



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies

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AGENDA ITEM 7a
TAC Meeting
August 7, 2025

DATE: July 31, 2025
TO: Technical Advisory Committee (TAC)
FROM: Oona Smith, Senior Regional Planner
SUBJECT: **Bike and Pedestrian Level of Traffic Stress (LTS) Assessment: Public Review & Comment Period**

STAFF REPORT

Contents:

- Staff Summary
- “Methodology for Calculating & Mapping Bicycle and Pedestrian Levels of Traffic Stress (LTS) in the Greater Humboldt Bay Area,” amended July 18, 2025
- Bicycle and Pedestrian LTS mapping (ArcGIS Online interactive application).

Note: this link will be open starting August 1 at 4 p.m. Click here:

<https://experience.arcgis.com/experience/29aded4d95ee445c901178002e576357>

1. Introduce the item as a discussion item.
2. Allow staff to present the item.
3. Receive public comment.
4. Discuss item.

Staff Summary:

The Level of Traffic Stress (LTS) project assesses roads and streets in the greater Humboldt Bay/Wigi* Area.¹ We will assess other Humboldt areas in a second phase, after phase one is accomplished and lessons learned. (See below for a brief recap of LTS and the methodology).

The TAC viewed the preliminary LTS assessment at the April TAC meeting (2025), and could view the online application (GIS online map) to review and comment on the LTS results. As noted in the last staff report (of April 3, 2025), the project team problem-solved where LTS

¹ Eureka (*Jaroujiji**), Arcata (*Goudi'ni**), Bayside, McKinleyville (*Dalhagali'**), Fortuna (*Vutsuwitk Da'l**), Manila, Samoa, Fairhaven, Cutten, King Salmon, and Loleta (*Gudurwalha't**) including the Wiyot Tribe Table Bluff Reservation (*Rraloughugu'w**). *Place name in Wiyot language, Soulatluk.

scores seemed to not fit known conditions. In a few instances, the original assumptions were skewing LTS results. Therefore, we modified the assumptions related to crossing one-way versus two-way streets. Additionally, we recommend amending the assumption for prevailing speeds to being 5 miles over posted speeds instead of the current 10% above posted speeds. (This recommended change has not been applied.) Assumptions apply only when actual data is not available.

The City of Eureka and Caltrans District 1 submitted written comments. The project team has responded to comments and made corresponding adjustments or corrections to the application and data entry.

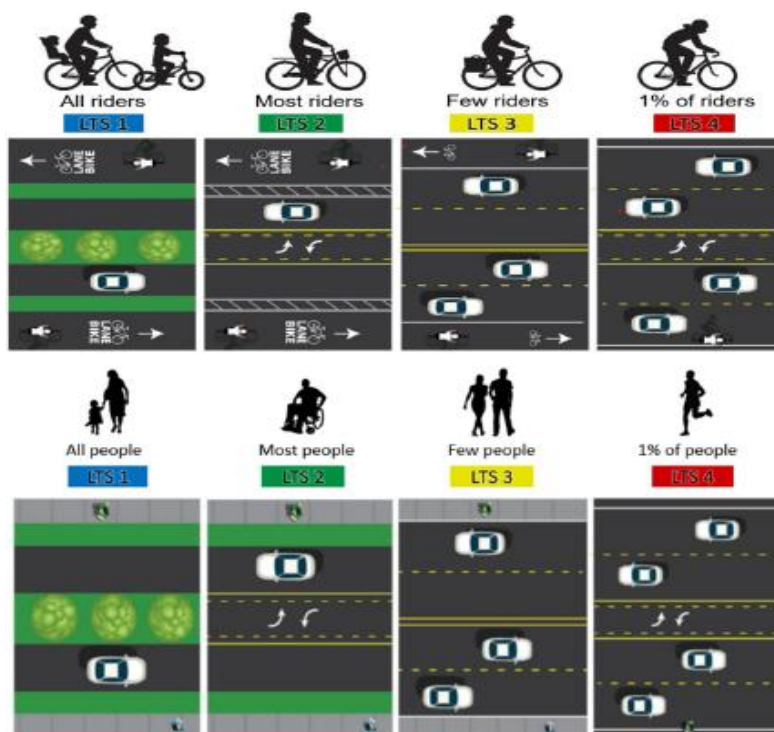
The project team is now re-releasing the LTS scores for a broader public review. The LTS results will again be accessible via the ArcGIS Online application, which displays the interactive mapping and the table of existing conditions data. The application is set to open for public viewing by 4pm on August 1 (Friday). [Click here: [Hum LTS link](#)]

The current review and comment period continues through August. Please submit comments by September 1, 2025. Staff will do more outreach and publicity throughout the month. In addition to commenting at the TAC and SSTAC meetings, people can submit comments to HCAOG by phone, post, and email (info@hcaog.net).

Below is a short refresher on “What is Level of Traffic Stress?”

LTS is a metric for assessing the level of comfort or stress that people would feel when they are bicycling and/or walking on streets/roads. LTS categorizes travel facilities by the level of discomfort or stress different kinds of users will, or will not, tolerate.

Typically, LTS ratings use a scale of 1 to 4, where LTS 1 “is meant to be a level that most children can tolerate,” LTS 2 can be “tolerated by the mainstream adult population,” and LTS 3 and 4 represent levels of stress that a minority of users will tolerate.



Example from Washington State DOT

To briefly recap the Methodology, the following summarizes the existing conditions that determine the “level of stress”:

Bicycle LTS:

- Whether bicycling where there is/is not a bike-only facility;
- Whether the existing bike lane is adjacent to a parking lane;
- Whether the crossing (intersection) has a traffic signal, stop sign, or roundabout;
- Traffic speeds and volumes of motorized vehicles.

Pedestrian LTS:

- Sidewalk conditions such as width, curb ramps, physical buffers, and number of adjacent traffic lanes;
- General land use;
- Whether the crossing (intersection) has a traffic signal, stop sign, or roundabout;
- Whether the crossing has painted crosswalks, a median refuge, or other crosswalk enhancements;
- Traffic speeds and volumes of motorized vehicles.

Refer to the Methodology (attached) for the details on assumptions and the basis of scores.

The LTS assessment is part of the “Humboldt Multimodal and Vibrant Neighborhoods Planning” project, funded by a Caltrans Sustainable Transportation Planning Grant and local matching funds from TAC member agencies and other partners.