

# HCAOG

## 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) – PROJECT CANDIDATE FORM

RTIP programming background:

If the project is on a State Highway, a Project Study Report (PSR) is required. If not, a PSR equivalent is required. The PSR equivalent at a minimum must be adequate to define and justify the project scope, cost and schedule. The PSR or PSR equivalent must be submitted with this programming request.

Applicant Agency: **City of Eureka**

Project Title: **Hawthorn and Humboldt Bicycle Boulevard**

Project Purpose: What transportation deficiency will this project address (safety, congestion, operations, plan implementation, etc.)? If a safety project, will the project reduce fatalities or number and severity of injuries?

**The Project will address transportation deficiencies by decreasing vehicular speed and traffic volumes, creating an East/West connected corridor where the current network lacks connections and expanding on reaching the City's Vision Zero goals.**

Project Location (community name, corridor, street name, etc.):

**The Project location will be at Hawthorn and Humboldt Streets beginning at Waterfront Drive through J St which is a total of 1.57 miles.**

Project Description:

**The proposed project will consist of performing road rehabilitation on Hawthorn and Humboldt Street and construction of a new Class 3 Bicycle Boulevard that aims at creating a new East/West bicycle network connection from Waterfront Drive to J Street. Road reconstruction, pavement marking, ADA sidewalk improvement, Bicycle Boulevard Signage and bicycle detention will be included during construction to comply with the City's Complete and Green Streets policy.**

Is the project in the 2022 RTP? **No**

Are you requesting State only funding? **Yes**

What community engagement activities have been conducted for this project so far?

**In April of 2024, the City of Eureka along with Mark Thomas Consulting, hosted a two-hour community engagement event at the Jefferson Community Center to discuss the Eureka Bicycle Master Plan. The community was also engaged in two virtual community meetings, where polling was used to capture input. The Master Plan contemplates future corridors including bicycle lanes, boulevards and trails throughout the City of Eureka. The community prioritized the corridors identified in the plan. The Hawthorn and Humboldt Bicycle Boulevard was highly ranked.**

To the maximum extent feasible, have complete streets elements been included in the project? Explain. ***Yes, the project includes sidewalk and bicycle facilities improvements such as traffic circles, signage, striping and pavement markings. ADA improvements are also included, primarily truncated domes.***

Does your project funding request include uncommitted funds? Explain.  
**No**

If a rehabilitation project, is it located on a federal-aid eligible road (higher than a local or minor collector road? Link to Caltrans maps: [http://www.dot.ca.gov/hq/tsip/hseb/crs\\_maps](http://www.dot.ca.gov/hq/tsip/hseb/crs_maps)  
**No.**

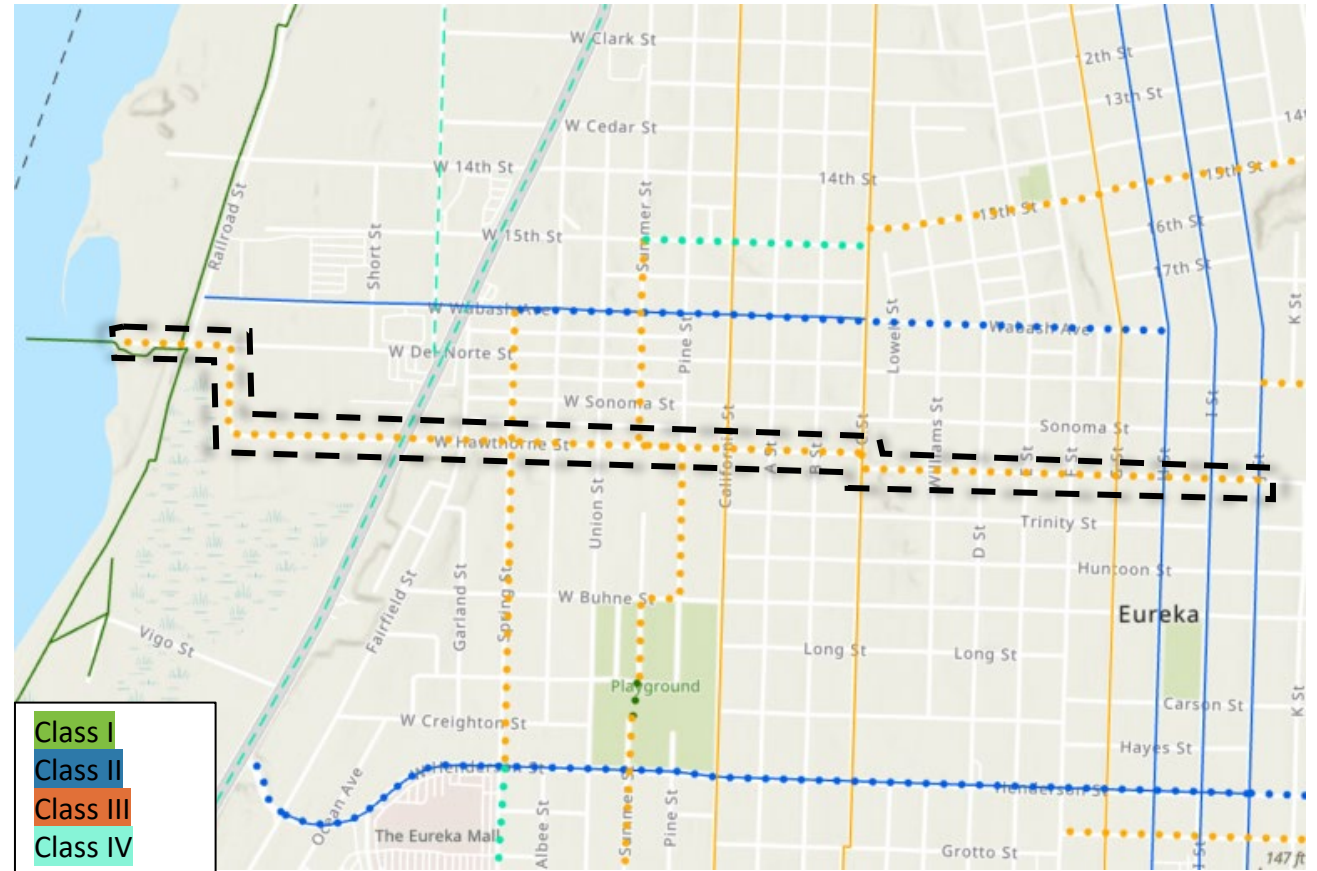
Provide Project Component funding needs:

<b>Project Component</b>	<b>Cost Estimate</b>	<b>STIP Funding Request</b>	<b>Other fund contribution</b>	<b>Allocation Schedule</b>
Environmental Studies & Permits	\$	\$	\$	
Plans, Specifications & Estimates	\$	\$	\$	
Right of Way	\$	\$	\$	
Construction	\$1,200,000	\$850,000	\$	3/01/2029
<b>Total</b>	\$1,200,000	\$850,000	\$	

Please describe any other relevant information about this project you feel will be useful in project selection. Additional attachments (i.e. maps, photos) may also be included with the submittal.

# Hawthorne & Humboldt Street | Waterfront Trail to J St (1.57 miles)

- Benefits
  - Connections to California St, C St Bicycle Boulevard, and Waterfront Trail
  - Access to Eureka High School
  - Highway 101 signalized crossing
- Existing Conditions
  - No existing bikeway
- Proposed: **Bicycle Boulevard**
  - Evaluate potential change to All-Way Stop Controls
  - Evaluate Traffic Circles at Two-Way Stops





## Hawthorn & Humboldt Bicycle Boulevard

### Project Study Report

Approval Recommended By

  
 Jesse Willor  
 City Engineer

Date: 9-16-2025

## Recommendations

This project study report has been prepared under the direction of the following civil engineer. The registered civil engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions and decisions are based.





## Introduction

The City of Eureka is proposing improvements to Hawthorn and Humboldt Streets between Waterfront Drive and J Street. The project will consist of constructing a new class 3 bike boulevard, roadway surfaces and pavement markings as well as upgrading pedestrian safety improvements to include ADA sidewalks and detectable warning surfaces.

## Background

In January 2021, the City of Eureka adopted its Complete and Green Street Policy with the intention of a creating a safe and accessible transportation network for all users. This policy emphasizes the importance of Complete Streets, which are designed to provide safe mobility for people of all ages and abilities, and include initiatives to enhance bicycle facilities and pedestrian crossings.

In early 2022, the City of Eureka was successful in obtaining a Sustainable Transportation Planning Grant. Collaborating with Transportation Consultant Mark Thomas, the City of Eureka created its first comprehensive Bicycle Master Plan detailing future proposed corridors, created a classification of streets for facility safety identification, grant and investment opportunities, improve connections in regional trails, fill in gaps in the existing infrastructure network and improve safe access throughout the City's street and trail network.

Among the proposed corridors for future development is the East/ West corridor of Hawthorn and Humboldt Streets. This location was prioritized in the Bicycle Master Plan at Number 3 out of 15 corridors for development based on the City's community engagement events. The Hawthorn and Humboldt Street corridor was selected for its East/West connections from Waterfront Drive to J Street, where the Class 3 Bicycle Boulevard will intersect with the newly constructed C Street, H and I Multimodal Corridor, Eureka High School and currently do not have any bicycle facilities.

## Project Description

The proposed project will consist of performing road rehabilitation on Hawthorn and Humboldt Street and construction of a new Class 3 Bicycle Boulevard that aims at creating a new East/West connection from Waterfront Drive to J Street. Road reconstruction, pavement marking, ADA sidewalk improvement, Bicycle Boulevard Signage and bicycle detention will be included during construction to comply with the City's Complete and Green Streets policy.

## Purpose and Need

The completion of the Hawthorn and Humboldt Street Corridor will provide much needed maintenance to the roadway and create a new class 3 Bicycle Boulevard, to greatly reduce VMT and address the City's commitment to Vision Zero.

Of greater benefit is the increase in non-motorized transportation safety, with creating a new, low-level traffic stress, east/west connection in the City's bicycle network. The new Class 3 Bicycle Boulevard will help connect Waterfront Drive to multiple North/South Bicycle connections, including the newly constructed C Street Bicycle Boulevard, H and I Street Corridor and the Eureka High School.

Improvements will be made to sidewalks and curb ramps, primarily including ADA truncated domes, increasing pedestrian safety.

## Alternatives

### No Project

This “no project” option does not meet the purpose and need.

### Paving-Only Project

This option does not meet the purpose and need of increase safety for all modes of transportation due to it not addressing Complete and Green Streets,

### Preferred Option

The preferred option addresses safety for all modes of transportation, increases usage for non-motorized users.

## Environmental Clearances

The project is expected to be found to be categorically exempt by CEQA. The roadway will be repaired by grind and inlay.

## Hazardous Materials/Waste

There is no indication of contamination within the footprint of the project.

## Traffic Management

Standard traffic control, such as lane shifts and temporary delays will be required during construction.

## Cultural Resources

All excavation will take place in areas that have previously been disturbed; therefore, it is not expected that a cultural monitor be required. However, local tribes will be notified and inadvertent discovery language included in the project plans and specifications.

## Biological Resources

The project will occur in the existing roadway and there is no expected impact to biological resources.

## Coastal Zone

The project is in the coastal zone within both the City and Coastal Commission’s permitting jurisdiction. Coordination with the Coastal Commission will be required.

## Project Schedule

PA&ED	Complete in October 2029
PS&E	Complete In December 2029
R/W	NA



CON            Start May 2030

### Project Funding

PA&ED            \$0 City

PS&E            \$0 City

R/W            NA

CON            \$350,000 City General Fund

\$850,000 STIP Request

Total \$1,200,000

### Project Contacts

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