2025

# Safe and Sustainable Transportation Targets Report

SAfe and sustainable transportation targets report

HCAOG/Civicspark

9/5/2025

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## Introduction

The Safe and Sustainable Transportation Targets were formed through an ad-hoc committee as part of the 2022 RTP update. The purpose of the targets is to develop policy goals aimed at diminishing transportation-related greenhouse gas emissions in Humboldt County. These targets include ten different performance measure categories each containing a number of regional targets, the metrics for those targets, and the available data resources to track those targets. These targets encompass a broad range of categories such as Vision Zero, Efficiency and Practicality in Locating New Housing, and Mode Shift.

This past year (2024-2025) Noah Sary, the CivicSpark Fellow serving with HCAOG, has been collecting and creating baseline data for the Safe and Sustainable Transportation Targets (SSTT). Through this process, he successfully collected data for these targets as well as suggested ways to revise metrics to aid staff in replicating data collection/analysis overtime for the successful tracking of these targets.

The Safe and Sustainable Transportation Targets Report further contextualizes the data collection process to aid staff in understanding nuances behind suggested metric revisions and potential barriers in acquiring specific data sources.

## I. Reduce GHG Emissions in Air District (NCUAQMD)

Target: Reduce on-road fossil fuel consumption in Humboldt County by monitoring and decreasing gasoline and diesel sales over time. This goal aims to support regional greenhouse gas reduction targets using sales data reported through the California Energy Commission (CEC-A15). The metric is gallons of fuel sold, with data reviewed every 4 years.

Data Source(s):

1. 2010-2023_CEC-A15_Results_and_Analysis_ADA

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There are two data sets from the CA Energy Commission including (Millions of Gallons) of gasoline sales, with the other data set being (Millions of Gallons) diesel sales. Both data sets include the Estimated Totals, as well as the Survey Response Totals.

The California Energy Commission's "Annual Retail Fuel Outlet Report Results" found that the 2022 estimated totals (millions of gallons) of gasoline for Humboldt County is 45 million, and the survey response totals is 41.[1] The estimated totals (millions of gallons) of diesel for Humboldt County is 11, while the survey response totals is 9.[2] Figure 2 illustrates the change in gasoline sales over time in Arcata, Fortuna, and Eureka, as well as the county gas and diesel averages.

[1] https://www.energy.ca.gov/media/3874

[2] https://www.energy.ca.gov/media/3874

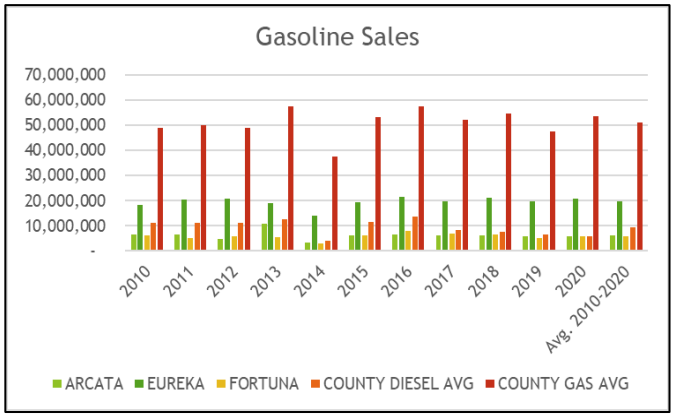


Figure 1. Gasoline Sales in Humboldt County (millions of gallons)

This data does not take fuel efficiency upgrades into account when measuring changes in gasoline sales over time. Therefore, it is not a complete metric to completely track on-road transportation fossil fuel consumption. However, it is the closest metric of data available to track the variation over time in fossil fuel consumption in Humboldt County.

If fuel efficiency upgrades are occurring (more hybrid/electric vehicles or efficiency improvements in internal combustion engines), this needs to be factored into the analysis. Improved fuel efficiency means fewer gallons of fuel are consumed per mile traveled, even if VMT remains constant.

Tracking current and future gasoline/diesel consumption in Humboldt County will allow HCAOG to coordinate with North Coast Unified Air Quality Management District (NCUAQMD) regarding data sharing on these performance measures. It can help NCUAQMD illustrate the relationship between falling gasoline/diesel consumption (fossil fuels) and improvements in overall ambient air quality in the region.

## II. Percent Mode Shift

Target: Increase the share of trips made by sustainable modes (walking, biking, transit, micro-mobility, and shared rides) to at least **30% by 2030** and **40% by 2050**. Additionally, double the number of **transit trips** (including on-demand trips) by **2025**, and again by **2030**, and again by **2040**. Complete a **Low-Traffic-Stress (LTS) and connectivity analysis** for the **Greater Humboldt Bay Area by FY 2023/24**, and for the **entire county by 2026**, to identify and address barriers to safe, low-stress travel.

Data Source(s):

1. Humboldt Transit Authority Data
2. AMRTS Data

To meet the Regional Targets of VROOM and percent mode shift, understanding the current transportation infrastructure gaps and areas for opportunities in Humboldt County is necessary. The Level of Traffic Stress and Connectivity Analysis will give us the tools to understand where the gaps and improvement areas are for active transportation and connectivity in the region. This will allow jurisdictions to have the tools to understand where high stress streets are in their jurisdiction, and the appropriate infrastructure improvements to lessen the stress for pedestrians and cyclists overall. This visual analysis of stressful roads will also allow jurisdictions to understand the opportunities for connecting low stress streets into a fabric of networks for active transportation. To see behavior change, building the right infrastructure in strategic points to improve connectivity is essential.

The Level of Traffic Stress Study is projected to be completed by the end of 2025.

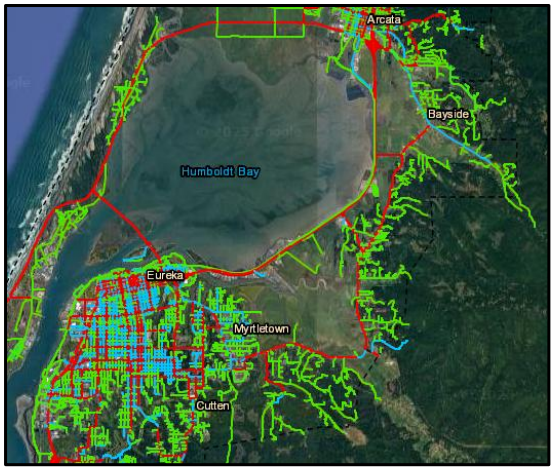


Figure 2. Level of Traffic Stress Screen Capture of the Humboldt Bay/Wigi Area

**Transit Ridership**

An increase in public transportation ridership is a key target of the region in reducing overall fossil fuel consumption from single-occupancy vehicles and improving ambient air quality in the Air District (NCUAQMD)

The baseline ridership for 2022 is **471,019** transit boardings (not including Yurok Tribe Transit Service). The transit ridership goals outlined in the Safe and Sustainable Transportation Targets include doubling the number of transit boardings by 2025, and again by both 2030 and 2040.

## III. Reduce Vehicle Miles Travelled by Car

Target:
Reduce per capita VMT (including zero-emission vehicle trips) in Humboldt County by **25% by 2030** and **40% by 2050**, compared to current levels. This reduction targets a broad shift away from car dependency and supports climate goals even as clean vehicles are adopted.

Data Source(s):

**Caltrans Highway Performance Monitoring System (2023)** (VMT data)
**US Census, Data USA (2023)** (Population and household demographics)

**Daily VMT of Travel Per Capita Per Jurisdiction**

| Jurisdiction | Daily VMT (in 1,000s) | Population | Miles Per Person |
|---|---|---|---|
| Arcata | 108.10 | 19,012 | 5.68 |
| Blue Lake | 8.17 | 1,172 | 6.97 |
| Eureka | 230.28 | 26,129 | 8.82 |
| Ferndale | 6.25 | 1,389 | 4.34 |
| Fortuna | 92.07 | 12,285 | 7.49 |
| Rio Dell | 9.64 | 3,308 | 2.74 |
| Trinidad | 3.36 | 325 | 9.34 |
| **Humboldt County Total** | 3,661.75 | 133,985 | 27.35 |

Figure 3. Daily VMT of Travel Per Capita Per Jurisdiction –
**Caltrans Highway Performance Monitoring System (2023), US Census, Data USA**

**Daily VMT Per Household**

| Jurisdiction | Daily VMT (in 1,000s) | Households | Miles Per Household |
|---|---|---|---|
| Arcata | 108.10 | 7,760 | 13.93 |
| Blue Lake | 8.17 | 449 | 18.19 |
| Eureka | 230.28 | 10,735 | 21.45 |

| Jurisdiction | Daily VMT (in 1,000s) | Households | Miles Per Household |
|---|---|---|---|
| Ferndale | 6.25 | 680 | 8.9 |
| Fortuna | 92.07 | 4,854 | 18.9 |
| Rio Dell | 9.64 | 1,371 | 6.6 |
| Trinidad | 3.36 | 207 | 14.7 |
| **Humboldt County Total** | 3,661.75 | 54,995 | 66.6 |

Figure 4. Daily VMT Per Household –
**Caltrans Highway Performance Monitoring System (2023), US Census, Data USA**

Ratio between the number of light vehicles registered to residents of Humboldt County vs. the number of households or licensed drivers is 1.26.

## IV. Zero Emission Vehicle Infrastructure

Target:

By **2025**, complete a comprehensive regional evaluation plan to prioritize feasible and equitable public charging station locations across Humboldt County. The plan will guide infrastructure rollout, especially in underserved and high-density areas.

**80% of jurisdictions** adopt electric vehicle charging station (EVCS)–friendly building codes and upgrade policies by **2022** and reach **100% adoption by 2025**. These policies must require EV-ready wiring in new developments, panel upgrades during remodels, and support for equity-focused EVCS implementation.

Data Source(s):

**Alternative Fueling Station Locator**
**Plugshare.com app**
**Juridictions Municipal Code**
**2022 California Electrical Code**

The Zero Emission Vehicle Infrastructure Performance Measure seeks to understand the outlook of current zero emission vehicle charging stations, Humboldt County jurisdictions' policies on ZEV infrastructure, building codes that are in line with what is needed for "EV-ready" electrical wiring, and the amount of funding dispensed to subsidize and incentivize EVCS.

| Jurisdiction | EVCS Permit Streamline Ordinance | EVCS Permit Checklist | Code for EV New Building? |
|---|---|---|---|
| Arcata | Ord. 1567 | Yes | Yes |
| Blue Lake | No | No | Yes |
| Eureka | Ord. 905-C. S | Yes | Yes |
| Ferndale | No | No | Yes |
| Fortuna | Ord. 2024-767 § 3 (Exh. A)) | Yes | Yes |
| Rio Dell | Ord. 360 § 1, 2017 | No | Yes |
| Trinidad | No | No | Yes |
| County | Ord. 2579, § 1, 9/19/2017 | Yes | Yes |

Figure 5. Jurisdiction's EV Policy

**2022 California Electrical Code (CEC):**
200 Amps utility panel ratings are required by the 2022 California Electrical Code depending on the forecasted energy usage requirements for the building/unit, and therefore, all jurisdictions are required to adopt this code, and they have.

Mandatory Electric Vehicle (EV) Charger Building Standards were amended September 16, 2022, to include requirements for EV charger pre-wiring installation requirements for parking spaces.[3]

Each jurisdiction is required to adopt California's Building Code Requirement through their ordinances. Chapter 4: Residential Mandatory Measures include required measures that will allow EV chargers to be included in new developments.

**EV-Ready Electrical Wiring**:
- 8/8 Jurisdictions = 100%

**200 Amps Utility Panel Ratings**:
- 7/7 Jurisdictions = 100%

**Amount of funding dispensed to subsidize and incentivize EVCS.**

[3] https://afdc.energy.gov/laws/11068

| Jurisdiction Budget | Project | Funding Allocated ($) |
|---|---|---|
| Arcata Annual Budget (2022-2023) | N/A | 0 |
| Blue Lake Annual Budget (2022-2023) | N/A | 0 |
| Eureka Annual Budget (2022-2023) | - Eureka Capital Projects - General:- (2022-2023) EV Charging Stations | $95,000 |
| Ferndale Annual Budget (2022-2023) | N/A | 0 |
| Fortuna Annual Budget (2022-2023) | N/A | 0 |
| Rio Dell Annual Budget (2022-2023) | N/A | 0 |
| Trinidad Annual Budget (2022-2023) | N/A | 0 |

Figure 6. Funding Dispensed to Subsidize and Incentivize EVCS

ZEV Fueling Infrastructure
Data Source(s):

- **Alternative Fueling Station Locator**
- **Plugshare.com app**

Excel Sheet: Number of AC/DC Chargers at the Census Block Group Level

## V. Public and School Fleet Electrification

Target:

Deploy **1,394 public EV charging stations**, including **42 DC Fast Chargers (DCFC)**, by **2025**; increase to **3,560 EVCS** total, including **127 DCFC**, by **2030**. By **2035**, ensure **100% of households without off-street parking** have access to a public fast charger within ¼ **mile**. Ensure equitable access in multifamily housing and lower-income areas, and equip **25% of employee and MF residential parking spaces with EVCS by 2025**, **35% by 2035**, and **50% by 2050**.

Make hydrogen fuel available to the public by **2024** and build sufficient hydrogen fueling infrastructure in Humboldt County by **2030** to enable inter-county travel by medium- and heavy-duty fuel cell electric vehicles.

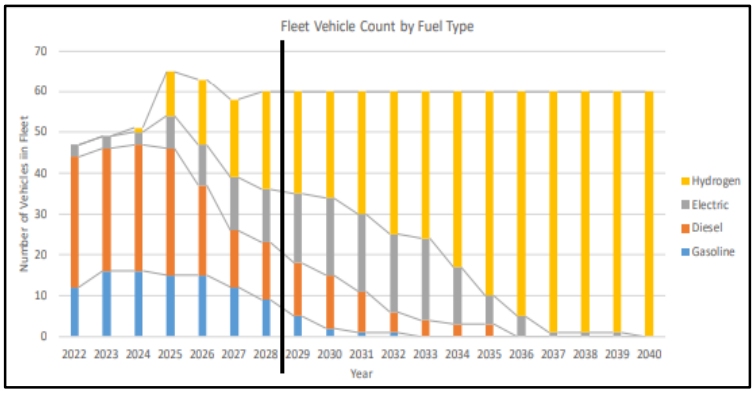


Figure 7. Fleet Vehicle Count by Fuel Type (in HTA-Zero-Emission-Bus-Rollout-Plan-V1.0

Data Source(s):

Humboldt County Transit Development Plan (HCAOG Report)
Zero Emission Bus Rollout Plan Humboldt Transit Authority (HTA)
CEC Medium and Heavy Duty Zero Emission Vehicles in California

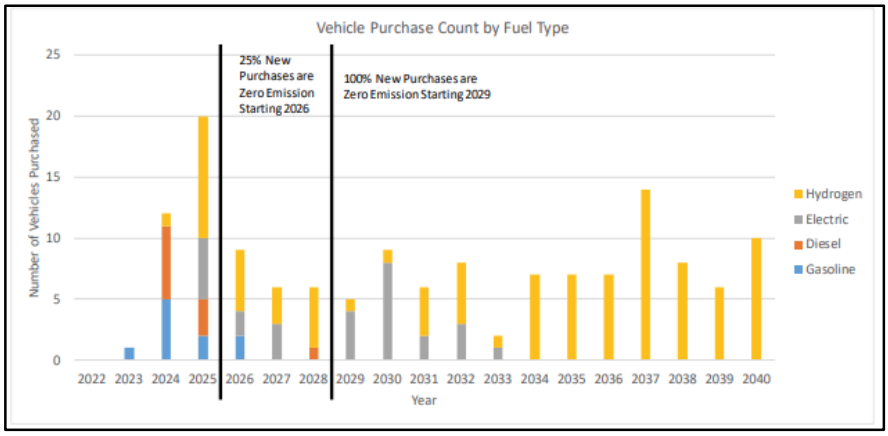


Figure 8. Vehicle Purchase Count by Fuel Type (in HTA-Zero-Emission-Bus-Rollout-Plan-V1.0

**Alignment with HCAOG's Regional Transportation Plan (VROOM 2022-2042)**

To be in alignment with the State's Advanced Clean Fleet Rule, HCAOG has set the goal for each governmental agency to start the process of converting their fleet vehicles to zero emission by 2022, with interim targets to meet the State's year 2035 goals (State's Advanced Clean Fleet Rule).

To be aligned with HCAOG's Regional Transportation Plan (VROOM 2022-2042), HTA must reach 100% zero emission buses by 2030. They are currently not in line with this target as seen in

Figure 6. when looking at the year 2030, where approximately fifteen of their projected fleet vehicle inventory will be diesel. However, HTA is aware of this, and has elected to shift the transition to a completely zero emission vehicle fleet to 2040, outlined in HTA-Zero-Emission-Bus-Rollout-Plan-V1.0 and seen in the figure below.

HTA is in line to meet HCAOG's proposed targets of having 25% new purchases be Zero Emission starting in 2026 (Figure 7.), while also having 100% of new purchases be Zero Emission starting 2029 (Figure 7.)

According to the CEC, there are currently 8 ZEV school buses in Humboldt County. This is only concrete data source that had information on this portion of the metric through research. There should be a confirmation of this number by contacting CEC to understand the details regarding those vehicles and if there are plans to acquire more.

**Agency Fleet Vehicle Inventory**
Regarding each jurisdiction's current fleet vehicle inventory and their plans for transitioning their fleet to zero-emission vehicles, it differed among each jurisdiction. The city of Rio Dell, Hoopa Tribe, and Blue Lake Rancheria do not have any ZEV in their fleet or any plans to transition their fleet.

The City of Fortuna does not have any ZEV in their fleet; however, they plan to procure electric vehicles to replace qualifying vehicles according to Mat Nyberg, Deputy City Engineer of Fortuna.

## VI. Efficiency and Practicality in Locating New Housing

Target:
Ensure new housing contributes to climate goals and accessibility by focusing growth in well-connected, low-VMT areas. Targets include:

- Begin identifying top locations for housing accessibility studies by **2021/22**.
- Establish baseline connectivity scores for at least **40% of buildable parcels** by **2023**.
- Starting in **2022**, ensure **80% of new housing units** are in areas with safe, convenient walking/biking/transit access to jobs, shopping, and recreation.
- All new housing must support a **reduction in per capita VMT**.
- By **2023/24**, ensure **all jurisdictions have adopted General Plan/zoning incentives** that promote climate-friendly, highly connected housing development.

A key goal for the RTP, *VROOM 2022-2042*, is for Humboldt to have more housing in locations with access to public transportation, and with good walkability and bikeability.

Supporting jurisdictions by providing them with this crucial data will give them the option to prioritize optimal locations for housing that support HCAOG's goals of housing units that are in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit. This performance measure also supports the Percent Mode Shift performance measure as optimal housing locations provide the opportunity for other modes of transportation rather than relying on a single-occupancy vehicle.

**Access to Essential Destinations**

HCAOG has started to identify top locations to survey/track for their access to essential destinations using trip-origin destination studies. HCAOG has done this using Longitudinal – Household Dynamics (LEHD) data for Humboldt County through On the Map as seen on Figure 8 which shows an inflow/outflow analysis of workers in Eureka. Understanding where Humboldt County residents travel from work, how far they travel, and how many of them travel outside of their city to inform transportation decisions and understand where VMT is highest and how to reduce it. This was paired with an equity view of where the Census Tracts include the most people without access to a personal vehicle.

| **2022 Inflow/Outflow Analysis on the City of Eureka** |
|---|
| - 48.2% of Eureka residents work in Eureka |
| - The majority of those jobs are located South and Southeast of Eureka |
| - 82.5% of all jobs for Eureka residents are 1-24 miles away |
| **- 61.9% of all jobs for Eureka residents are less than 10 miles away** |

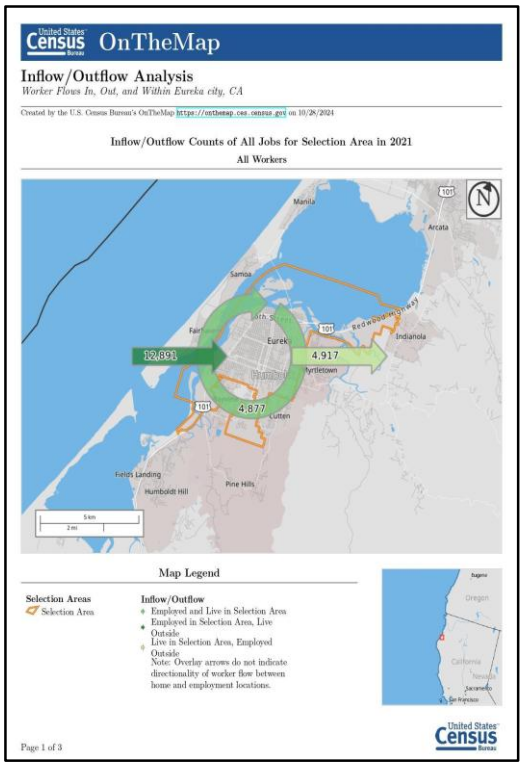


Figure 9. 2022 Inflow/Outflow Analysis on the City of Eureka

**Baseline Connectivity Scores for Humboldt County**

Creating baseline "Connectivity Scores" give jurisdictions in Humboldt County information regarding the walkability, bike-ability, proximity to transit, and proximity to central commercial districts for potential buildable parcels. Connectivity scores were calculated for 89% of the vacant parcels in Humboldt County.

Buildable parcels are defined in this context as vacant parcels in the city limits identified by the city (Note: A different method was applied to the County. See below.) These vacant parcels are in the housing element of each jurisdiction or in the appendix of the housing element. Specifically for the City Blue Lake and the City of Trinidad, SHNs, a consulting firm, created Vacant Sites Inventory maps that identify vacant parcels that are 'Likely Developable, Questionably Developable, and Likely Not Developable' as seen on Figure 12. The connectivity scores were primarily prioritized in the locations of 'Likely Developable' Vacant Parcels.

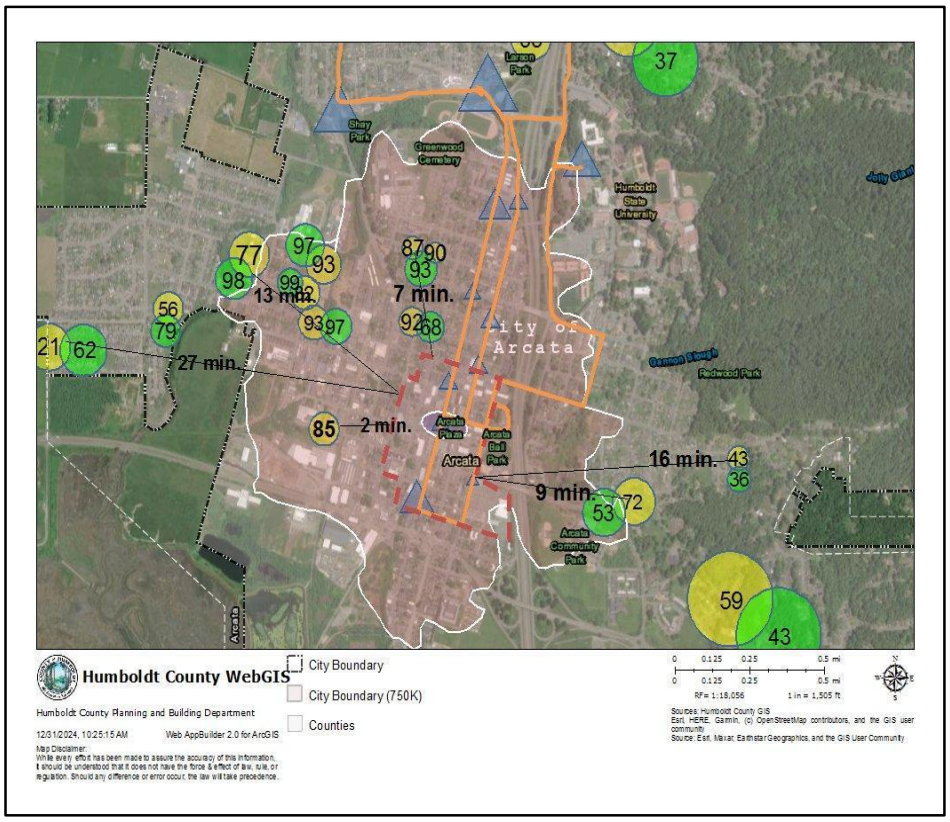


Figure 10. Arcata Connectivity Analysis Process

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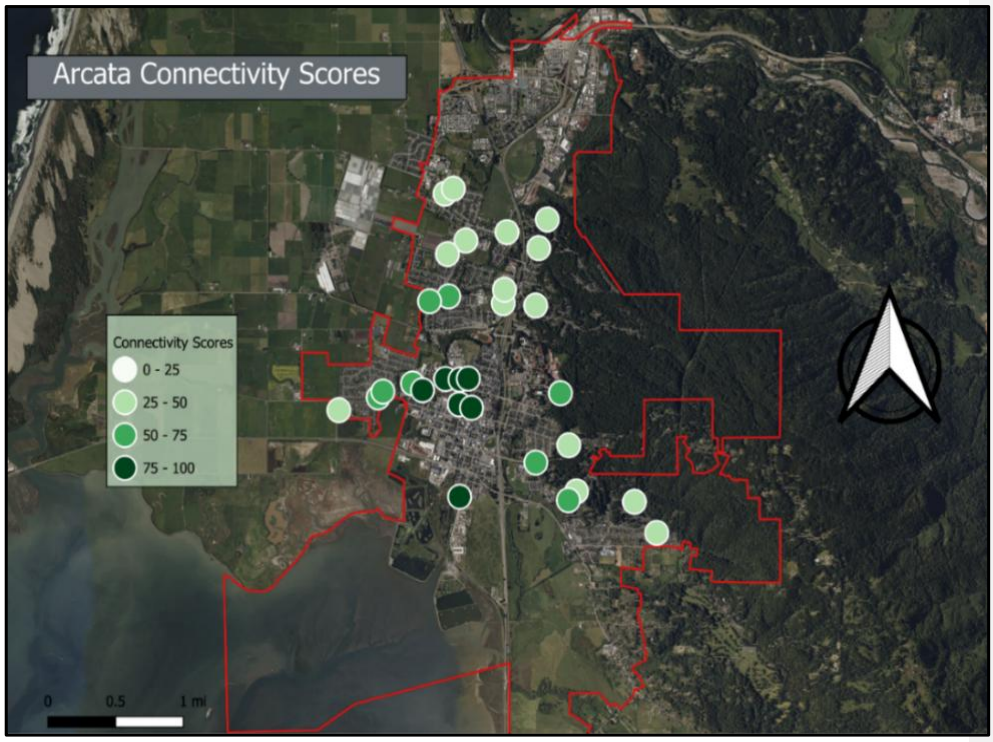



Figure 11. Arcata Connectivity Scores

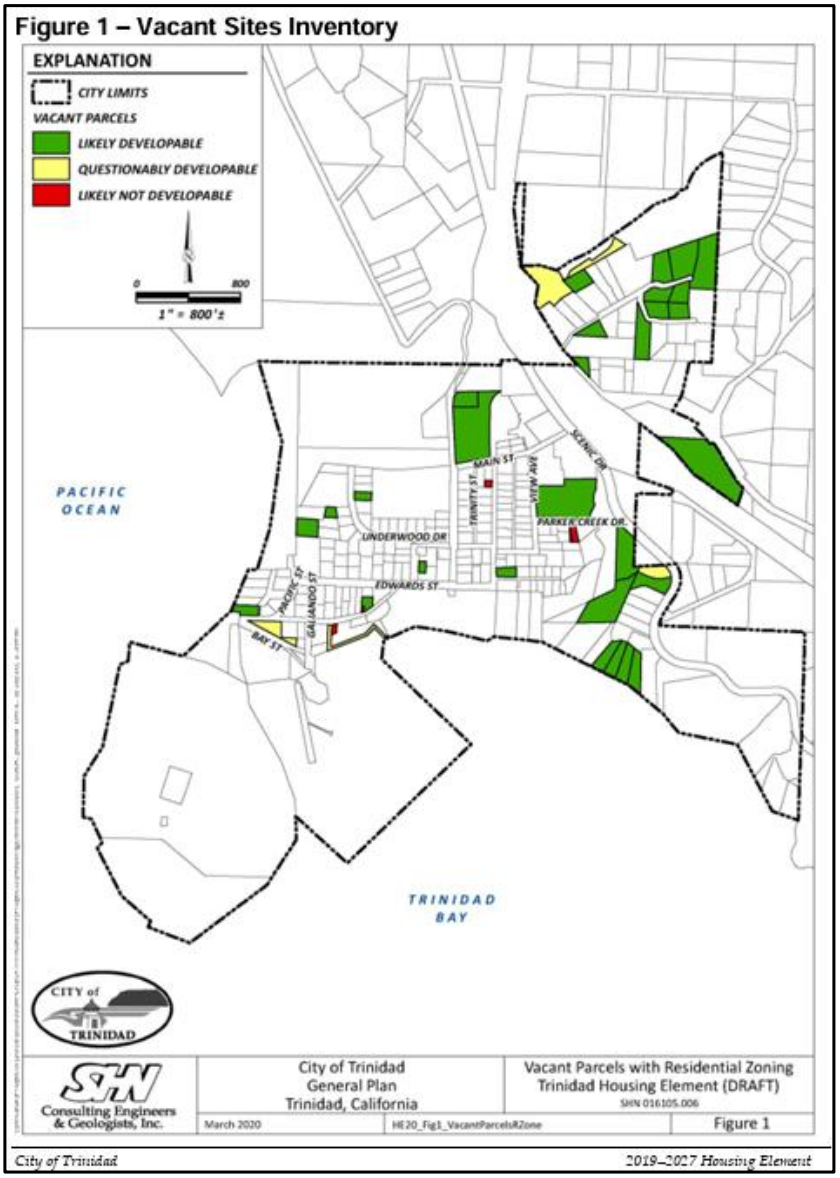



Figure 12. City of Trinidad Vacant Sites Inventory

**Step 1: Defining Each Metric for Connectivity**

1. Walk Score: Measures the walkability of a location based on its proximity to amenities such as grocery stores, schools, parks, etc.
    - Score Range: 0-100 (higher is better)
2. Walk Score Legend:

| |
|---|
| 90-100 = walker's paradise |
| 70-89 = very walkable |
| 50-69 = somewhat walkable |
| 25-49 = car dependent |
| 0-24 = car dependent |

3. Bike Score: Measures the bike-friendliness of an area based on bike infrastructure, hilliness, and bike lanes.
    - Score Range: 0-100 (higher is better)
4. Time to Walk to Downtown: Measures the walking time to the central commercial district as outlined in the jurisdictions' zoning map. A shorter time is more connected.
    - Time Range: Measured in minutes. Lower times are better.
5. Time to Walk to Nearest Transit Stop: Measures how long it takes to walk to the nearest transit stop (not including Amtrak stops)
    - Time Range: Measured in minutes.

*Step 2: Normalize the Metrics*

For the time-based metrics (Time to Downtown and Time to Nearest Transit), they are normalized on a 0-100 scale:

- Time to Downtown:
    - 0-5 minutes: Score = 100
    - 6-10 minutes: Score = 75
    - 11-15 minutes: Score = 50
    - 16+ minutes: Score = 25
- Time to Nearest Transit Stop:
    - 0-5 minutes: Score = 100
    - 6-10 minutes: Score = 75
    - 11-15 minutes: Score = 50
    - 16+ minutes: Score = 25

*Step 3: Assigning Weights to Each Metric*

- Walk Score: 30%
- Bike Score: 25%
- Time to Downtown: 20%

- Time to Nearest Transit Stop: 25%

*Step 4: Calculating the Score*

Final Connectivity Score = (Walk Score×0.30) + (Bike Score×0.25) + (Time to Downtown (Normalized)×0.20) + (Time to Transit (Normalized)×0.25) = {Final Connectivity Score}

*Step 5: Interpreting the Score*

- A score of 0-25: Very Low Connectivity
- A score of 25-50: Limited connectivity
- A score of 50-75: Moderate connectivity
- A score of 75-100 High connectivity

*Step 6: Visualizing the Score*

- Using QGIS, the scores for each parcel were visualized using a gradient color scheme that indicates the areas with high and areas with lower connectivity such as Figure 10

Baseline connectivity scores were calculated for all seven jurisdictions using the available tools and software. Scores are visualized using QGIS to help these jurisdictions understand where to prioritize housing locations in accordance with these scores. Alternatively, jurisdictions can use this connectivity score methodology as a blueprint to develop their own customized formulas and adjust the weighted categories to align with their general plan policies and goals.

Figure 10 illustrates the final connectivity scores for the City of Arcata, derived from vacant parcels identified in the city's Housing Element. Parcels scoring in the dark green range (75–100) reflect areas of high connectivity, characterized by strong walkability, bike-ability, access to transit, and proximity to the city's commercial core. These locations are considered especially suitable for new housing development. As seen in Figure 10, the green vacant parcels are located nearer to the downtown Arcata area which has close access to bus stops, grocery stores, and other services and amenities in a short walking or biking distance.

Comparable connectivity maps were developed for each jurisdiction including the unincorporated county and are included in the appendix of this report.

The county's connectivity score was done using a different strategy than the Connectivity Score Metric Formula. During the creation of the connectivity analysis for the Unincorporated Humboldt County, the Walk score data had a steep price to purchase this data, which was a roadblock to completing the analysis. However, the analysis was pivoted by developing a custom Walk Score–like metric using OpenStreetMap data to assess walkable access to key amenities. This approach proved effective for evaluating connectivity, as the data is open-source, easily accessible, and can be replicated over time to track progress. This approach also accounts for the fact that Walk Score data is often missing, incomplete, or unreliable for many unincorporated areas which tend to have extremely low Walk Scores.

As transit infrastructure and access to amenities improve over time, these scores will rise, identifying more optimal locations for future housing development. There is also a need to understand the areas that currently do not have great access to transit, grocery stores, and other amenities in Humboldt County, and these connectivity scores and adjacent metrics help staff understand this better.

In Eureka, where many vacant parcels are in close proximity, the connectivity analysis was adapted by consolidating parcel scores to a central representative point. This approach streamlined the process and ensured consistency in the calculation of connectivity scores across all Humboldt County jurisdictions. This point is an address in the middle of these vacant parcels and is recorded in the excel spreadsheet for this target.

Infill development near services in areas that are walkable and bikeable and allow people to use active or alternative modes of transportation is essential for meeting the goals outlined in *VROOM*, the Regional Transportation Plan for Humboldt County. This will also lead to less housing development in forested areas, preserving the beautiful forests to the east of Arcata.

These connectivity scores should be reviewed during the new housing element cycle process as city planners and community development leaders from each jurisdiction in Humboldt assess their current housing stock and seek out new parcels for development consideration.

In a jurisdictions housing element, vacant parcels include a comment section next to each parcel that includes information such as whether the parcel is in a flood zone (FEMA) or if the slope grade is greater than 30. This comment section does not include a comprehensive understanding of the connectivity of the parcel to different land uses with different services and amenities. These scores will aid jurisdictions in prioritizing the most optimal housing to meet both their land use goals and fulfill the goals of the RTP which looks to increase housing stock in highly connected areas.

As planners, it is presumed that they are already aware of the benefits of infill development and building houses in highly connected areas, however, this acts as a more concrete understanding of the potential benefits of choosing to develop one parcel over another, that may have not been understood entirely before this analysis.

Furthermore, once the Level of Traffic Stress Study and connectivity analysis is complete, factoring in these scores into the analysis of optimal locations for development will be important to get a more comprehensive understanding of the most optimal housing parcels/locations.

**Permitted Housing Units (2021) and Livability**

The Safe and Sustainable Transportation Targets also include tracking whether permitted housing units for 2021 are located in places with "Safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit."

To find a baseline data point for this metric, utilizing Walk score and Bike Score was the most effective tool to measure this efficiently and is easily presentable and digestible for any audience.

The Walk Score Methodology measures the walkability of specific addresses and their distance from different amenities in each category (https://www.walkscore.com/methodology.shtml).

The process for collecting this information was obtaining the permitted housing units for 2021 from each jurisdiction with their specific addresses and plugging them into the Walk score application to get both the walk score and bike score. The Walk Score Legend was used to understand the %walkability and the % bike ability for the permitted housing units for 2021.

| **Walk Score Legend** |
|---|
| 90-100 = walkers paradise |
| 70-89 = very walkable |
| 50-69 = somewhat walkable |
| 25-49 = car dependent |
| 0-24 = car dependent |

| 2021 Permitted Housing Units | | | |
|---|---|---|---|
| Jurisdiction | Total Units | Walkable (60-100) | % walkable |
| Arcata | 38 | 22 | 58% |
| Eureka | 31 | 23 | 74% |
| Ferndale | 6 | 1 | 16% |
| Fortuna | 45 | 9 | 20% |
| County | 90 | 2 | 2% |
| | | | 34% walkable |

Figure 11. Walkability Table

Housing units classified as "walkable" had Walk Scores of sixty or higher. A threshold of sixty was selected because it represents the midpoint of the "Somewhat Walkable" category according to the Walk Score rating scale.

Figures 11 and 12 illustrate the total number of permitted housing units for 2021 and their respective walkability percentages for each jurisdiction and the county. These figures are far from the goal of having 80% of all permitted housing in "Safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit."

The parcels identified in this report under the *Baseline Connectivity Scores* section are ideal locations for future development to meet the requirements of the current housing element for all jurisdictions. Maps for each jurisdiction including the unincorporated county are included in the appendix.

Focusing on infill development in well-connected areas is critical for advancing multiple objectives of the Safe and Sustainable Transportation Targets, particularly mode shift, and reductions in VMT and GHG emissions.

| Jurisdiction | Total Units | Bikeable (60-100) | % bikeable |
|---|---|---|---|
| Arcata | 38 | 29 | 76% |
| Blue Lake | 0 | n/a | n/a |
| Eureka | 31 | 24 | 77% |
| Ferndale | 6 | 0 | 0% |
| Fortuna | 45 | 6 | 13% |
| Rio Dell | 0 | n/a | n/a |
| Trinidad | 0 | n/a | n/a |
| County | 90 | 6 | 7% |
| | | | 43% bikeable |

Figure 12. Bikeability Table

**Estimated VMT per Capita from New Housing**

Understanding if new permitted housing units are being built in areas that will result in higher VMT is important to track to understand if we are building housing in areas that incentivize more travel using a personal vehicle in comparison to other modes of transportation.

According to Caitlin Castellano at City of Eureka–Development Services, most housing projects in Eureka are exempted under the Class 32 In-Fill Development Projects categorical exemption in Section 15332 of the CEQA Guidelines, so they generally won't have a VMT analysis.

Utilizing Fehr and Peers' *VMTIndex tool,* we can estimate the VMT from future housing developments in Humboldt County. The *VMTIndex tool* is a mapping tool on ArcGIS Online and unfortunately there is no download function to acquire the data to overlay with newly permitted housing units. This tool could be used as an estimate for VMT per block group to track new housing units and their estimated VMT, however, the data has not been per reviewed, there is no warranty regarding the data's accuracy, quality, or appropriate use, and the tool should be supplemented by other VMT data, according to Fehr and Peers's website on their VMT tool.

Below is an example of how to use the VMT Tool to understand where newly permitted housing is regarding the block groups' VMT.

Linc Housing Sites VMT Analysis (Fehr and Peers VMT Tool)

Site 1: 550 M Street, Eureka

Block Group VMT: 14.3

City VMT: 13.7

Site 2: 611 8th Street, Eureka

Block Group VMT: 9.7

City VMT: 13.7

Site 3: 1310 Myrtle Avenue, Eureka

Block Group VMT: 12

City VMT: 13.7

## VII. Convenient Access to Destinations

Target:
By **2035**, ensure **60% of the county's population** lives in housing with safe, comfortable access to everyday destinations (e.g., work, school, shopping) by walking, biking, or transit rising to **80% by 2050.**

Goals for non-car travel times:

- Travel to work: **≤ 20 minutes in urban areas**, **≤ 35 minutes in rural areas.**
- Travel to essential non-work destinations: **≤ 15 minutes in urban areas**, **≤ 30 minutes in rural areas**
  Tracking will emphasize equitable distribution of access, especially for underserved communities.

Utilizing the connectivity maps and open street map data on QGIS, a visual representation of access to essential destinations such as grocery stores, healthcare, parks, schools, corner stores, etc., was created to present a visual representation of the first metric for this regional target.

This map will serve as a guiding document for jurisdictions to be more aware of the specific locations where they can seek to build that provides convenient travel by walking, biking, rolling, or transit.

However, for this metric, it is difficult to quantify whether 60% of the county's population can be equitably distributed across the region in locations that provide convenient access to key destinations. This type of analysis has previously been conducted for the County Connectivity Score based on the number of parcels rather than population and was so data-intensive that it caused the system to crash multiple times. Therefore, the metric itself is not difficult to complete, but quantifying it for 60% of the county's population is.

The metric regarding availability of transit trips within 150% of driving time is currently pending due to the size and complexity of this analysis. This analysis is being conducted with the help of HTA and will utilize QGIS and TravelTime API. The barrier to completing this analysis is due to the extremely large size of this analysis, and the free plug-in for TravelTime API is insufficient to process the data. An upgrade request was sent to TravelTime API, and we are awaiting their response. The data containing origin-destination pairs for all centroids in the Transportation Analysis Zone (TAZ) were analyzed and collected by the fellow, which includes all of the travel times. The final piece of data needed with the upgraded TravelTime API is the paralleled times of transit between these TAZ's.

## VIII. Vision Zero

Target:
Achieve zero traffic fatalities in Humboldt County by reducing deaths and injuries through annual incremental reductions. Specifically:

- **Reduce total traffic fatalities by 50% each year** until reaching zero.
- **Reduce bicyclist fatalities by 50% each year** until reaching zero.
- **Reduce serious injuries from traffic collisions by 25% each year** across all road users. Track progress annually using state and local traffic safety data, with a focus on protecting vulnerable users and underserved communities.

Data Source(s):

- **California Statewide Integrated Traffic Records System (SWITRS)**
- **Street Story SafeTREC Reports**

Vision Zero was originally adopted in Sweden in 1997 by the Swedish Parliament as a policy with the goal of reaching zero traffic fatalities. Countries around the world have started to understand the importance of using a safe systems approach to mitigating traffic fatalities.

HCAOG adopted the Vision Zero Initiative with the goal of eliminating roadway fatalities and has included the regional target of maintaining zero traffic fatalities per year or decreasing the number of traffic fatalities in the cities and unincorporated county by 50% each year until achieved.

Traffic-related fatalities and injuries across all modes of transportation in Humboldt County can be analyzed using data from the California Statewide Integrated Traffic Records System (SWITRS) and the Transportation Injury Mapping System (TIMS). Doing so allows HCAOG to track these data points over time and implement safety/traffic calming measures to mitigate this harm, with the overall goal of maintaining zero traffic and bicyclist fatalities per year outlined in the SSTT in VROOM.

Data Schedule:
The Vision Zero Performance Measure should be tracked annually to get an overall picture of traffic fatalities and serious injuries each year. Furthermore, every 5 years, this measure should be tracked to construct a trendline of traffic fatalities and serious injuries in the county. After traffic calming measures and other street redesign treatments are put in place, tracking the traffic fatalities and severe injuries every 5 years will allow the county to understand the success of these treatments aimed at reducing deaths and serious injuries in key areas. Specifically, areas deemed as hazardous road conditions with a large number of crashes/near misses should be reassessed specifically, especially if traffic calming measures and treatments are put in place in those areas.

2023-2024 data is provisional and therefore subject to change; therefore, the baseline year 2022 is used, as it is the next most recent SWITRS year.

In 2023 the number of traffic-related fatalities ("Fatalities" on SWITRS) was **27**. The number of people walking who were killed in 2023 was **8,** and the number of people walking who were seriously injured was **13**. The number of people biking who were killed in collisions in 2023 was **1**. The total number of people seriously injured in traffic collisions in 2023 was **98**.

Between 2020 and 2024, traffic-related fatalities have fluctuated up and down, with 21 recorded in 2020, a low of 15 in 2021, followed by increases to 25 in 2022 and 26 in 2024.

**Humboldt County 2022 Traffic Collision Data (SWITRS)**

- **Total Traffic-Related Fatalities:** 25
- **Pedestrian Fatalities:** 8
- **Pedestrians Who Sustained Serious Injuries:** 18
- **Bicyclist Fatalities:** 3
- **Bicyclists Who Sustained Serious Injuries:** 9
- **Total Serious Injuries:** 123

*(Note: Because no data set separates fatalities and serious injuries, the total serious injuries were calculated by subtracting fatalities from the combined total of serious injury collisions and deaths.)*

Additionally, hotspots and safe reports were documented using Street Story SafeTREC Reports which showed clusters of crashes, near misses, and hazardous intersections/roads that will inform safer road design utilizing the Vision Zero Safe Systems Approach.

Figure 13 shows Street Story reports of near misses and crashes over time on 11th Street (between O and Q Streets) in Arcata. A separate excel document highlighting key hot spots has been included in the appendix to support ongoing monitoring and to help evaluate the effectiveness of street design interventions aimed at reducing vehicle speeds, improving visibility, and enhancing overall safety. The red dots are reported crashes, and the yellow dots and line are hazardous areas where there have been reports of unsafe speeds or near misses.

Additionally, to provide a more complete data set, two maps were made in QGIS which mapped the hotspots of crashes in Humboldt County from 2013-2022 and are attached in the appendix. One map provides a more general understanding of where crashes occur in the county, and the other map provides a more detailed view of the actual number of crashes labeled on the map. These maps were created to visualize the crash hotspots in Humboldt County and to give planners a tool to monitor and compare crash trends over time to understand where to prioritize street safety design. Furthermore, maps were created that highlight crashes based on the number of injuries and number of deaths using the heatmap feature in QGIS from 2013-2022.


Figure 13. Crash and Near Miss Reports (Red = crash) (Yellow = near miss)

## IX. Active Transportation Education

Target:
Expand education and outreach programs that promote walking, biking, and multi-modal travel.

- By **2023**, provide multimodal safety education to **5% more school classrooms**; increase to **10% more by 2025**.
- Increase the number of employer and agency-based multimodal travel incentive programs annually, targeting employers with **20+ employees**.
- Expand public marketing/education campaigns and **reach at least two new communities every two years**, with a focus on equity.

Active transportation plays a vital role in shaping a community's understanding of local transportation challenges and opportunities. Enhancing public awareness of key metrics and goals such as increasing transit ridership and reducing vehicle miles traveled (VMT) is essential for building broad-based support. By engaging new audiences and educating the public, these targets become more accessible, better understood, and more likely to be achieved efficiently and effectively.

School Classrooms Receiving Multi-Modal Education

The Regional Target aimed at "Five percent more of school classrooms get multi-modal education by 2023, and 10% more by 2025" is not a suitable target as it is not easily trackable over time. Surveying each school in the county each year would require extensive outreach to each school with the assumption that each school would respond to the survey.

To improve the feasibility and accuracy of this metric, the target should be revised to focus on a smaller, more manageable set of data sources. Specifically, it is recommended that the metric be aligned with the efforts of known organizations actively engaged in multimodal education outreach in Humboldt County.

Two such groups in Humboldt County are the Redwood Community Action Agency (RCAA) and Humboldt County Public Health specifically the Physical Activity and Nutrition Program. These organizations deliver multimodal transportation education and could serve as reliable sources for tracking progress over time.

In the process of drafting this report, with the passage of H.R. 1 the federal government has cut funding to Humboldt County DHHS. Specifically, the department's CalFresh Healthy Living Funding is sunsetting effective October 1, 2025. This decreases or potentially ends the active transportation education programs that DHHS was planning to continue.

| Date range | Description | # Presentations |
|---|---|---|
| **2023:** 10/17and 11/07 | Morris Elementary Bike Education: | **2 presentations** |
| **FFY2023:** 10 hours of bike club | Zane Middle School Bike Club: | **10 presentations** |
| **2022**- 8/14 | OE trip | **1 presentation** |
| **2022**- 8/17 | OE trip | **1 presentation** |
| **2023**- 3/20, 5/6, 10/9, 4/10, 7/7, 7/14, 7/21, 7/28, 8/4 | OE trips Eureka City Schools | **9 presentations** |
| **2024**- 2/20, 2/22, 2/23 | OE spring break trips | **3 presentations** |
| **2024**- 7/8, 7/12, 7/18, 7/19, 7/22, 7/24, 7/26, 7/30, 7/31, 8/1, 8/2 | OE summer trips | **11 presentations** |
| **TOTAL 2022-2024** | | **27 presentations** |

Figure 14. DHHS Active Transportation Presentations

| |
|---|
| 2022: 3 Presentations focused on bike safety at Redwood Coast Montessori |
| 2023: Six presentations at Morris Elementary in McKinleyville. |
| 2024: 0 Presentations |
| 2025: 0 presentations, though we hope to do at least 2 with the South Arcata Multi-modal Safety Improvement Project with the City of Arcata |

Figure 15. RCAA Active Transportation Presentations

**Programs Promoting and Incentivizing Multi-modal Travel**

Increasing the number of programs that actively promote and incentivize multi-modal travel is an important part of mode-shift and reducing VMT in a personal vehicle. Many do not have the time or energy to seek out programs outside of their work that incentivize multi-modal travel or are not aware of other modes of transport available to them, therefore having these programs imbedded into a large part of people's lives through their employment is a direct way to reach these metrics.

Research was conducted to find the employers in Humboldt that provide these programs; however, it was not a feasible effort to continue conducting this search as the resources for the information on these programs were not easily findable.

**Programs that Incentivize Multi-Modal Travel**

There are 7 current programs that incentivize multi-modal travel through extensive research by the fellow. However, due to the complexity of locating specific programs, there is an understanding that there may be additional programs that are not known at this time.

The programs that were easily findable are well known amongst local government such as the Employee Bus Pass Benefit Program for the County of Humboldt employees. This was passed in November of 2022 by the Humboldt County Board of Supervisors after testing a pilot program through the Humboldt Transit Authority to gauge employee interest in utilizing the transit system for commuting to and from work.

To increase the number of programs that promote or incentivize multi-modal travel, several outreach efforts are needed to increase the use of these programs. Some of these efforts include ensuring that employees are made aware of emergency rides that are available when needed by the employee.

A solution to this is having the employer guarantee a ride in the case of an emergency either through ride-share or allowing an employee to drive them during work hours. These approaches can increase employee confidence in choosing transit, ultimately helping to boost participation in sustainable commuting programs.

HCAOG should engage businesses located near transit stops to maximize the effectiveness and success of these programs and then expand to other businesses that would be interested.

**Active Transportation Marketing Campaigns**

Increasing active transportation marking and education campaigns is essential to reaching new audiences and connecting more people to active transportation infrastructure and resources in their communities. Two recent examples of this for the 2025 calendar year is Bike Month and the Humboldt Bay Trail Extension Opening Celebration.

Bike Month reached new audiences as it attracted new riders, new businesses, and led to a successful campaign. It did so through extensive promotion from the Bike Month Humboldt Coalition and outreach to many different local newspapers, with an airing of the Bike Celebration Fair on local tv at the end of Bike Month.

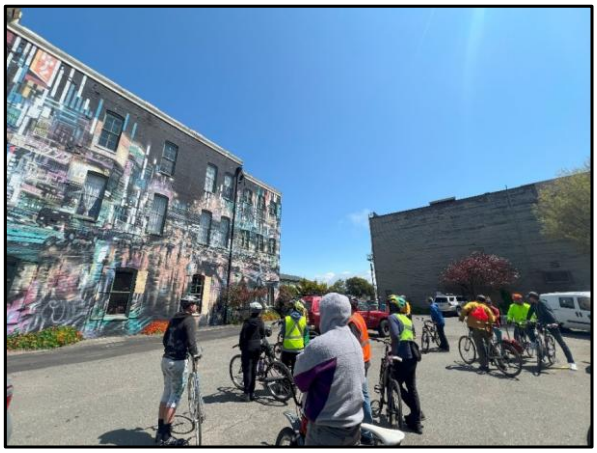


Figure 17. 2025 Bike Month Eureka Mural Ride

The Humboldt Bay Trail Opening Celebration had widespread marketing reach with coverage in many local newspapers and airings. This led to a successful turnout and increased excitement for the opening of the trail extension connecting Arcata and Eureka.

While these efforts were not strictly education campaigns, Bike Month did include several educational components. Throughout the month, the Bike Month Coalition responded to community questions about local bike infrastructure, education on proper helmet fitting and road etiquette, and other cycling-related topics. The Humboldt Bike Challenge, which was organized in partnership with Love to Ride, an organization that promotes active travel behavior change, also provided valuable educational tools. Their platform includes tips, exercises, and resources designed to help riders build confidence and improve their cycling skills. Many participants in Humboldt County accessed these materials before, during, and after the challenge.

The Bike-Friendly Business Program, a key component of Bike Month, also functioned as an active transportation campaign. It encouraged both regular cyclists and those new to biking, to ride to participating local businesses in Eureka and Arcata, where they could receive discounts and special offers. By partnering with these businesses, the program helped raise awareness of Bike

Month and promoted active transportation to a broader audience. The businesses themselves helped amplify this outreach by advertising the program and associated Bike Month events to their customers, extending the campaign's reach into various community circles.

With the businesses themselves promoting these deals, there was an increased number of customers who were aware of these deals in partnership with Bike Month and visited the businesses through anecdotal evidence from the employers. These campaigns for 2025 increased active transportation in Humboldt County and were evident with the amount of people who participated in these events throughout these campaigns.

## X. Invest in Complete Streets

Target:
Prioritize funding for infrastructure that supports walking, biking, and transit.

- Increase regional discretionary funding allocated to active transportation infrastructure by **10% by 2023**, and by **25% by 2028**.
- Secure new funding sources at the city, county, or regional level (e.g., grants, bonds, user fees) to sustain investments in active transportation and transit access, with a focus on serving underserved populations.

As part of HCAOG's goals outlined in VROOM, complete streets and active transportation are necessary for ensuring safe and comfortable streets for all modes of transportation. HCAOG's STIP, RTIP, and PPM outline the funding allocations to different transportation related projects that are in line with VROOM's goals outlined in the Safe and Sustainable Transportation Targets. Specifically, the SSTT will monitor the goal of investing in complete streets/active transportation, with an increase of 10% by 2023 and by 25% by 2029, regional discretionary funding set aside for active transportation projects.

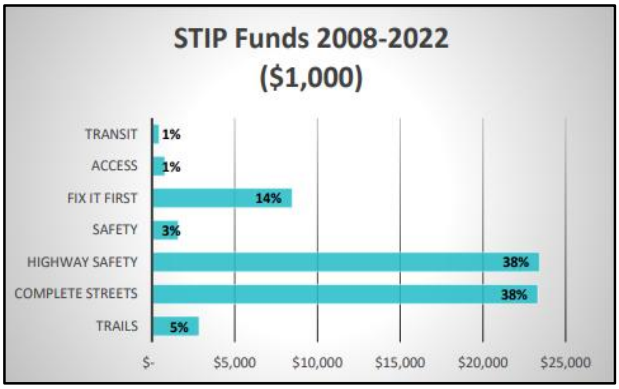



Figure 17. STIP Funds 2008-2022

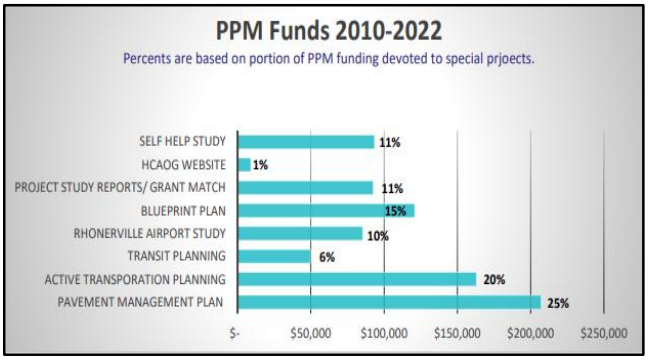



Figure 18. PPM Funds 2010-2022

**Funding Consistency Analysis**

According to the Funding Consistency Analysis completed by HCAOG staff September of 2023, "From 2008-2022, HCAOG has programmed $60,851,000 through the RTIP. Complete streets projects and trails, which have been implemented by a number of agencies, make up 43% of the projects that have been programmed in the STIP funds. These projects promote active transportation and meet HCAOG priorities for mode shift and lowering vehicle miles traveled."

This specific metric is not feasible as regional discretionary funding fluctuates each year depending on a number of factors according to staff at HCAOG. Therefore, this metric should be revised to be more easily trackable.

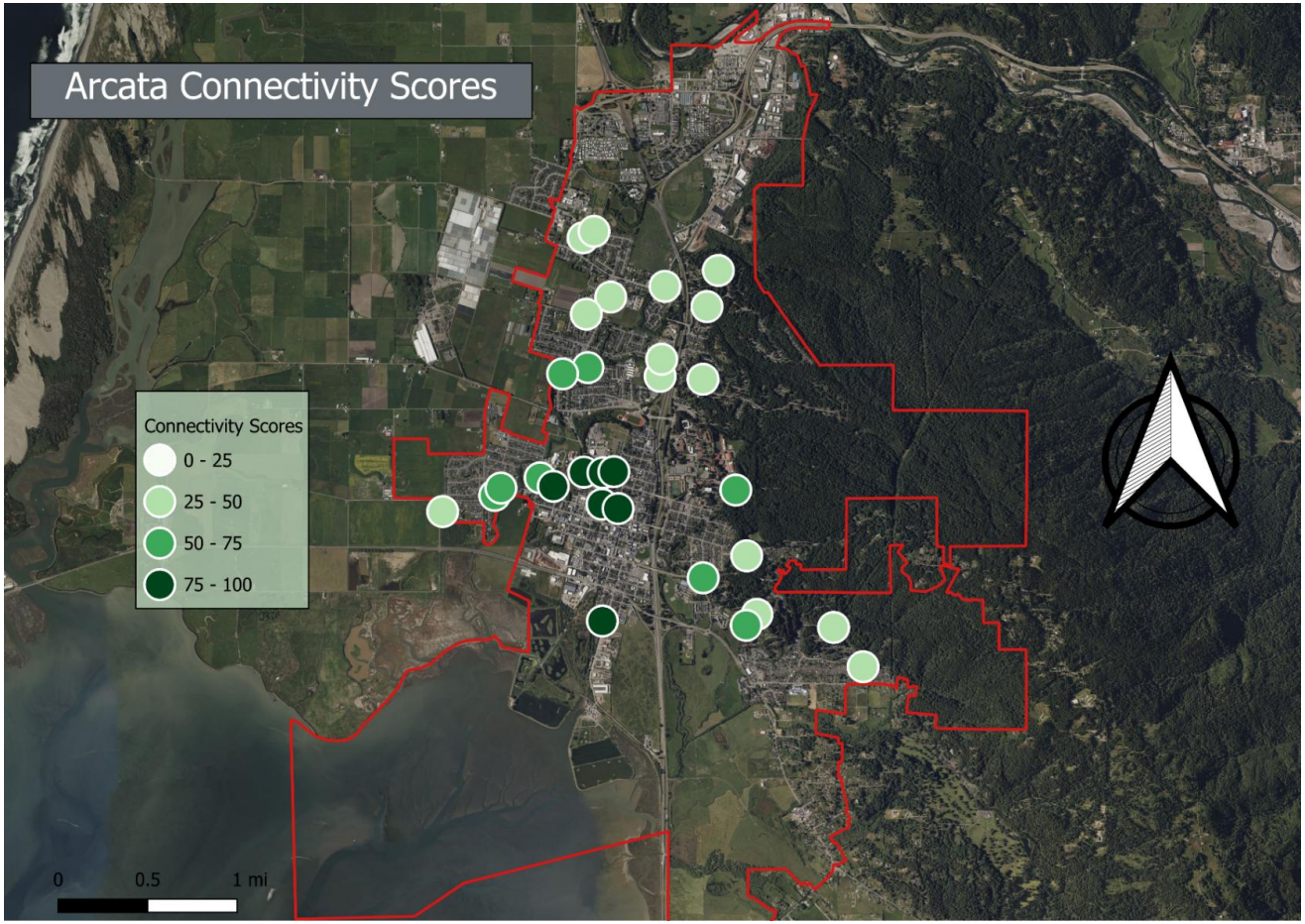
**Securing New Funding Sources to Benefit Active Transportation and Transit**

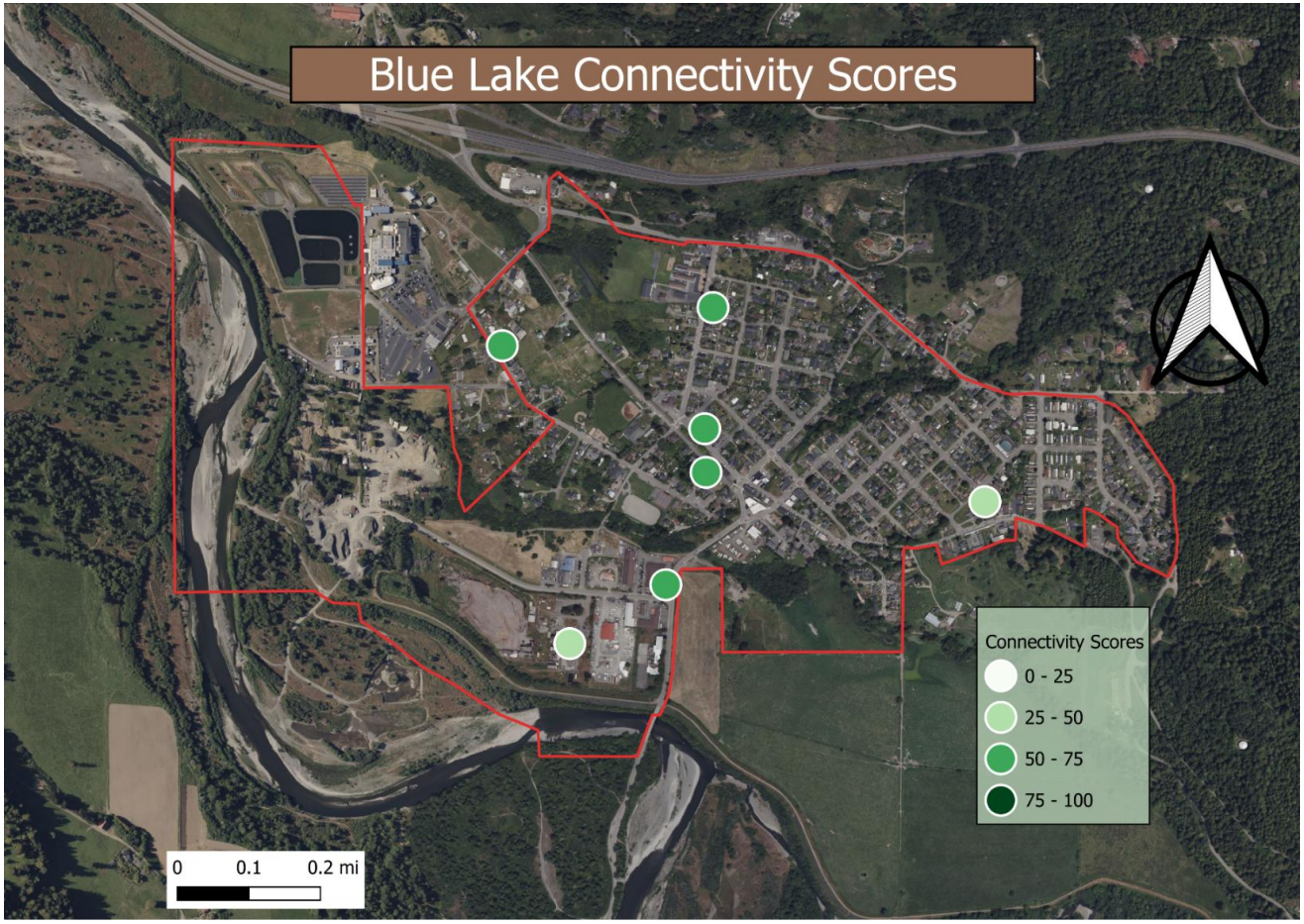
Tracking new funding sources that go towards active transportation and transit is crucial to understand what types of projects are being prioritized and given funding. Active transportation and transit projects are incredibly important for reaching the goals of the Safe and Sustainable Transportation Projects.

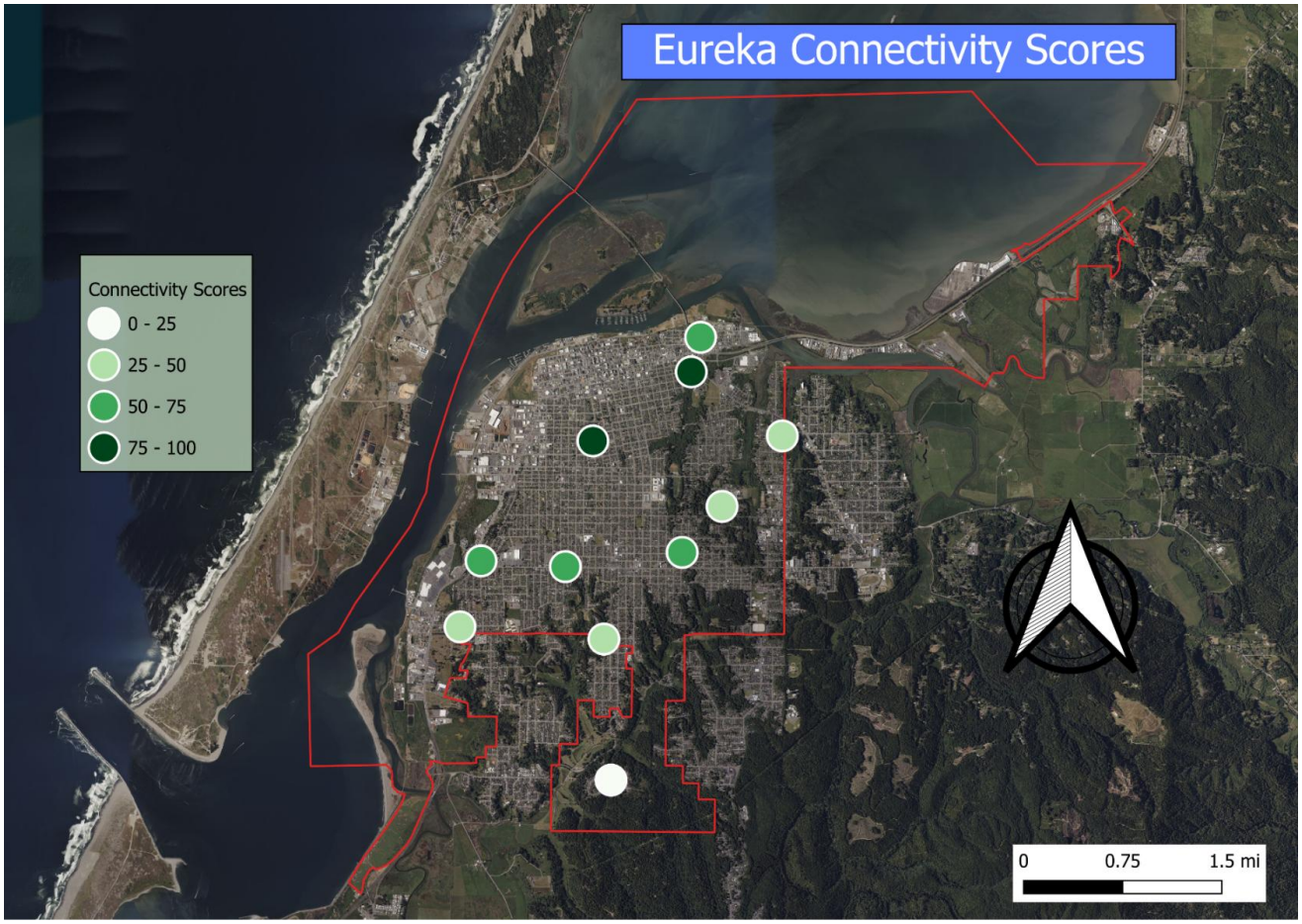
Data inquiries were sent to each jurisdiction to understand their grant awards obtained that benefit active transportation or potentially supporting transit. Attached in the appendix is an excel sheet with the grant awards that benefit active transportation and transit acquired by the jurisdictions in Humboldt County.

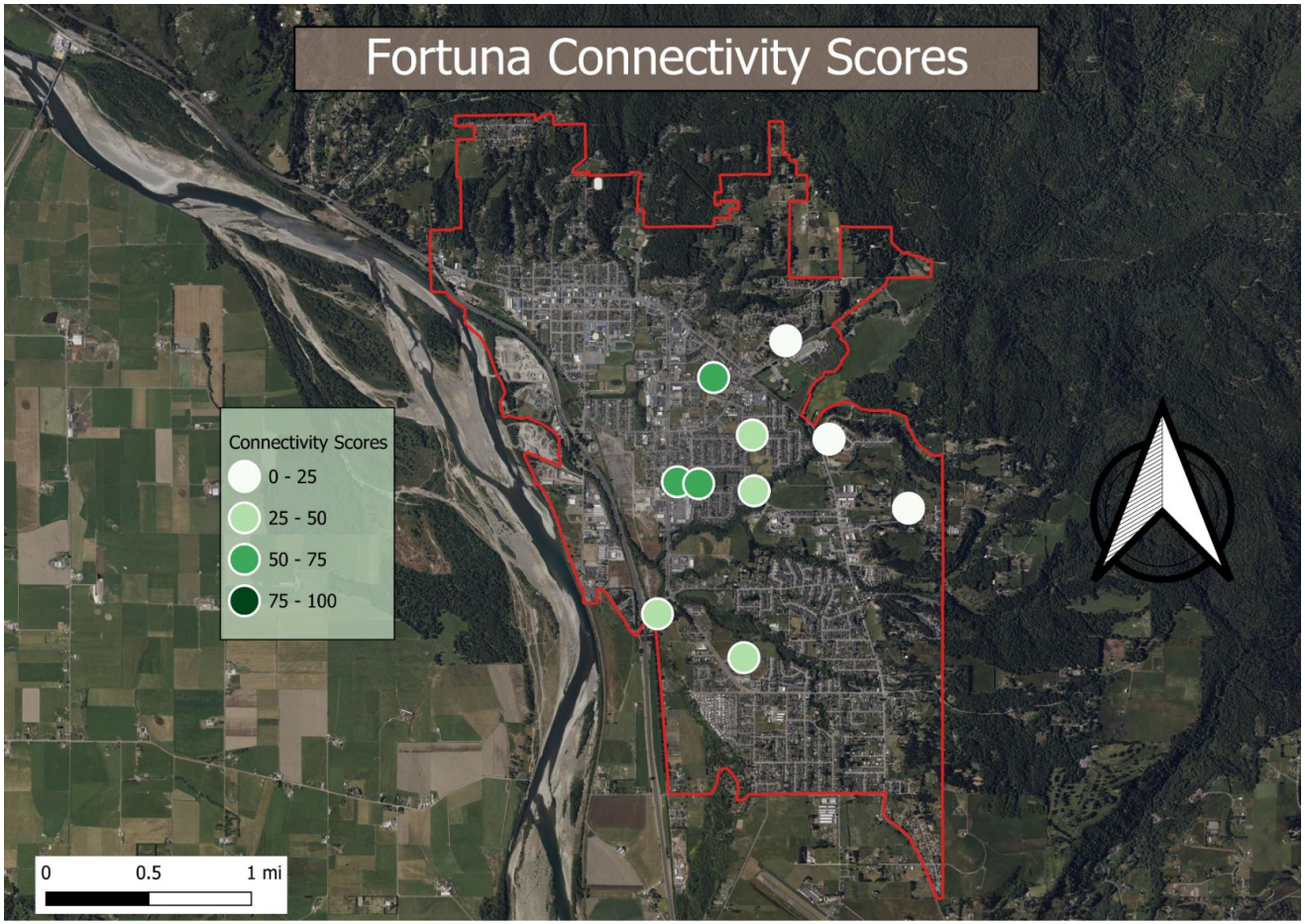
This metric only specifies the "presence" of new grant awards or funding mechanisms, however, tracking this over time to see the amount acquired every year for active transportation and transit could prove to be an important metric.

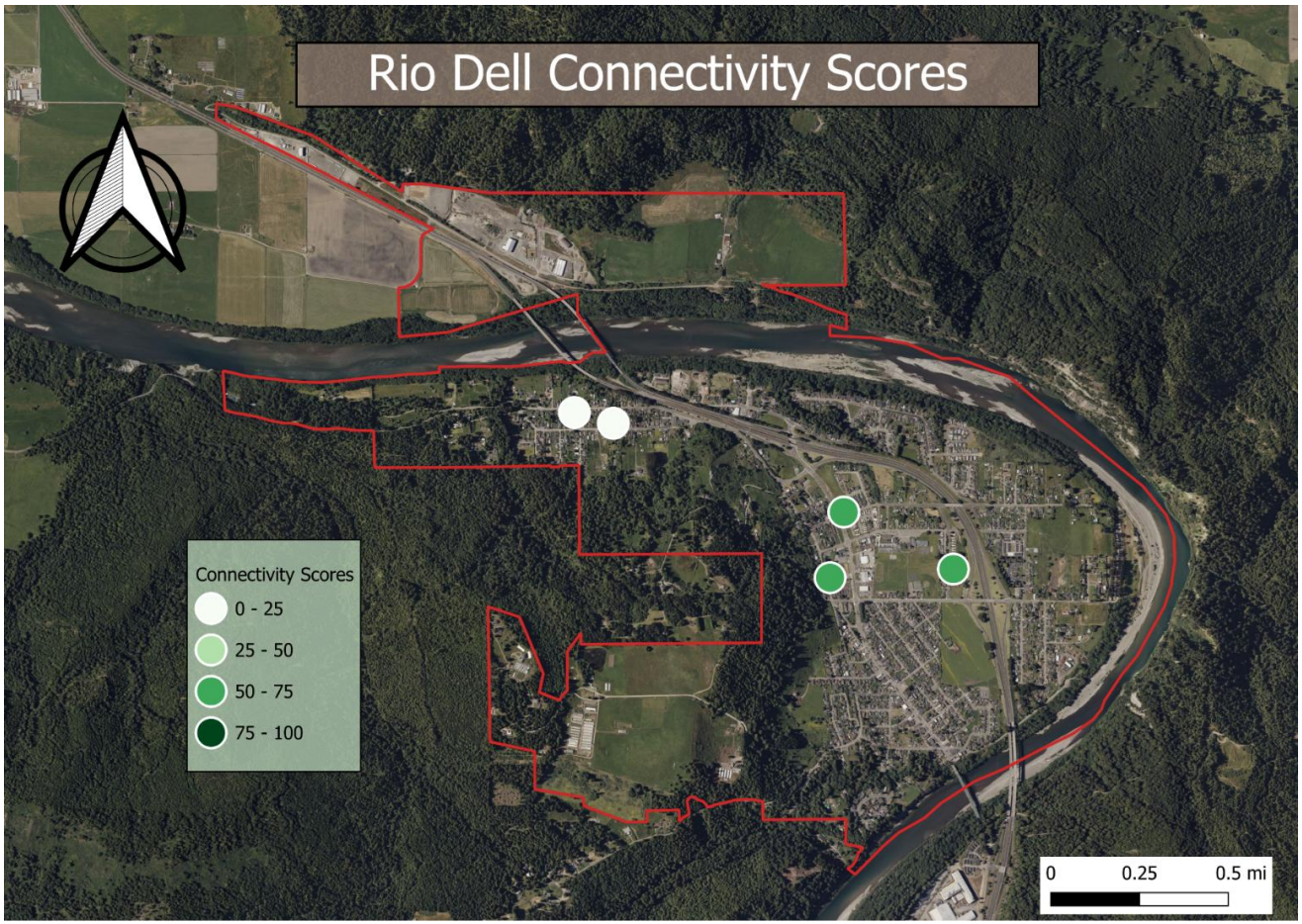
## Appendix A (Maps)

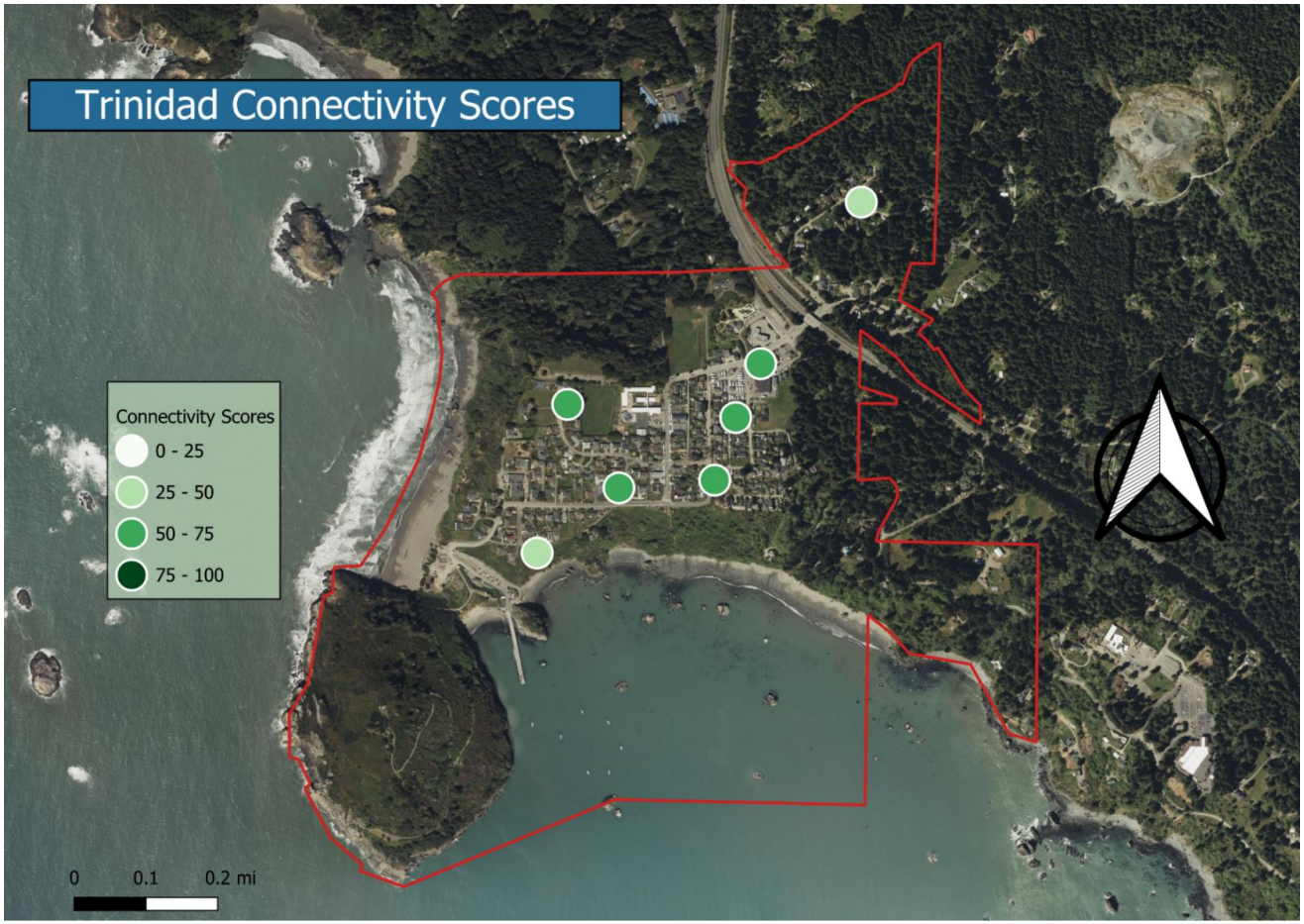


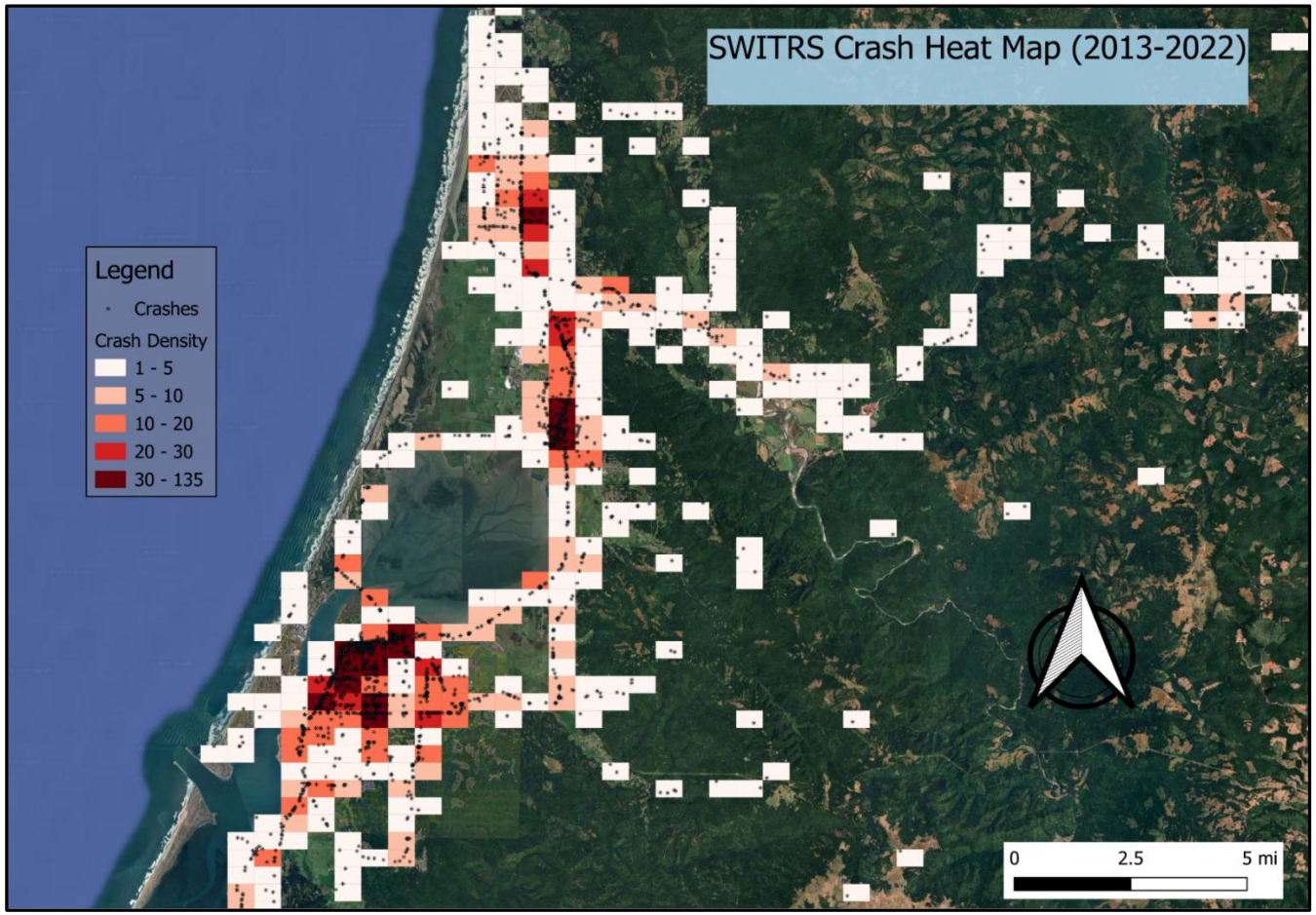

Blue Lake Connectivity Scores
Connectivity Scores
0 - 25
25 - 50
50 - 75
75 - 100
0
0.1
0.2 mi

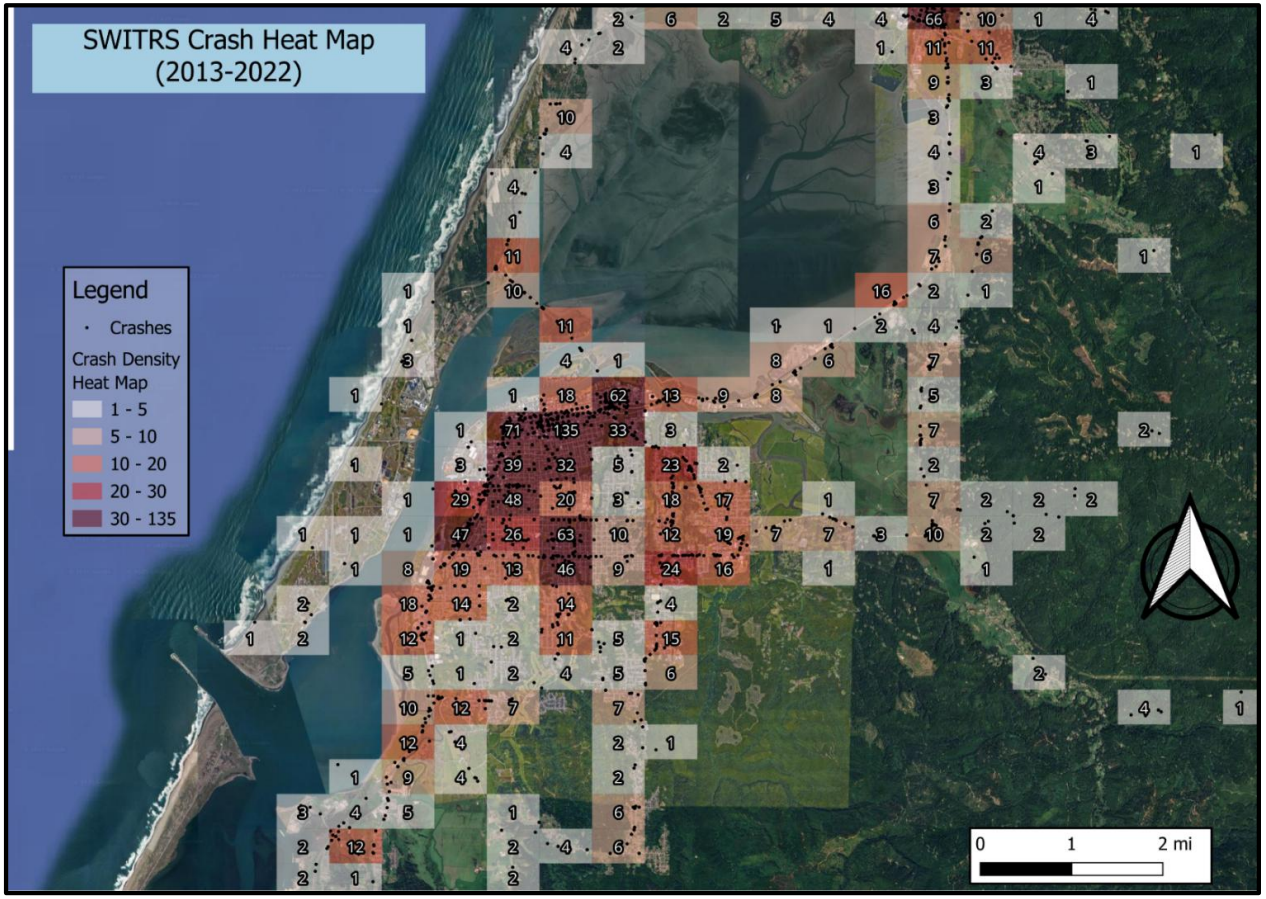

Eureka Connectivity Scores
Connectivity Scores
0 - 25
25 - 50
50 - 75
75 - 100
0
0.75
1.5 mi

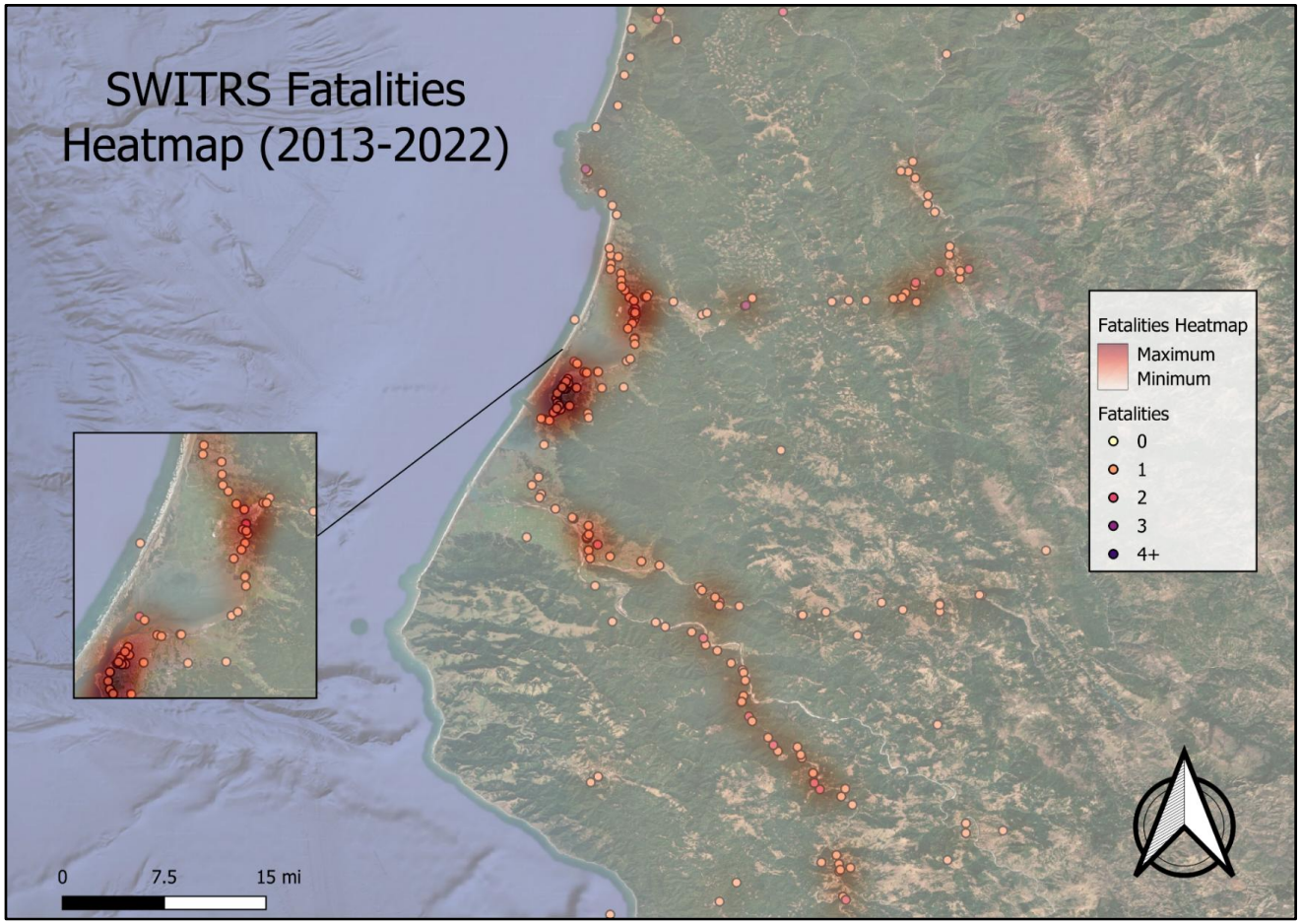

Fortuna Connectivity Scores
Connectivity Scores
0 - 25
25 - 50
50 - 75
75 - 100
0
0.5
1 mi

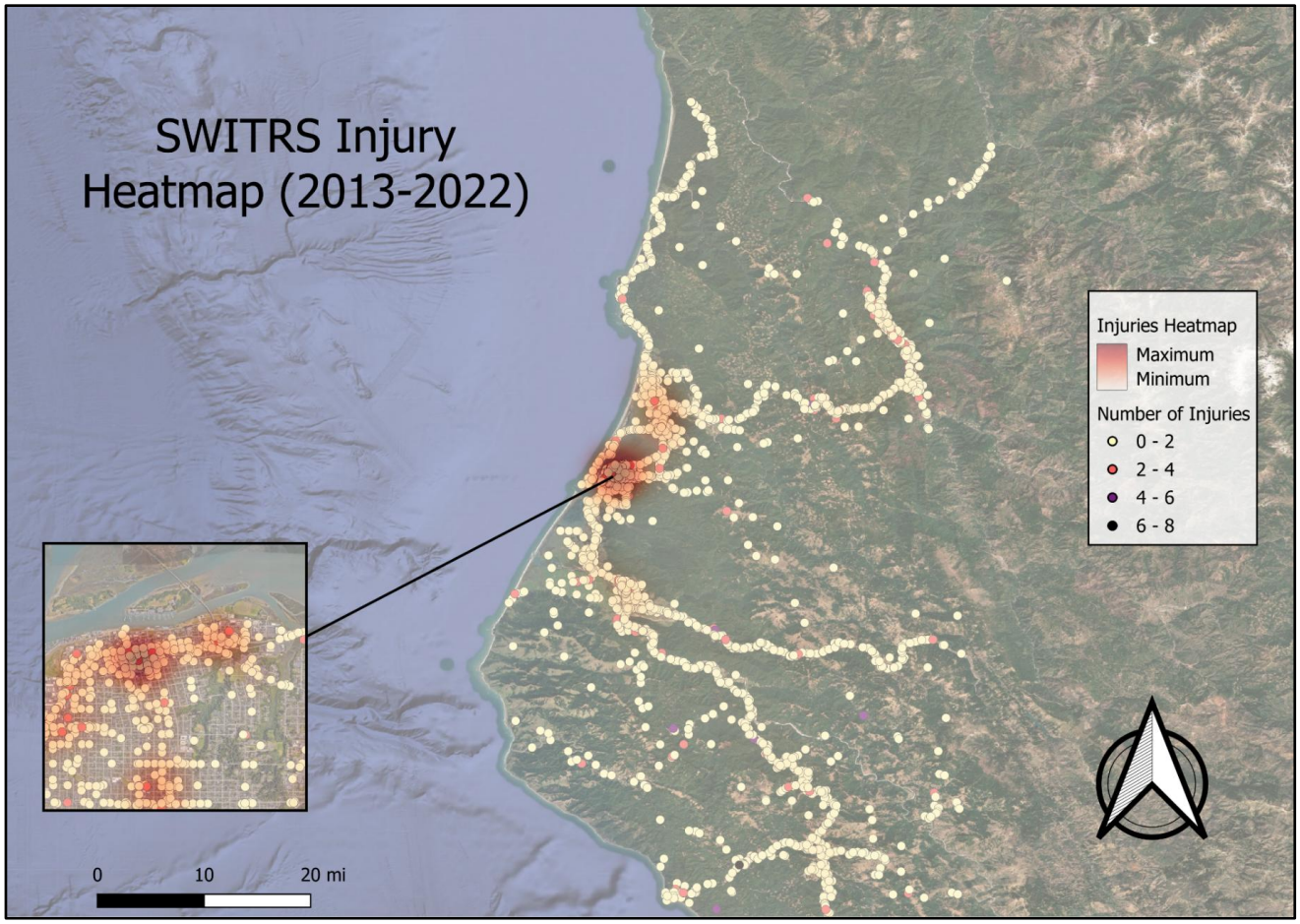

Rio Dell Connectivity Scores
Connectivity Scores
0 - 25
25 - 50
50 - 75
75 - 100
0
0.25
0.5 mi

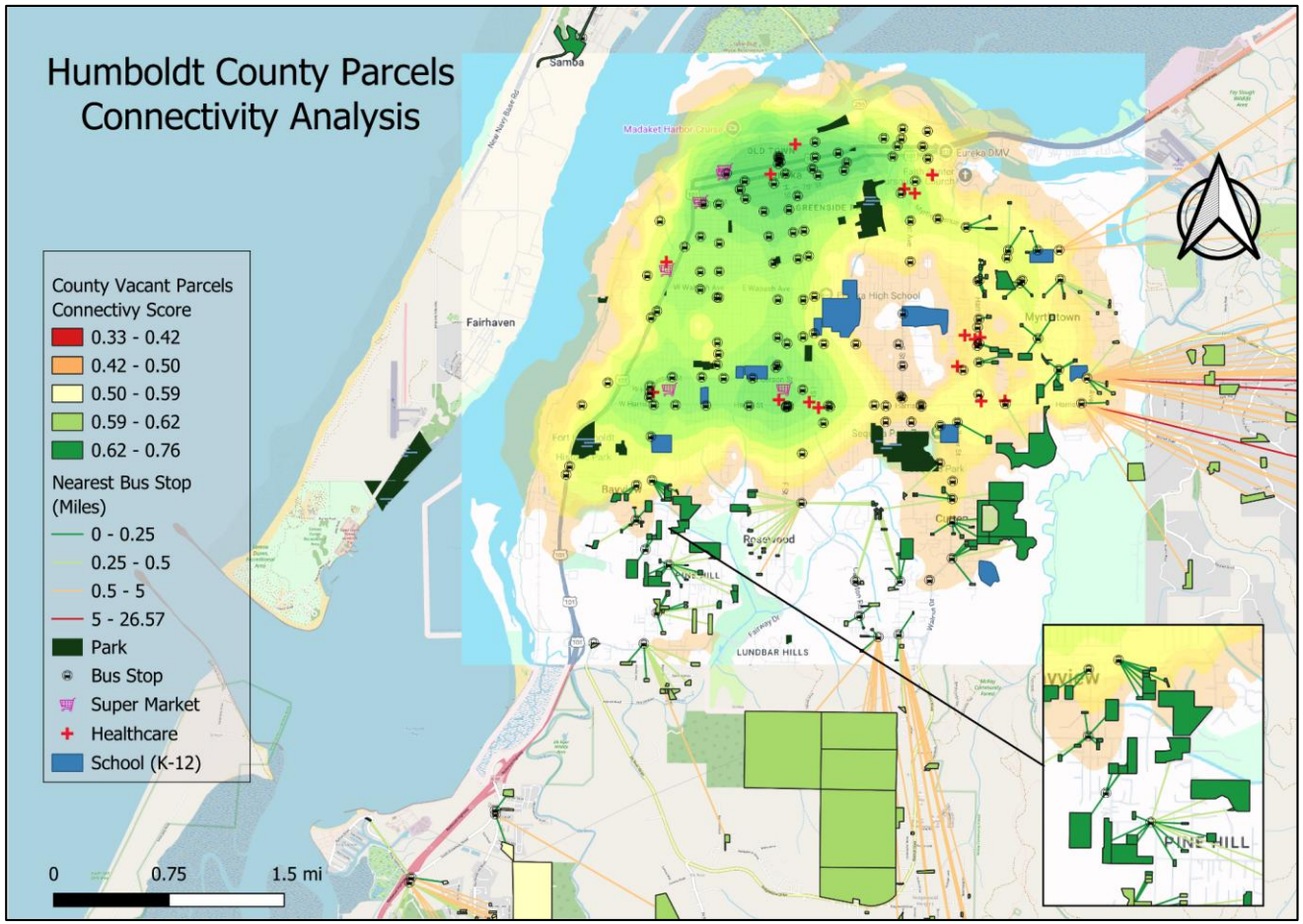

Trinidad Connectivity Scores
Connectivity Scores
0 - 25
25 - 50
50 - 75
75 - 100
0
0.1
0.2 mi


SWITRS Crash Heat Map (2013-2022)
Legend
Crashes
Crash Density
1 - 5
5 - 10
10 - 20
20 - 30
30 - 135
0
2.5
5 mi


SWITRS Crash Heat Map
(2013-2022)
Legend
Crashes
Crash Density
Heat Map
1 - 5
5 - 10
10 - 20
20 - 30
30 - 135
0
1
2 mi


SWITRS Fatalities
Heatmap (2013-2022)
Fatalities Heatmap
Maximum
Minimum
Fatalities
0
1
2
3
4+
0
7.5
15 mi


SWITRS Injury
Heatmap (2013-2022)
Injuries Heatmap
Maximum
Minimum
Number of Injuries
0 - 2
2 - 4
4 - 6
6 - 8
0
10
20 mi


Humboldt County Parcels
Connectivity Analysis
County Vacant Parcels
Connectivy Score
0.33 - 0.42
0.42 - 0.50
0.50 - 0.59
0.59 - 0.62
0.62 - 0.76
Nearest Bus Stop
(Miles)
0 - 0.25
0.25 - 0.5
0.5 - 5
5 - 26.57
Park
Bus Stop
Super Market
Healthcare
School (K-12)
0
0.75
1.5 mi
Samoa
Fairhaven
Eureka DMV
Myrtletown
Cutten
Redwood
LUNDBAR HILLS
PINE HILL

**Caltrans Highway Performance Monitoring System, Humboldt County (2023)**

Table 6

2023 Maintained Miles & Daily Vehicle Miles of Travel
Estimates by Jurisdiction

| COUNTY | JURISDICTION | MAINTAINED MILES RURAL | MAINTAINED MILES URBANIZED | MAINTAINED MILES TOTAL | DAILY VEHICLE MILES OF TRAVEL (DVMT) [1,000] RURAL | DAILY VEHICLE MILES OF TRAVEL (DVMT) [1,000] URBANIZED | DAILY VEHICLE MILES OF TRAVEL (DVMT) [1,000] TOTAL |
|---|---|---|---|---|---|---|---|
| HUMBOLDT | | | | | | | |
| Cities: | ARCATA | 1.06 | 63.64 | 64.70 | 0.91 | 107.18 | 108.10 |
| | BLUE LAKE | 7.22 | | 7.22 | 8.17 | | 8.17 |
| | EUREKA | | 121.41 | 121.41 | | 230.28 | 230.28 |
| | FERNDALE | 9.25 | | 9.25 | 6.25 | | 6.25 |
| | FORTUNA | 0.04 | 51.98 | 52.01 | 0.05 | 92.02 | 92.07 |
| | RIO DELL | 18.96 | | 18.96 | 9.64 | | 9.64 |
| | TRINIDAD | 3.46 | | 3.46 | 3.36 | | 3.36 |
| Others: | BUREAU OF INDIAN AFFAIRS | 16.11 | 0.75 | 16.86 | 1.83 | 0.31 | 2.14 |
| | HUMBOLDT COUNTY | 1,048.10 | 200.61 | 1,248.71 | 585.76 | 261.07 | 846.83 |
| | NATIONAL PARK SERVICE | 21.39 | | 21.39 | 2.87 | | 2.87 |
| | STATE HIGHWAYS | 286.89 | 48.41 | 335.30 | 1,220.59 | 940.02 | 2,160.61 |
| | STATE PARK SERVICE | 25.50 | 1.14 | 26.64 | 3.19 | 2.58 | 5.76 |
| | U.S. BUREAU OF LAND MANAGEMENT | 87.93 | 0.09 | 88.02 | 26.56 | 0.04 | 26.59 |
| | U.S. FISH AND WILDLIFE | 3.14 | 0.06 | 3.20 | 1.04 | 0.03 | 1.07 |
| | U.S. FOREST SERVICE | 332.90 | 0.30 | 333.19 | 157.85 | 0.15 | 158.00 |
| **HUMBOLDT TOTAL** | | **1,861.95** | **488.39** | **2,350.34** | **2,028.08** | **1,633.67** | **3,661.75** |

# Appendix B – SSTT Data Sources and Supporting Tables

**Reduce GHG Emissions in Air District**

Data Source(s):

- 2010-2023_CEC-A15_Results_and_Analysis_ADA

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i. Estimated Totals of Gasoline for Humboldt County
2022 Estimated Totals (Millions of Gallons) of gasoline for Humboldt County is **45 million**, and the survey response totals is 41. The Estimated Totals (Millions of Gallons) of diesel for Humboldt County is 11, while the survey response totals is 9.

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**Percent Mode Shift**

***Data Sources***

- Transit operators' ridership data (Humboldt Transit Authority) (AM&RTS)
- **Note:** Data may be skewed due to the impacts of the COVID-19 pandemic.

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***Ridership Goal***

- Objective: **Double transit trips by 2025**
- Baseline Data year: 2022
- 2022 Total Transit Boardings: 471,019

Percent Mode Shift-HTA Fleet Inve

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Reduce Vehicle Miles Travelled (VMT) by Car

*Data Sources:*

- **Caltrans Highway Performance Monitoring System (2023)** (VMT data)
- **US Census, Data USA** (Population and household demographics)

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**Daily VMT of Travel Per Capita Per Jurisdiction**

| Jurisdiction | Daily VMT (1,000s) | Population | Miles Per Person |
|---|---|---|---|
| Arcata | 108.10 | 19,012 | 5.68 |
| Blue Lake | 8.17 | 1,172 | 6.97 |
| Eureka | 230.28 | 26,129 | 8.82 |
| Ferndale | 6.25 | 1,389 | 4.34 |
| Fortuna | 92.07 | 12,285 | 7.49 |
| Rio Dell | 9.64 | 3,308 | 2.74 |
| Trinidad | 3.36 | 325 | 9.34 |
| **Humboldt County Total** | 3,661.75 | 133,985 | 27.3 |

Figure 3. Daily VMT of Travel Per Capita Per Jurisdiction –
Source: Caltrans Highway Performance Monitoring System (2023), US Census, Data USA

**Daily VMT Per Household**

| Jurisdiction | Daily VMT (1,000s) | Households | Miles Per Household |
|---|---|---|---|
| Arcata | 108.10 | 7,760 | 13.93 |
| Blue Lake | 8.17 | 449 | 18.19 |
| Eureka | 230.28 | 10,735 | 21.45 |
| Ferndale | 6.25 | 680 | 8.9 |
| Fortuna | 92.07 | 4,854 | 18.9 |
| Rio Dell | 9.64 | 1,371 | 6.6 |
| Trinidad | 3.36 | 207 | 14.7 |
| **Humboldt County Total** | 3,661.75 | 54,995 | 65.2 |

Figure 4. Daily VMT Per Household
Source: Caltrans Highway Performance Monitoring System (2023), US Census, Data USA

Ratio between the number of light vehicles registered to residents of Humboldt County vs. the number of households or licensed drivers.

- **Baseline Data Year 2020: 1.26**

Zero Emission Vehicle Infrastructure

Data Source(s):

- **Alternative Fueling Station Locator**
- **Plugshare.com app**
- **Jurisdictions Municipal Code**
- **2022 California Electrical Code**

i. Completion of charging sites evaluation plan

- North Coast Plug-In Electric Vehicle Readiness Project

ii. Jurisdictions with building codes that require installing "EV-ready" electrical wiring or EVCS

| Jurisdiction | EVCS Permit Streamline Ordinance | EVCS Permit Checklist | Code for EV New Building? |
|---|---|---|---|
| Arcata | Ord. 1567 | Yes | Yes |
| Blue Lake | No | No | Yes |
| Eureka | Ord. 905-C.S | Yes | Yes |
| Ferndale | No | No | Yes |
| Fortuna | Ord. 2024-767 § 3 (Exh. A)) | Yes | Yes |
| Rio Dell | Ord. 360 § 1, 2017 | No | Yes |
| Trinidad | No | No | No |
| County | Ord. 2579, § 1, 9/19/2017 | Yes | Yes |

**EV-Ready Electrical Wiring**:

- 7/7 Jurisdictions = 100%

**200 Amps Utility Panel Ratings**:

- 7/7 Jurisdictions = 100%

**Amount of funding dispensed to subsidize and incentivize EVCS:**

| Jurisdiction Budget | Project | Funding Allocated ($) |
|---|---|---|
| Arcata Annual Budget (2022-2023) | N/A | 0 |
| Blue Lake Annual Budget (2022-2023) | N/A | 0 |
| Eureka Annual Budget (2022-2023) | - EurekaCapital Projects - General:- (2022-2023) EV Charging Stations | $95,000 |
| Ferndale Annual Budget (2022-2023) | N/A | 0 |
| Fortuna Annual Budget (2022-2023) | N/A | |
| Rio Dell Annual Budget (2022-2023) | N/A | 0 |
| Trinidad Annual Budget (2022-2023) | N/A | 0 |

ZEV Fueling Infrastructure:
Data Source(s):

- **Alternative Fueling Station Locator**
- **Plugshare.com app**

Excel Sheet: Number of AC/DC Chargers at the Census Block Group Level

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**Zero Emission School Buses and Public Fleet Vehicles**
Data Source(s):

- Humboldt County Transit Development Plan 2023-2028

HTA Fleet Inventory

- Fleet Inventory/Passenger Boarding SSTT Tracking

---

Humboldt County Fleet Inventory

Percent Mode Shift-HTA Fleet Inver

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**Efficiency and Practicality in Locating New Housing**

Data Source(s):

- **Jurisdictions Vacant Parcels Maps (Housing Element/Appendices)**
- **Jurisdictions Zoning Maps**
- **Walk Score**
- **Google Maps**
- **OpenStreetMap Data**
- **County GIS (RHNA Vacant County Parcels)**

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Excel Sheet:

Buildable Parcels Connectivity Scores

(Contains both jurisdictions and county parcels connectivity scores)

GP Zoning Incentives for Building in Highly Connective Areas:

3/8 jurisdictions (Arcata, Blue Lake, Eureka)

CONTINUE

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**Vision Zero SSTT Tracking**

Data Source(s):

- **California Statewide Integrated Traffic Records System (SWITRS)**
- **Street Story SafeTREC Reports**

Vision Zero SSTT Tracking(Sheet1).csv

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**Humboldt County 2022 Traffic Collision Data (SWITRS)**

- **Total Traffic-Related Fatalities:** 25
- **Pedestrian Fatalities:** 8
- **Pedestrians Who Sustained Serious Injuries:** 18
- **Bicyclist Fatalities:** 3
- **Bicyclists Who Sustained Serious Injuries:** 9
- **Total Serious Injuries:** 123
    - *(Note: Because no data set separates fatalities and serious injuries, the total serious injuries were calculated by subtracting fatalities from the combined total of serious injury collisions and deaths.)*

*Crash Hot Spot Maps are in Appendix A*

*Death and injury Hot Spot Maps are in Appendix A*

**Active Transportation Education**

Data Source(s):

- **Surveys to community partners**
- **Company reports/websites**

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**Excel Sheet :**

Active Transportation Educ

| Date range | Description | # Presentations |
|---|---|---|
| **2023:** 10/17and 11/07 | Morris Elementary Bike Education: | **2 presentations** |
| **FFY2023:** 10 hours of bike club | Zane Middle School Bike Club: | **10 presentations** |
| **2022-** 8/14 | OE trip | **1 presentation** |
| **2022-** 8/17 | OE trip | **1 presentation** |
| **2023-** 3/20, 5/6, 10/9, 4/10, 7/7, 7/14, 7/21, 7/28, 8/4 | OE trips Eureka City Schools | **9 presentations** |
| **2024-** 2/20, 2/22, 2/23 | OE spring break trips | **3 presentations** |
| **2024-** 7/8, 7/12, 7/18, 7/19, 7/22, 7/24, 7/26, 7/30, 7/31, 8/1, 8/2 | OE summer trips | **11 presentations** |
| **TOTAL 2022-2024** | | **27 presentations** |

Figure 14. DHHS Active Transportation Presentations

| |
|---|
| 2022: 3 Presentations focused on bike safety at Redwood Coast Montessori |
| 2023: Six presentations at Morris Elementary in McKinleyville. |
| 2024: 0 Presentations |
| 2025: 0 presentations, though we hope to do at least 2 with the South Arcata Multi-modal Safety Improvement Project with the City of Arcata |

Figure 15. RCAA Active Transportation Presentations

**Invest in Complete Streets**

Data Source(s):

- **Jurisdictions Annual Reports**
- **Data Inquiries to Jurisdictions**

Excel Sheet:


Invest In Complete Streets SSTT Tracking