and cities to locally fix this problem. As a bicycle rider a just want a safe infrastructure for us all to share the road. I ask you to help protect me, and other bike commuters.

Thank you for your time.  
Chris Butner – Arcata resident

*[The HCAOG Technical Advisory Committee (TAC), at their August 9, 2012 meeting, discussed Mr. Butner's comments. The City of Arcata is aware of the areas that Mr. Butner cites, and polices the areas to the full extent that resources allow. The TAC recommends to the cities and county that they consider encouraging responsible agencies to enforce "no parking in bike lane" laws. ]*

More public input was solicited directly by both the City of Arcata and the City of Eureka. The City of Arcata completed its own, separate bicycle plan in 2010, and received public input through that process. See the *Arcata Pedestrian and Bicycle Master Plan 2010* (under separate cover), for a record of associated public comments. The City of Arcata's Transportation Safety Committee also reviewed the draft *Regional Bicycle Plan Update 2012* at their regular monthly meeting (May 15, 2012). The City of Eureka's Transportation Safety Commission reviewed the draft, too, and held several meetings with the *Regional Bicycle Plan* on the agenda, including a meeting at which HCAOG staff apprised the commission on the beginning of the update process.

HCAOG Social media also played a large role in public outreach for this plan. HCAOG place multiple posts on the HCAOG Facebook page ([www.facebook.com/hcaog](http://www.facebook.com/hcaog)) and Twitter page ([www.twitter.com/hcaog](http://www.twitter.com/hcaog)) to announce the draft Bicycle Plan review and comment period.