

Active Transportation

- Complete Streets Element
- Commuter Trails Element
- Public Transportation Element

The California Transportation Plan (CTP) 2050 has eight central goals. Active transportation programs and projects can make progress towards all eight goals. Active transportation’s most direct impacts will arguably be progress towards the “Accessibility” goal.

Several of the CTP’s recommendations can be supported or implemented by agencies, organizations, and individuals at regional and local levels. VROOM’s Active Transportation Elements will support the CTP’s recommendation to “expand access to safe and convenient active transportation options.”

Goals, objectives, policies, and projects in VROOM’s three AT Elements will support or implement the CTP 2050’s corresponding recommended actions listed below.



CTP 2050 California Transportation Plan

Expand Access to Safe and Convenient Active Transportation Options

Recommended Actions:

- Expand partnerships with community-based organizations in marginalized communities to ensure active transportation investments reflect community needs and priorities.
- Revise permitting and standards to provide local and regional transportation agencies with more flexibility to pilot and implement innovative transportation projects, such as “Slow Streets” programs.
- Revise permitting and standards to support local and regional agencies in implementing active transportation projects on state-owned right-of-way.
- Expand funding for active transportation projects at the state, local, and regional level.
- Expand active transportation funding specifically for marginalized communities and center communities in the planning and decision-making process.
- Prioritize projects that include complete streets elements such as protected bicycle lanes, expanded sidewalks, ADA accessible infrastructure, and those that provide first-last mile transit access.
- Require multimodal project components and Complete Streets upgrades during maintenance, preservation, and rehabilitation activities, where feasible.
- Expand statewide campaigns to encourage active transportation and educate both active transportation users and drivers about safety.

Source: CTP 2050, Table 2–Recommendation 1 Action Items (Caltrans, Feb. 2021)

Below are the regional targets that the Active Transportation Elements shall have a direct role in supporting.

Performance Measures and Targets Related to Active Transportation Elements¹

<u>PERFORMANCE MEASURE</u>	<u>REGIONAL TARGET</u>
<u>Invest in Complete Streets</u>	<p>i) <u>Increase by 10% by 2023, and by 25% by 2028, regional discretionary funding set aside for permanent infrastructure, pop-ups, pilots, or other projects for active transportation.</u></p> <p>ii) <u>Secure new funding sources at the regional level and/or the city/county level to benefit active transportation and transit.</u></p>
<u>Active Transportation Education</u>	<p>i) <u>Five percent more of school classrooms get multi-modal education by 2023, and 10% more by 2025.</u></p> <p>ii) <u>Increase the number of programs that actively promote and incentivize multi-modal travel, targeted to employers with over 20 employees, and government agencies. Expand the reach of such programs each year.</u></p>
<u>Percent Mode Shift</u>	<p>i) <u>Increase the percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit to at least 30% by 2030 and 40% by 2050.</u></p> <p>ii) <u>Double transit trips by 2025, and again by 2030, and again by 2040</u></p> <p>iii) <u>Complete a Low-Traffic-Stress and connectivity analysis of the bike and ped network in the Greater Humboldt Bay Area by FY 2023/24, and countywide by 2026.</u></p>
<u>Reduce Vehicle Miles Travelled by Car</u>	<p><u>Reduce VMT per capita by at least 25% by 2030, and 40% by 2050. (VMT includes zero-emission trips)</u></p>
<u>Reduce GHG Emissions in Air District (NCUAQMD)</u>	<p><u>Reduce on-road transportation-related fossil fuel consumption in Humboldt County.</u></p>
<u>Percent of Zero-Emission School Buses & Public Fleet Vehicles</u>	<p>(i) <u>100% of public buses and school buses are zero-emission by 2030.</u></p> <p>(ii) <u>Each governmental agency starts converting fleet vehicles to zero-emission by 2022, with interim targets to meet the State’s year-2035 goals:</u></p> <ul style="list-style-type: none"> ▪ <u>25% of public fleet passenger cars, SUVs, and forklifts are zero-emission by 2025, and 50% by 2030.</u> ▪ <u>30% of public fleet medium-duty and pick-up trucks are zero-emission by 2030.</u> <p>(iii) <u>100% of public fleet work vehicles are zero emission by 2036 (with government incentives and technology available and subsidized).</u></p>
<u>Zero-Emission Vehicle Infrastructure</u>	<p>(iii) <u>EV Charging Infrastructure:</u></p> <ul style="list-style-type: none"> ▪ <u>Electric vehicle charging stations serving, by 2025, at least 25% of public, and commercial, industrial, and multi-family residential private parking spaces that accommodate parking for more than 4 hours, and by 2050 serving 50% of such parking spaces. (*Adjustments to be calculated for oversized parking lots/excess parking. Note: target % can be met by reducing total parking spaces and by adding EV-charging spaces.)</u>

<u>PERFORMANCE MEASURE</u>	<u>REGIONAL TARGET</u>
	<ul style="list-style-type: none"> ▪ By 2024 hydrogen fuel is available in Humboldt County for public transit and long-haul commercial fleet vehicles, with green hydrogen fuel available as much and as soon as possible. ▪ By 2030 there is sufficient hydrogen fueling infrastructure and green hydrogen fuel available to enable inter-county travel of medium and heavy-duty fuel-cell EVs.
Efficiency & Practicality in Locating New Housing	Starting by 2022, 80% of all new permitted housing units are in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit.
Convenient Access to Destinations	i) By 2035, 60% of the county's population—equitably distributed regionwide—live in homes/ apartments/dorms where they can safely, comfortably, and conveniently travel to everyday destinations by walking, biking, rolling, or transit/micro-transit, and 80% do by 2050.
Vision Zero	i) Maintain zero pedestrian fatalities per year, or decrease the number of pedestrian and bicyclist fatalities in the cities and unincorporated county by 50% each year until achieved. ii) Maintain zero bicyclist fatalities per year, or decrease the number of bicyclist fatalities in the cities and unincorporated county by 50% each year until achieved. iii) Decrease by 25% each year the number of people seriously injured in bicycle and pedestrian collisions in the cities and unincorporated county.

¹[Refer to the Goals & Vision section for the complete table of GHG Emission-Reduction Targets.](#)

2. COMPLETE STREETS & CONNECTED COMMUNITIES



Complete Streets are streets that are safe, comfortable, and convenient for everyone who uses them – people walking, bicycling, driving, or taking public transportation, whether they are children, teens, older adults, and people of all abilities, genders, races, and income levels.

– Safe Routes Partnership

The Complete Streets Act of 2008 requires California cities and counties to plan for, [in adopting the circulation element of the general plan](#),

a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, [defined to include](#) motorists, pedestrians, bicyclists, children, persons with disabilities, [seniors, movers of commercial goods, and users of](#) public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. (AB 1358)

The Act sets complete streets policies because

Providing complete streets increases travel options which, in-turn, reduces congestion, increases system efficiency, and enables environmentally sustainable alternatives to single driver automotive trips. Implementing complete streets and other multi-modal concepts supports the California Complete Streets Act of 2008 (AB 1358), as well as the California Global Warming Solutions Act of 2006 (AB 32) and Senate Bill 375, which outline the State’s goals of reducing greenhouse gas emissions.¹

The Act calls on RTPAs to integrate Complete Streets policies into their RTPs and identify the financial resources necessary to accommodate such policies. The Complete Streets Act tells RTPAs to consider accelerating programming for projects that retrofit existing roads to provide safe and convenient travel by all users.



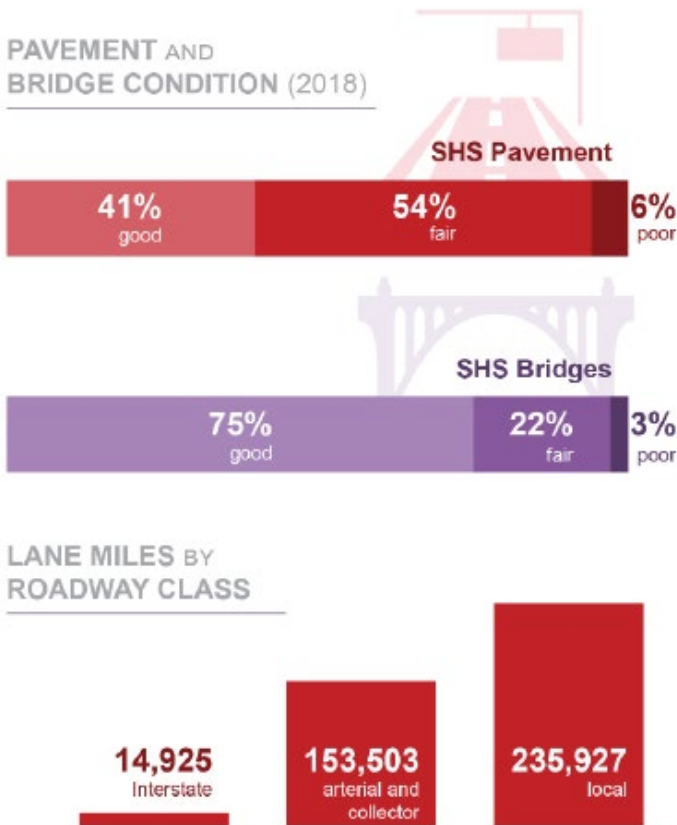
¹ “Complete Streets Implementation Action Plan 2.0,” California Department of Transportation, 2014.

Caltrans adopted a “Complete Streets” directive, which states that:

...Addressing safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance and operations. (Caltrans Deputy Directive 64-R2, 2014)

HCAOG explicitly and consistently upholds Complete Streets policies in *VROOM*, foremost in the Complete Streets Element, and also in the Commuter Trails, Public Transportation, [Global Climate Crisis, and Land Use and Transportation](#) Elements. HCAOG has consistent policies also in the *Humboldt Regional Bicycle Plan* (2017), the *Humboldt County Regional Pedestrian Plan* (2008), and the *Regional Trails Master Plan*. These plans are incorporated into *VROOM* by reference.

[As introduced in the Goals & Vision chapter, the *VROOM* 2021 update incorporates greenhouse gas emission-reduction performance measures and corresponding regional targets. The policies and projects in the Complete Streets & Connected Communities chapter have a major role to play for the region to make progress towards performance targets. As we highlighted in the section *Renewing Our Communities, when we enhance our communities with complete streets, we benefit not only from less greenhouse gas emissions; we also benefit from streets that are safer for more people, and we benefit from communities that have more options for reaching important destinations.*](#)



Source: California Transportation Plan 2050, Caltrans 2020

EXISTING ROADWAY SYSTEM

The following briefly describes characteristics of the region’s existing roadway system. ~~and the concepts of~~ “level of service.”

The broad use of the term “roadway” includes highways, streets, paved and unpaved roads, and bridges. The most basic function of roadways is to allow people to travel and transport goods. *How* the roadways accommodate travel affects what modes people will use to travel along them. The goal of “complete streets” design is to include all the characteristics feasible to provide safe, convenient travel for the most types of modes.

ROADWAYS: THE BUILDING BLOCKS OF CITIES

Nearly one-third are one mile or shorter.² Local roads are used most for short trips, and these trips are most conducive for alternative transportation modes (biking, walking, transit) where motorists, transit, bicyclists, and pedestrians most commonly share space. Thus, it is where “complete streets” are the most opportune and have the highest potential/realized multi-modal use.

In Humboldt County, we have approximately 1,400 miles of county roads and city streets, 165 county bridges, and 378 miles of state highways and roadways on federal lands. Proportionately, HCAOG’s members (the County and seven cities) have to maintain 79% of the road miles in Humboldt. The local system is mostly public right-of-way. Roads on private property must be maintained by the property owner, unless a public agency agrees to maintain them. State highways in Humboldt County are under the jurisdiction of the California Department of Transportation (Caltrans) District 1. Federal and/or State agencies have jurisdiction over roads within public resource lands such as parks and forests. The agencies responsible for maintaining those non-local roadways include, but are not limited to, Caltrans District 1, U.S. Forest Service, National and State Park Service, Bureau of Land Management, and Bureau of Indian Affairs. Roads owned by Native American tribal governments are maintained by them; some roads on tribal land are in the local city, County, or Caltrans District 1 jurisdiction and are maintained by the respective entity.

Different Classes of Streets/Roads

In older towns and neighborhoods in the United States (i.e., pre-automotive 19th century), streets were laid out in grid patterns, with short blocks and frequent intersections. Shops and services were interwoven with residential, sometimes industrial, and other uses. The layout was, in turns, the cause or the effect of denser development, which accommodated people to walk and bicycle to most of their errands and activities. This urban layout is called commonly European city design and traditional downtowns. In Humboldt, two examples of traditional downtowns are Old Town Eureka and the Arcata Plaza.

The local system will become ever more important in supporting the goals of climate change and building sustainable communities, as local streets and roads serve as the right-of-way for transit, bicycle and pedestrian travel.

– RTP Guidelines

Another older design, generally built in smaller and more rural communities, is “Main Street,” which is the commercial spine that serves as “downtown.” Examples of “Main Street” downtowns in Humboldt include Main Street in Ferndale, Main Street in Fortuna, and Redwood Street in Garberville. Main Streets often also are the major transportation corridor through town. In younger rural towns, it is not uncommon for “Main Street” to be a highway, such as in Rio Dell and Orick (State Route 101), and Willow Creek (State Route 299).

As the population grew in the 20th century and private automobile ownership exploded on the scene, cities began to expand out. Since households became more mobile with their personal car,

² 2009 National Household Travel Survey, California Add-On

newer neighborhoods were built farther out and less dense. City grids gave way to suburban sprawl. By mid-century, city planners and traffic engineers were designing roadway networks to primarily accommodate longer, faster trips by car. The Federal Highway Administration (FHWA) invented the Functional Classification Systems, which defines a “hierarchy” of road classes, and is used to this day down to the local level. The three main road classes are local, collector, and arterial:

- **Arterials** are major through-roads that are expected to carry large volumes of traffic, with the primary objective of allowing the greatest speed for the longest uninterrupted distance. To increase flow, the number of intersecting streets is reduced. The “Main Street as Highway” roadway described above is usually a principal (or major) arterial. Examples of rural principal arterials are Old Arcata Road/Bayside Road, and Fieldbrook Road.
 - **Collectors** are expected to carry lower volumes of traffic for trips of shorter distances. Speeds are lower than arterials.
 - **Local roads** carry low volumes of traffic and have the lowest speed limit. They are expected to be access for the start and destination of a trip; they are not intended for through movement. In the FHWA classification, local streets and roads are at the bottom of the hierarchy.

Counties and cities maintain 81% of the maintained miles within the State of California and carry 45% of the total annual miles of vehicle travel.
 – RTP Guidelines

The road network concept is that a local road links to a collector road, which will link to an arterial road, and an arterial road will directly access a highway. The two major highways in Humboldt County are U.S. Highway 101 (north-south) and State Route 299 (east-west). They carry the highest volumes of passenger cars and commercial trucks. Overall, they provide adequate facilities and levels of service. Due to Humboldt’s geography, geomorphology, and wet weather patterns, landslides occur seasonally along certain segments of roads and highways.

State highways in Humboldt County are as follows (mileage for portion within county):

SR 36	46 miles	Alton (U.S.101) to Bridgeville/Blocksburg
SR 96	45 miles	Willow Creek to Siskiyou County line (Highway 5)
U.S. 101	137 miles	Del Norte to Mendocino County lines
SR 169	20 miles	Wautec to Weitchpec at the junction of SR 96
SR 200	3 miles	McKinleyville (U.S. 101) to SR 299 (near Blue Lake)
SR 211	5 miles	Ferndale (Ocean Ave.) to Fernbridge (U.S. 101)
SR 254	32 miles	(Avenue of the Giants) Phillipsville (U.S. 101) to Stafford (U.S. 101)
SR 255	9 miles	Eureka (Myrtle Ave.) to Arcata (Samoa Blvd.)
SR 271	< 1 mile	Cooks Valley
SR 283	< 1 mile	Scotia (U.S. 101) to Rio Dell
SR 299	51 miles	Arcata (U.S. 101) to Trinity County line

What Makes a Complete Street?

How do you make a “complete street”? How does a roadway accommodate all users of all ages and abilities? When planning and building the roadway system, we need to consider the needs of people

who will be traveling or transporting goods via truck, automobile and motorcycle, emergency vehicle, bus, bicycle, and by foot or wheelchair. The physical and the functional will define what

“complete” can mean for a roadway. The physical space available will limit how much can safely fit in the roadway. Different types of roadways will actually be “complete” at different levels. Depending on space (within the right-of-way), topography, and intended uses, a roadway will include some or all of the following characteristics: travel lane(s) for motorized vehicles, median, shoulder, bikeways, sidewalk, landscaping, on-street parking spaces ([for automobiles, motorcycles, bicycles, and/or scooters](#)), [parkettes](#), and gutters, bioswales, or ditches.

Encourage local governments to develop communities with gathering places and mixed-use local shops with walkable paths, bike lanes, and convenient transit stops (coordinated to access jobs, health care, and entertainment venues), that will also accommodate goods deliveries.

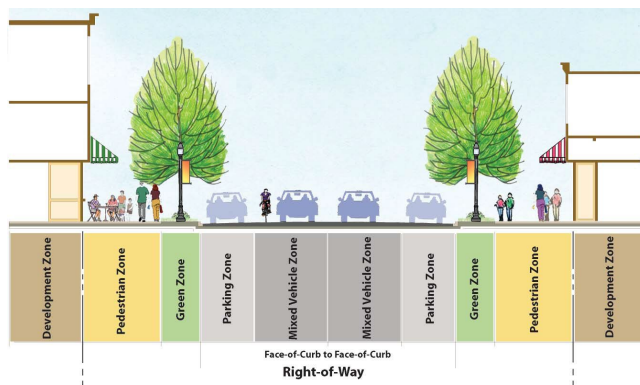
– CTP 2040

Sidewalks and Crosswalks

(Included by reference is the Humboldt County Regional Pedestrian Plan (HCAOG 2008).

Sidewalks and crosswalks are the standard transportation facilities for pedestrians, which include people in wheelchairs and strollers. Besides sidewalks, a few examples of walkways designed primarily for pedestrian travel (not solely recreation) are the Boardwalk and PALCO Marsh path in Eureka; the Hammond Trail in McKinleyville; and Shay Park path (along Foster Avenue and railroad tracks) in Arcata. In the last five to ten years, several sidewalk gaps have been filled thanks to Safe Routes to School ~~programs~~ [projects, the Active Transportation Program, and other](#) funding.

Where the dedicated walkway is substandard or non-existent, it creates conditions that impede pedestrian travel. Barriers for pedestrians include roads without a dedicated walkway (where pedestrians must walk in the roadway shoulder or in the travel lane); gaps in the sidewalk; uncontrolled intersections (i.e., no signal or stop sign); and substandard slopes on driveways or curb cuts. Sidewalks and crosswalks must meet ADA (Americans with Disabilities Act) standards for wheelchair users, and mobility-impaired pedestrians.



A Conceptual Road Design for a “Main Street”

Source: “Urban Street Design Guidelines,” City of Charlotte, 2007.

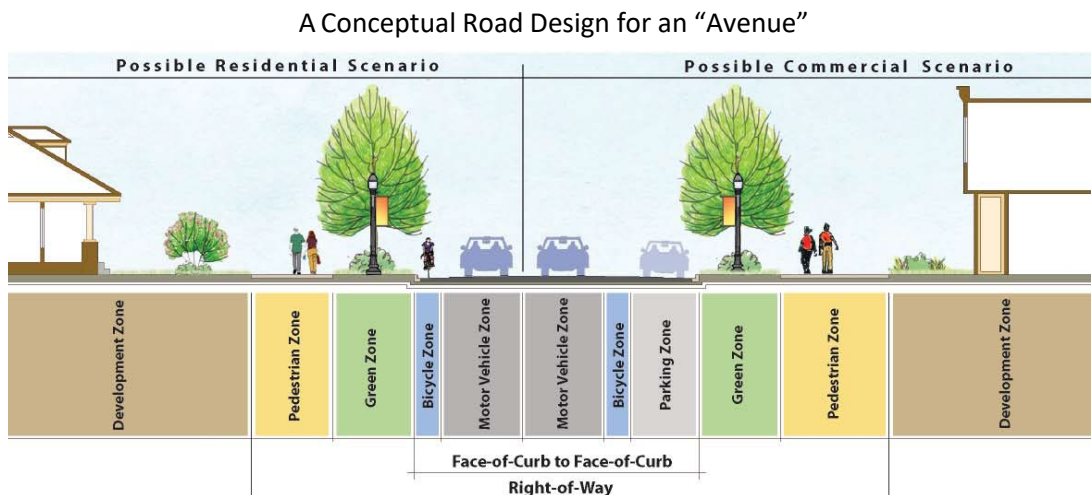
Bikeways & Bike Parking

Bike facilities include public infrastructure and private amenities that support bicycle travel. The most standard bicycle facility is a bikeway on the public right-of-way, usually on the sidewalk.

Humboldt's bikeways are classified according to Caltrans' definitions for Class I, II, III, and IV bikeways (see Table Streets-1). Class I is the most exclusive for bicyclists (or non-motorized modes), and Class III is the least exclusive (bicyclists share the travel lane with motorized vehicles). In 1997, the State increased the minimum width for bike lanes from four feet to five feet; consequently, many bike lanes constructed in Humboldt County before 1997 do not meet current State width standards.

In Humboldt County, most bikeways, of any class, are located in urbanized areas (excluding solely recreational trails). For example, there are several bike lanes and bike routes in Eureka, Arcata, and Fortuna, and in some urbanized unincorporated areas of the County. In District 1, bicyclists are allowed on all State highways, including freeways (*District System Management Plan, 2012*). However, most highways are not built to safely carry bicycle and motorized traffic in the same right-of-way.

The popular Hammond Coastal Trail is a multi-modal trail and the county's longest bike path by far. The Hiksari' Trail is 1.5-mile multi-use trail in the City of Eureka's Elk River Access Area. The Hiksari' Trail is a segment of the contiguous Eureka Waterfront Trail. Humboldt's most prominent bicycle touring route is the Pacific Coast Bike Route, which traverses the county north to south and is part of the California Coastal Trail. Figure 2.1 (see Maps Tab), shows existing and proposed Class III bicycle routes, bicycle shops, and bicycle parking in the County. (Trails are discussed further in the Commuter Trail Element.)



Source: "Urban Street Design Guidelines," City of Charlotte, 2007

Table Streets-1. Bikeway Classifications [and Local Examples](#)

Bikeway Class*	Design Requirements*	Existing in Humboldt
Class I “Bike Path” (or multi-use path or shared path)	A separated, surfaced right-of-way designated exclusively for non-motorized use (can be solely for bicyclists, or can be shared with pedestrians and/or equestrians). The minimum width for each direction is 8 feet (2.4 meters), with a 5-foot (1.5 meter) minimum width for a bi-directional path.	<ul style="list-style-type: none"> • Hammond Coastal Trail in McKinleyville (from Clam Beach to the Mad River). • Eureka: Hiksari’ Trail along the Elk River (Herrick/101 park-n-ride to Truesdale Avenue), Waterfront Trail (Truesdale Ave. to C St.), Waterfront Boardwalk. • Arcata: 18th Street bridge-101 overpass; 7th St.-D St. connector; City Trail (along Foster Avenue; Alliance Road to Samoa/SR 255) and Bay Trail North (Arcata Marsh to Bracut on 101).
Class II “Bike Lane”	Within the roadway, a lane for preferential bicycle use, at least 4 feet wide or 5 feet when next to a gutter or parking. Established by a white stripe (on roadway) and “Bike Lane” signs. Adjacent vehicle parking and motorist crossflow is allowed. On a two-way road, a bike lane is required on both sides.	<ul style="list-style-type: none"> • Exist in Cities of Arcata, Eureka, and Fortuna, and in unincorporated McKinleyville and Orleans (Red Cap Road).
Class III “Bike Route”	A roadway that does not have a Class I or II bikeway, where bicyclists share a travel lane with motorists. Sometimes created to connect other bikeways. Can be established by a “Bike Route” sign, but not required.	<ul style="list-style-type: none"> • Designated Bike Routes exist in Cities of Arcata, Eureka, and Fortuna, and unincorporated areas of Old Arcata Road, McKinleyville, and Myrtle town. • Pacific Coast Bike Route begins on Hwy 101 at the California/ Oregon State line. In Humboldt County, it travels through Prairie Creek Redwoods State Park, Eureka City streets, and Highway 101.
Class IV “Separated bikeway”	A bikeway to be used exclusively by bicyclists, separated from the motorized-travel lane with a physical barrier. The barrier may include flexible or inflexible posts, or parked cars.	<ul style="list-style-type: none"> • Proposed from Herrick Avenue to Truesdale Street in south Eureka.
Unclassified bikeway	Streets, roadways, and highways without features to qualify as Class I, II, or III.	All streets, roadways, and highways in Humboldt County are open to bicycle use.

*Bikeway classification definitions and design requirements from Caltrans’ *Highway Design Manual*.

REGIONALLY SIGNIFICANT ROADWAYS

HCAOG has not independently defined criteria for determining which roadways are “regionally significant.” HCAOG generally follows the federal definition which describes a regionally significant facility as one that serves regional transportation needs. “At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel” (23 CFR 450.140). Regional transportation needs include access to and from:

- the area outside the region;
- major activity centers in the region;
- major planned developments (commercial, recreation, and employment); and
- transportation terminals.

Table *Streets-2* lists regionally significant roadways identified by City and County staff.

Table *Streets-2*. Regionally Significant Roadways


Jurisdiction	Paved Road Miles ¹	Regionally Significant Roadways
Arcata	68.5	11th Street, Bayside Road/Old Arcata Road, Foster Avenue/Sunset Avenue, Giuntoli Lane, Janes Road/Spear Avenue, K Street/Alliance Road, L K Wood Boulevard, West End Road, U.S. 101, State Route 255, State Route 299
Blue Lake	8.4	Greenwood Avenue, Hatchery Road, Railroad Avenue, State Route 299
Eureka	114.2	6th, 7th, and 14th Streets, Buhne Street, Campton Road, Fairway Drive, H Street, Harris Street, Harrison Avenue, Henderson Street (I to Broadway), I Street (Harris to Waterfront Drive), Myrtle Avenue, S Street, V Street, Wabash, West Avenue, Waterfront Drive, U.S. 101, State Route 255
Ferndale	7.4	Arlington Avenue, Bluff Street, Centerville Road, Fifth Avenue, Main Street, Ocean Avenue, Van Ness Avenue
Fortuna	45.2	Main Street, Rohnerville Road, U.S. 101
Rio Dell	14.2	Bellevue Avenue, Blue Slide Road, Monument Road, Wildwood Avenue, U.S. 101
Trinidad	3.3	Edwards Street, Main Street, Patrick's Point Drive, Scenic Drive, Stagecoach Road, Trinity Street, Westhaven Drive, U.S. 101
Humboldt County	932.0	Alderpoint Road, Bald Hills Road, Bair Road, Blue Lake Boulevard/Glendale Drive, Blue Slide/Grizzly Bluff Road, Briceland-Thorne Road, Campton Road, Central Avenue (McKinleyville), Elk River Road, Fieldbrook Road, Freshwater/Kneeland Road, Humboldt Hill Road, Maple Creek Road, Mattole Road, Old Arcata Road/Myrtle Avenue, Redwood Drive (Garberville), Rohnerville Road, Shelter Cove Road, Sprowel Creek Road, Wilder Ridge Road, New Navy Base Road, Walnut Drive, Herrick Road, Murray Road, U.S. 101, State Routes 36, 96, 169, 255, and 299
Hoopa Valley Reservation	15.3	State Route 96
Karuk Tribe	1.0	






GOAL, OBJECTIVES, & POLICIES




HCAOG shall carry out transportation planning for the regional roadway system with this goal:

GOAL: Throughout Humboldt County, the streets, roads, and highway system meet the transportation and safety needs of all users, including pedestrians, transit users, bicyclists, motorists, the elderly, youth, and the disabled. The region’s jurisdictions have the resources to preserve, enhance, and maintain the roadway network to support bicycle, bus, pedestrian, automobile, and truck travel.

OBJECTIVES: The policies listed in the Complete Streets [& Connected Communities](#) Element will help meet the RTP’s main objectives (listed in alphabetical order).

[The tree symbol](#)  indicates objectives that are GHG performance measures (see Chapter 3 for all GHG performance measures and targets.)

OBJECTIVES:	COMPLETE STREETS & CONNECTED COMMUNITIES
Balanced Mode Share/ Complete Streets	<ul style="list-style-type: none"> ◆ <i>Maximize multi-modal access to the roadway system and eliminate barriers to non-motorized transportation.</i> ◆ <i>Expand and maintain a regional network of inter-connected pedestrian and bicycle facilities for active transportation.</i> ◆ <i>Support and implement projects and policies that increase biking and walking, especially for short trips, first/last mile transit trips, and school trips. {California Transportation Plan 2040}</i> ◆ <i>Create safe and effective walking and bicycling facilities that create neighborhood connectivity and continuity. {California Transportation Plan 2040}</i> ◆ Increase percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit.  ◆ Reduce VMT per capita  ◆ Increase regional discretionary funding set aside for permanent infrastructure, pop-ups, pilots, or other projects for active transportation.  ◆ Secure new funding sources at the regional level and/or the city/county level to benefit active transportation and transit. 
Economic Vitality	<ul style="list-style-type: none"> ◆ Increase data collection necessary to assess how well the transportation system connects people to economic opportunity.
Efficient & Viable Transportation System	<ul style="list-style-type: none"> ◆ <i>Maintain the roadway system in a condition that maximizes resources and uses, and minimizes disruptions and costs.</i> ◆ Increase data collection and assessments for active transportation connectivity, quality, and quantity in the region. ◆ Increase number of electric-vehicle charger per capita. 
Environmental Stewardship & Climate Protection	<ul style="list-style-type: none"> ◆ <i>Promote “Complete Streets” policies and projects to reduce CO₂ emissions and the adverse environmental impacts of motorized transportation on land, sea, and air.</i>

	<ul style="list-style-type: none"> ◆ Reduce on-road transportation-related fossil fuel consumption in Humboldt County. 	
<p>Equitable & Sustainable Use of Resources</p>	<ul style="list-style-type: none"> ◆ Increase percentage of electric-vehicle charging stations installed equitably in multi-family residential areas and higher density/lower-income areas. ◆ Increase the percentage of attainable housing units located in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit. ◆ Increase the equitable distribution of county residents who live in homes/apartments/dorms where they can safely, comfortably, and conveniently travel to everyday destinations by walking, biking, rolling, or transit/micro-transit. 	  
<p>Safety & Health</p>	<ul style="list-style-type: none"> ◆ <i>Improve overall safety for motorists, bicyclists, pedestrians, and transit users on all county, city, and state highways and streets.</i> ◆ Prioritize programming resources for projects designed to reduce deaths and serious injuries on our roadways, and for approaches that prioritize lowering speeds on local and arterial roads. ◆ Increase the number of active transportation users and drivers who receive educational messaging about roadway safety. ◆ Decrease to and maintain zero pedestrian and bicyclist fatalities per year regionwide. ◆ Decrease, regionwide, the number of people seriously injured in bicycle and pedestrian collisions. ◆ Expand the reach and occurrences of safe active transportation infrastructure to improve public health and safety. 	

The policies below are grouped according to the RTP’s main objectives (chapter 1, Introduction, fully describes the six main objectives). The objectives support and work in tandem with one another; thus, a policy can help meet more than one objective.

OBJECTIVE: BALANCED MODE SHARE/ COMPLETE STREETS

Policy CS-1 HCAOG shall encourage and facilitate local jurisdictions, local Native American Tribes, Caltrans, and non-profits to individually and collaboratively plan, [design](#), install, and maintain roads in Humboldt County to build a ~~coordinated and balanced~~ transportation system [that emphasizes safety and over speed, and emphasizes multi-modal functionality over convenience for single-occupancy automobiles.](#)

Policy CS-2 HCAOG recognizes the ~~planned~~ Humboldt Bay Trail, [and planned connections and envisioned extensions](#), as a regional priority multi-use trail, and supports multi-jurisdictional, public, and private efforts to develop [and maintain](#) it.

~~**Policy CS-3** HCAOG shall pursue grants, and public-private partnerships to augment and stable funding for infrastructure and non-infrastructure projects and planning for pedestrian, bicycle, and transit facility improvements. HCAOG shall help secure the financial resources necessary to accommodate HCAOG’s Complete Streets and active transportation policies adopted in the *Regional Bicycle Plan, Regional Transportation Plan (VROOM), Regional Master Trails Plan, and Regional Pedestrian Plan.* {moved; combined with CS-6}~~

Policy CS-4 HCAOG shall include Complete Streets improvements in regionally-funded transportation system projects to the extent feasible, as consistent with California Complete Streets Act of 2008 (AB 1358) and Caltrans Deputy Directive 64-R1.

Not only does active transportation provide a healthy and affordable alternative to driving, it has been shown to boost economic activity, create community cohesion, and enhance health and quality of life.

– CTP 2050

OBJECTIVE: ECONOMIC VITALITY

Policy CS-5 HCAOG shall encourage and promote regional “complete streets” [and active transportation](#) projects for the demonstrated economic benefits they bring to local businesses, markets, and property values.

[Policy CS-x](#) HCAOG shall [prioritize projects that have been planned and designed to bring economic benefits to communities that have had disproportionately low transportation investments and/or disproportionately high transportation harms.](#)

OBJECTIVE: EFFICIENT & VIABLE TRANSPORTATION SYSTEM

Policy CS-6 HCAOG shall pursue local options for developing a funding program(s) to help maintain and preserve the regional roadway system. ~~{moved from Policy CS-3}~~ HCAOG shall pursue grants, ~~and~~ public-private partnerships ~~to augment~~ [and stable](#) funding for infrastructure and non-infrastructure projects and planning for pedestrian, bicycle, and transit facility improvements. HCAOG shall help secure the financial resources necessary to accommodate HCAOG’s ~~Complete Streets~~ ~~and~~ active transportation policies adopted in the *Regional Bicycle Plan*, *Regional Transportation Plan (VROOM)*, *Regional Master Trails Plan*, and *Regional Pedestrian Plan*.

~~**Policy CS-7** HCAOG shall utilize the “Humboldt County Corridor Preservation Report” (HCAOG, May 2010) to guide strategies and decisions for protecting planned corridors.~~

Policy CS-8 HCAOG will accelerate programming for regional projects that retrofit existing roads to provide safe and convenient travel by all users. ~~**Policy CS-9** HCAOG supports a “fix it first” priority of protecting and preserving what we have first when allocating resources to~~ [existing roadways and other transportation assets, with priority for communities that have been underinvested in or have borne disproportionate levels of harm from transportation infrastructure.](#) ~~{combine CS-8 and CS-9}~~

Also applicable: **Bike Plan Policy 4.3** HCAOG shall use the Bicycle Level of Service and Quality of Service (BLOS/BQOS) and the Bicycle Compatibility Index as tools for assessing bicycle facility needs and prioritizing projects.

OBJECTIVE: ENVIRONMENTAL STEWARDSHIP

~~**Policy CS-10** HCAOG shall favor first projects that, by design and siting, will result in no significant adverse environmental impacts, and secondarily projects that result in no significant adverse impacts due to mitigation.~~ [HCAOG shall pursue a multi-modal transportation system that](#)

[follows a less exhaustive, less polluting, and more sustainable use of natural resources than the land-intensive car-centered transportation system.](#)

Policy CS-11 HCAOG shall carry out policies and program funding for projects that will help achieve the goals of the Global Warming Solutions Act (California Assembly Bill 32 (2006) and Senate Bill 32 (2016)). This shall include supporting efforts to reduce non-renewable consumption and air pollution, such as projects that increase access to alternative transportation and renewable fuels, reduce congestion, reduce single-occupancy (motorized) vehicle trips, and shorten vehicle trip length, and reduce greenhouse gas emissions.

OBJECTIVE: EQUITABLE & SUSTAINABLE USE OF RESOURCES

Policy CS-12 HCAOG shall promote equity, cost effectiveness, [safety](#) and [active transportation modal balance](#) in programming and allocating funds to regionally significant roadway and trail projects.

Policy CS-13 HCAOG shall pursue efforts to increase shared mobility options in the region, such as car share and bike share programs. HCAOG shall work to make shared mobility programs equitably available to people with low-incomes and other transportation disadvantages.

OBJECTIVE: SAFETY

Policy CS-14 To advance Safe Routes to School and Safe Routes to Transit initiatives, HCAOG shall support jurisdictions to establish and maintain safe pedestrian paths and designated bikeways within one mile of all public schools and public transit connections.

Policy CS-15 HCAOG supports roadway design standards that increase bicyclist and pedestrian safety and will work with local jurisdictions to help implement innovative designs and engineering projects that have been shown to improve bicyclist and pedestrian safety.

Policy CS-16 HCAOG shall assist regional and local efforts to expand the means to collect relevant and meaningful data on traffic statistics, including use by mode and rates of traffic-related accidents, injuries, and fatalities.

[Policy CS-x HCAOG shall program, support, and collaborate in campaigns to educate active transportation users and drivers about using the roadways safely, and about other transportation-related public health goals and outcomes.](#)

NEEDS ASSESSMENT

ROADS NEEDS ASSESSMENT

To assess how a roadway is performing, key factors are safety, capacity, physical condition, and direct and indirect environmental impacts. How a roadway performs will tell what its needs are.

The combined needs [of the roads in the network](#) will tell how the broader roadway system is functioning.

- *Safety* – The roadway system must not subject people (or property) to hazardous conditions that risk their safety.
- *Capacity* – The roadway system’s capacity must be able to safely and functionally accommodate ~~population growth and increased vehicle volumes~~ [all road users. For the past few generations, the dominant transportation planning paradigm has been that roadway capacity had to increase to keep up with population growth and increased vehicle volumes. The practice has been to add lanes to reduce congestion. Decades of outcomes have proven that this tactic does not add capacity. Today the field is shifting the paradigm to address capacity issues with multi-modal options and better land use planning to avoid, rather than prioritize, high-speed, long-distance car travel.](#)
- *Environmental impacts* – Transportation planning must address greenhouse gas emissions and the fuel and energy consumed for building, using, and maintaining roadways and other infrastructure for motorized transportation. Impacts to land, water, and air resources must be assessed, [and minimized to the extent feasible.](#)
- *Maintenance & rehabilitation* – Humboldt County’s pavement condition index (PCI, a 100-point weighted average) rated 56 for 2010, and 64 for 2012. Roads rated between 50 and 70 are considered “at risk” (per “California Statewide Local Streets and Roads Needs Assessment,” January 2013). [Humboldt roads are being assessed again in 2021-2022.](#)

Throughout California, counties are having trouble keeping up with the costs of consistently maintaining and rehabilitating their roadways. The system suffers from “chronic road maintenance funding shortfalls.” The challenge is greater in rural counties because their low population densities mean there are more miles of roadway with less people to pay for them. Rural areas generate fewer funds per road mile. Like other California counties, Humboldt has had a backlog of road maintenance needs for decades. The current backlog, estimated as of September 2017, is over \$302.9 million (see Table *Streets-3*) (To be updated by jurisdiction).

All California counties ~~will~~ receive more transportation funding from new accounts and programs created by the passage of California Senate Bill 1 (April 2017). The new funds include \$1.5 billion annually for repairing, rehabilitating, and maintaining local streets and roads statewide. These particular funds ~~will be~~ are appropriated by formula, not by competitive grants, which allow jurisdictions to plan on continuous, stable funding for road maintenance. (See chapter 9, Financial Element, for more information on SB1.)

Table Streets-3. Roadway Maintenance & Rehabilitation Backlog (September 2017)
To be updated by jurisdictions

Jurisdiction	Total(\$ million)
Arcata	13.8
Blue Lake	1.5
Eureka	29.1
Ferndale	2.9
Fortuna	19.9
Rio Dell	3.6
Trinidad	0.2
County of Humboldt	210.3
Hoopa Valley Tribe	21.6
TOTAL	\$ 302.9

Data provided by jurisdictions.

LEVEL OF SERVICE (LOS) & VEHICLE MILES TRAVELED (VMT)

It ~~is~~ [has been](#) standard practice for transportation planning agencies and departments in the U.S. to assess and project existing and future road traffic conditions using the “level of service” (LOS) concept, which forecasts how congested or free-flowing a traffic lane or intersection will be during peak traffic hours. The LOS is represented by a “grade” from A to F. LOS A generally indicates no traffic congestion, and F indicates heavy congestion. The LOS concept has been primarily applied to driving conditions, but with more attention paid recently to multi-modal travel, people have been devising bicycle LOS and pedestrian LOS models as well, as discussed below.

In project planning, LOS has been used as a threshold for traffic impacts. Many jurisdictions nationwide, including in Humboldt County, have policies making LOS C the lowest acceptable grade, and/or LOS D under certain circumstances. Projects that would cause traffic conditions to fall below the established minimum LOS grade are then deemed a significant impact. However, a new law regarding the California Environmental Quality Act (CEQA), has mandated an alternative approach.

Senate Bill 743 (Steinberg, 2013) [ushered in a new approach to addressing and mitigating environmental impacts of traffic through the California Environmental Quality Act. The legislative intent is to “more appropriately balance the needs of congestion management with statewide goals related to infill development,” active transportation, and GHG emissions.](#) SB 743 aims to reduce GHG emissions by removing barriers to infill development, and multiplying projects that increase walking and biking and public transportation infrastructure and facilities. [To that end, the State](#) ~~Amended CEQA Guidelines, as proposed, recommend replacing LOS and using~~ [to replace LOS with](#) vehicle miles traveled (VMT) as the most appropriate measure of project transportation impacts.

~~Transportation impacts may also be measured by automobile trip generated. Once the amended CEQA Guidelines are adopted to include those alternative criteria, auto~~ [Lead agencies may no longer deem automobile](#) ~~delay will no longer be considered~~ a significant impact under CEQA. The amended Guidelines also advise that projects for roadway rehabilitation, transit, bicycle and pedestrian infrastructure, or that propose development near transit, should be considered to have a less than significant transportation impact (~~proposed new~~ CEQA Statute, Public Resources Code §15064.3). ~~Public agencies may opt to use the VMT analysis now, but will have up to two years to transition to the new rules. The amended new regulations are anticipated to be effective~~ [became mandatory](#) statewide ~~in 2019~~ [on July 1, 2020](#).

BICYCLE & PEDESTRIAN NEEDS ASSESSMENT

To completely integrate pedestrian and bicycle modes into the transportation system, HCAOG must help meet the principal needs of existing pedestrian and bicycle facilities:

- [Access & Choice](#) – While commuting by foot or by bicycle is a choice for some, many others use these modes out of necessity. Children, high school and college students, seniors, and people with low incomes often do not have access to other transportation modes. The streets and roadway network must meet minimum ADA standards to be accessible to wheelchair users, vision-impaired and other pedestrians.

Network and Gap Analysis

FHWA defines networks as interconnected pedestrian and bicyclist transportation facilities that allow people of all ages and abilities to safely and conveniently get where they want to go. The following network principles can be used to evaluate the condition of a network and the value added by proposed projects:

- **Cohesion:** How connected and linked together is the network?
- **Directness:** Does the network provide access to destinations along a convenient path?
- **Alternatives:** Is only one transportation option available or does the network enable a range of mode and/or route choices?
- **Safety and Security:** Does the network provide real and/or perceived freedom from risk of injury, danger, or loss of property?
- **Comfort:** Is the network appealing to a broad range of age and ability levels and is consideration given to user amenities?

– Statewide Pedestrian and Bicycle Planning Handbook, FHWA

- **Connectivity & Links** – Pedestrians and bicyclists frequently utilize roads in Humboldt County that lack sidewalks and/or bicycle lanes or bike routes. A number of communities are bisected by busy state routes, or county roads with no (or limited) crossing facilities.
- **Safety** – The *Humboldt County Pedestrian Needs Assessment Study* (HCAOG, 2003) concluded that better pedestrian access and improved safety conditions are required to ensure that our communities are walkable, safe, vibrant places to live. Improved safety also hinges on better rider/driver education, awareness, and road etiquette.
- **Maintenance/Upkeep** – When roads lack timely maintenance, deteriorated conditions such as potholes and debris can pose safety concerns for bicyclists and other users.

Bicycle and pedestrian needs were assessed, in part, from information in the *Humboldt Regional Bicycle Plan* (HCAOG, 2017) and the *Humboldt County Pedestrian Needs Assessment Study* (HCAOG, 2003).

Bicycle Level of Service Modeling

Bicycle level of service (BLOS) modeling helps predict how a given bicycle facility will function for cyclists. For example, the BLOS will estimate the speed and density a cyclist would experience while riding in an existing or proposed bike lane. The bicycle LOS can be expressed on a scale of A to F. For a full discussion of Bicycle LOS, refer to the *Humboldt Regional Bicycle Plan* (2012) (available at www.hcaog.net/projects).

Bicycle LOS modeling can also help predict how cyclists perceive the safety or hazard level of a facility. Generally, cyclists feel safer riding where there is more room and less traffic. Perceived hazards include proximity to motor vehicles, deteriorated pavement, roadway debris, high speeds, and intersections without traffic controls (e.g. stop signs). Bicycle LOS can evaluate these conditions. Other factors of perceived safety/hazards are the cyclist's skill level and riding experience, which LOS does not measure.

Generally, cyclists choose their routes, or whether to ride at all, based on how they perceive hazardous conditions (for some local perspectives, see *Humboldt Bay Area Bicycle Use Study*, RCAA 1999). Therefore, one strategy for increasing bicycle ridership is to prioritize projects that will eliminate or minimize perceived hazards to bicyclists.

ACTION PLAN: PROPOSED PROJECTS

Table *Streets-4*, below, shows the top priority short-term (0-10 years) and long-term (11-20 years) roadway improvements for Humboldt County's regional "complete streets" system. Members of HCAOG's Technical Advisory Committee (TAC) self-reported which of the RTP's main objectives applied to their respective proposed projects. (The main objectives are: balanced mode share/complete streets; economic vitality; efficient and viable transportation system; environmental stewardship; equitable and sustainable use of resources; and safety. See Chapter 1 for definitions.) Projects that will meet the most objectives are the top priorities.

For a more detailed, comprehensive description of each jurisdiction's bikeway facility improvements (constrained and unconstrained), refer to the *Humboldt Regional Bicycle Plan* (HCAOG 2017), and the respective bikeway master plans for the City of Arcata, City of Eureka, and County of Humboldt.³

³ Available at the HCAOG office and online at www.hcaog.net. To view a city's bike plan, contact its Public Works Department.

In Table *Streets-4*, below, projects that will fulfill all six of the objectives, or that will fulfill five objectives including Balanced Mode Share/Complete Streets, are high-priority projects of the Complete Streets Element; they are shaded green.

Table *Streets-4* Complete Streets Projects –Short-Term & Long-Term TO BE UPDATED BY ALL JURISDICTIONS

COMPLETE STREETS Project Location	Short or Long Term ¹	Complete Sts Economic	Environment	Operations	Preserve Sys	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Agency: HCAOG										
Low-traffic-stress and connectivity analysis of the bike and ped network	ST	X	X	X	X	X	Bike and ped network analysis of the Greater Humboldt Bay Area by FY 2023/24, and countywide by 2026		2022-2026	TBD
Agency: CITY OF ARCATA										
Old Arcata Road; Buttermilk to Jacoby Creek Road	ST	X	X	X	X	X	Rehabilitation, pedestrian-bicycle and calming improvements, gateway at Jacoby Creek Road	STIP, Measure G, ATP	2018-21	\$4,124
Residential streets citywide	ST				X	X	Annual residential streets improvement program (see City's PMP)	Measure G	2014-24	\$2,500
Hwy 255 at Hwy 101 – Roundabouts	ST	X	X	X	X	X	Convert cloverleaf intersection to 2 roundabouts, pedestrian-bicycle access across bridge (non-existent), add transit park-and-ride, remove 1 mile paved roadway (mitigation)	Not funded	2018-20	\$3,000
Hwy 101 at Sunset and L.K Wood Boulevard – Roundabout	ST	X			X	X	Convert 5-way intersection to roundabout and create safer segregated bicycle/pedestrian	Not funded; City match	2018-20	\$1,000
Guintoli Lane-Hwy 299 intersections, Valley West and Valley East to West End Road	ST	X	X			X	Rehab, restripe and improve level of service (roundabouts or channelization). Potential bus park-and-ride at Wymore Road	Measure G, apply for grant funds*	2018-22	\$2,200
Annual Roadway Improvements Project (based on city pavement management program)	ST			X	X	X	Principally on city bus routes; arterial and collectors (refer to City PMP)	Measure G, apply for grant funds*	2014-24	\$8,000
*Assumes 50% Measure G match + 50% grant funds									Arcata ST Subtotal	\$20,824
									Arcata LT Subtotal	0
									Subtotal = \$20,824	

¹Short-term (ST) is the next 1 to 10 years; long-term (LT) is the next 11 to 20 years. ²Assumes 2% annual inflation.

Table continues on next page.

COMPLETE STREETS Project Location	Short or Long Term ¹	Complete Sts	Economic	Environment	Operations	Preserve Sys	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Agency: CITY OF BLUE LAKE											
South Railroad Avenue from Chartin Way to Broderick Lane	ST	X	X			X	X	Repave, rehab and reconstruction	Not funded	2018/19	\$1,000
Greenwood Road/Railroad Ave/G Street/Hatchery Road, from Blue Lake Boulevard to Mad River Bridge	ST	X	X	X		X	X	Rehab and reconstruction with pedestrian improvements, bike land striping, signage, and traffic calming	Not funded	2019/2020	\$3,185
Hartman Lane/G Street, from Blue Lake Boulevard to Railroad Avenue	ST	X	X			X	X	Rehab and reconstruct with pedestrian improvements	Not funded	2020/21	\$1,400
I Street, from Blue Lake Boulevard to First Avenue	LT	X	X			X	X	Rehab and reconstruct with pedestrian improvements	Not funded	2023/24	\$1,200
Annie and Mary Trail, Phase I: South Railroad Ave ROW and old A&M railbed, from Chartin Road to H Street	ST	X	X	X	X		X	Class I rail-trail, sidewalks, bridge and traffic calming; includes education to promote active transportation	ATP (\$976)	2017/18-19/20	\$983
First Ave from Greenwood Ave to I Street	LT	X	X			X	X	Rehabilitation and reconstruction with pedestrian improvements	Not funded	2024/25	\$1,500
										Blue Lake ST Subtotal	\$6,568
										Blue Lake LT Subtotal	\$2,700
										<i>Subtotal = \$9,268</i>	

Table continues on next page

COMPLETE STREETS Project Location	Short or Long Term ¹	Complete Sts	Economic	Environment	Operations	Preserve Sys	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Agency: CITY OF EUREKA											
Harrison Ave from Harris St to Myrtle Ave	ST	X	X	X	X	X	X	Two-way left-turn lane, bike lanes, bus pullouts	Not funded	2023/24	\$2,390
Harris Street from H Street to J Street	LT		X		X	X	X	Signalization and signalization modifications	Not funded	2023/24	\$835
Henderson Street from I Street to Fairfield Street	LT	X	X	X	X	X	X	Road rehabilitation, ADA, bicycle lanes, bus pullouts, storm drains	Not funded	2018/19	\$750
Myrtle Ave from 5th St to Harrison Ave	LT	X	X	X	X	X	X	Congestion relief, ADA, bicycle facility	Not funded	2023/2024	\$600
South Gateway of Eureka	ST		X	X			X	Beautification, bike/ped facilities, traffic calming	Not funded	2020/21	\$1,900
Waterfront Drive from G Street to J Street	ST	X	X		X		X	Connection Phase 2	Partially: STIP & Non-Fwy Funds	2018/19	\$4,157
Hawthorn Street from Broadway to Felt, Felt St. from Hawthorn to Del Norte, and 14th St. from Broadway to West Avenue	ST	X	X				X	Road rehabilitation, ADA, bicycle facility	Not funded	2018/19	\$650
Highland Avenue from Broadway to Utah Street and Koster Street from Del Norte to Washington Street	ST		X				X	Road rehabilitation, ADA	Not funded	2019/20	\$650
3rd Street from L Street to R Street, and Glen St from Harris St to Allard St	ST	X	X				X	Road rehabilitation, ADA, bicycle facility	Not funded	2020/21	\$400
6th and 7th Streets from-Myrtle Avenue to Broadway	ST	X	X	X	X	X	X	Road rehabilitation, ADA, bike lanes, bus pullouts	Not funded	2020/21	\$1,200
Fairway Drive from City limits to Ridgecrest Drive; Campton Road from City limits to Oak Street	ST	X	X				X	Road rehabilitation, ADA, bicycle facility	Not funded	2018/19	\$1,000
H & I Street Corridors	ST	X	X	X	X	X	X	Road rehab, ADA, bicycle facility and bus pullouts	Planning Study funded (\$110K Sust. Comm Grant)	2019/20	\$2,110
Citywide	LT				X	X	X	Improve transit stop pullouts	Not funded	2024/25	\$610
Walnut Drive at Hemlock Street	LT				X	X	X	Traffic signalization	Not funded	2023/24	\$360
Citywide	LT			X	X	X	X	Bicycle facilities per Humboldt Regional Bicycle Plan 2012	Not funded	2023/24	\$3,870
Citywide	LT		X	X			X	Ped improvements per <i>Humboldt Regional Pedestrian Plan 2008</i> , and other reports	Not funded	2023/24	\$1,000
Eureka ST Subtotal											\$14,457
Eureka LT Subtotal											\$8,025
Subtotal = \$22,482											

COMPLETE STREETS Project Location	Short or Long Term ¹	Complete Sts	Economic	Environment	Operations	Preserve Sys	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Agency: CITY OF FERNDALE											
Rose Avenue/Herbert Street – East City limits to Main Street	ST	X					X	Class II bike path	Not funded	2019	\$24
5th Street: Van Ness Ave to Ocean Ave	ST	X					X	Class II bike path	Not funded	2019	\$15
Arlington Avenue - 5th Street to Main St	ST	X					X	Class II bike path	Not funded	2019	\$20
Ocean Ave - West City limits to East City limits	ST	X					X	Class II bike path	Not funded	2019	\$22
Wildcat Road - Ocean Avenue to south City limits	ST	X					X	Class III bike path	Not funded	TBD	\$1
Main Street: Ocean Avenue to north City limits	ST	X					X	Class III bike path	Not funded	TBD	\$38
Van Ness Avenue: 5th Street to Main St	ST	X					X	Class III bike path	Not funded	TBD	\$1
Shaw Avenue: Ocean Avenue to Berding	ST	X					X	Class III bike path	Not funded	TBD	\$37
Ocean Avenue: Strawberry Lane heading east towards trailhead	ST	X	X	X			X	Multipurpose trail (Class 1 bike path)	Not funded	2018	\$36
5th Street: Van Ness to Ocean Avenue	ST	X	X	X			X	Multipurpose trail (Class 1 bike path)	Not funded	2018	\$174
Lincoln Street - Grant Avenue to East City limits	ST	X	X	X			X	Multipurpose trail (Class 1 bike path)	Not funded	2018	\$12
Ocean Avenue - Craig Street to Russ Park trailhead	ST	X	X				X	New sidewalk	Not funded	TBD	\$98
5th Street - Arlington Avenue to Fairview North and piece on Arlington Avenue	ST	X	X				X	Curb and gutter and new sidewalk	Not funded	TBD	\$54
Berding Street-Rose Avenue to Lewis St	ST	X	X				X	New sidewalk (Ped 2)	STIP/TE	TBD	\$50
Rose Avenue - Berding to Herbert Street	ST	X	X				X	New sidewalk (Ped 2)	STIP/TE	TBD	\$147
Main Street - North City limits to Arlington Avenue; citywide	ST	X	X				X	Misc. ADA improvements	Not funded	TBD	\$150
Main Street - Arlington Avenue to Ocean Avenue (Caltrans)	ST	X	X				X	Misc. ADA improvements		TBD	\$600
Francis Street - Ocean Avenue to Ferndale Public Works Building	ST	X	X				X	Roadway rehabilitation	Not funded	TBD	\$80
Berding Street - Herbert Street to Eugene	ST	X	X				X	Roadway rehabilitation	Not funded	TBD	\$1,400
										Ferndale ST Subtotal	\$2,959
										Ferndale LT Subtotal	\$0
										<i>Subtotal = \$2,959</i>	

COMPLETE STREETS Project Location	Short or Long Term ¹	Complete Sts	Economic	Environment	Operations	Preserve Sys	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Agency: CITY OF FORTUNA											
Rohnerville Road: Newell St. to Redwood Way	ST	X	X	X	X	X	X	Reconstruct w/ sidewalk and bike lanes	Not funded	2022/2023	\$4,500
Fortuna Boulevard: Redwood Way to Kenmar Road	ST	X	X	X	X	X	X	Overlay w/ bike lane improvements	Not funded	2021/2022	\$2,000
Redwood Way: Fortuna Blvd to Rohnerville Road	ST	X	X	X	X	X	X	Overlay w/ pedestrian and bike lane improvements	Not funded	2017/18	\$2,025
U.S. 101/12th Street northern interchange onramps, Dinsmore Drive	ST	X	X	X	X		X	Reconfigure interchange to include roundabout and bike/pedestrian facilities	Not funded	2022/2023	\$14,000
U.S. 101/Riverwalk Drive southern interchange Improvements	ST	X	X	X	X		X	Reconfigure interchange to include roundabout and bike/pedestrian facilities	Not funded	2022/2023	\$12,000
U.S. 101/Kenmar Road Interchange Improvements	ST	X	X	X	X		X	Reconfigure interchange to add two roundabouts and bicycle/pedestrian facilities	Not funded	2022/2023	\$6,500
South Fortuna Boulevard/Ross Hill Road/Kenmar Road	ST	X	X	X	X			Pedestrian improvements including adding sidewalk, bike lane and retaining wall	Not Funded	2024/2025	\$600
Thelma and Ross Hill Road	ST	X	X	X	X			Install roundabout	Not Funded	2025/2026	\$660
Newburg Road, Lawndale Drive, Summer Street, 2nd Ave, Orchard Lane	ST	X						New sidewalk, bike lanes and school entry improvements	ATP/SR2S	2017/2018	\$900
Various locations: Riverwalk Drive, Fortuna Boulevard, Rohnerville Road	ST	X						Strong's Creek Trail Phase 1—Class I bike lane through Fortuna and Class II bike lanes on city streets	Not Funded	2026/2027	\$4,600
Fortuna ST Subtotal											\$47,785
Fortuna LT Subtotal											\$0
Subtotal = \$47,785											

COMPLETE STREETS Project Location	Short or Long Term ¹	Complete Sts	Economic	Environment	Operations	Preserve Sys	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Agency: CITY OF RIO DELL											
Wildwood Avenue from Eagle Prairie Bridge to Davis Street	ST	X	X	X		X	X	Transportation enhancement project adding raised center median and striped bike lanes	State Transp. Enhancement	TBD	\$589
Wildwood Avenue at Center Street and Davis Street Safe Routes to School	ST	X	X	X				Traffic calming on Davis Street, including curb extensions, crosswalks and sidewalks. Lighted pedestrian crossing across Wildwood Ave.	State Safe Routes to Schools, ATP	TBD	\$152
Wildwood Avenue, Elko St to Belleview Avenue	ST	X	X		X	X	X	Class III bike lanes including striping and signage	Not funded	TBD	\$35
Rigby Ave, Davis Street to Center Street	ST	X	X	X			X	Maintenance paving and bike improvements, Class II bike lane, centerline stripe	Not funded	TBD	\$104
Wildwood Avenue at intersection with Hwy 101 off- ramp	ST		X	X		X	X	Realign southbound off-ramp and replace pavement between Caltrans paving project and City project on Wildwood Ave	Not funded	TBD	\$135
Davis Street, Between Wildwood Avenue and Rigby Avenue	ST	X	X	X			X	Pedestrian/bike improvements, narrow crossing distance at Hwy 101 on-ramp. Class II bike lanes from Rigby Ave. to Ireland St. Class III bikes lanes from Ireland St. to Wildwood Ave	Not funded	TBD	\$53
1st Avenue and 2nd Avenue, from Elko Street to Columbus Street	ST		X					Signage and striping to accommodate emergency response vehicles	Not funded	TBD	\$44
Belleview Avenue, Wildwood Avenue to River Street	ST	X	X				X	Class II bike lanes, signage and centerline striping	Not funded	TBD	\$69
2nd Avenue., Davis Street to Columbus Street	ST		X	X				Maintenance paving project including 2" overlay and striping	Not funded	TBD	\$106
Ogle Avenue, River Street to Creek Street	ST	X	X	X	X		X	Road reconstruction and drainage improvements	Not funded	TBD	\$3,303
Monument Road, Dinsmore Ranch Road to Redwood Lane	ST				X		X	Drainage improvements including new inlets, valley gutter, ditch and storm piping	Not funded	TBD	\$149
Riverside Drive, Eagle Prairie Road to Fern Street	ST		X	X				Maintenance paving project including 2" overlay and striping	Not funded	TBD	\$156
Northwestern Ave, east entrance to Eel River Industries to cul-de-sac at Humboldt Co right-of-way	ST	X	X		X	X		Centerline and edge striping, centerline monument	Not funded	2017/18	\$55
Ireland Ave., Davis St. to Painter Street and Dixie Street, 4th Avenue to Davis	ST	X	X	X	X		X	Maintenance paving (2" overlay), striping, and bikeway signage	Not funded	2017/18	\$19

COMPLETE STREETS Project Location	Short or Long Term ¹	Complete Sts	Economic	Environment	Operations	Preserve Sys	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
City of Rio Dell (cont'd)											
Monument Road at Dinsmore Ranch Road	ST		X	X	X			Replacement of a failing timber post retaining wall	Not funded	2019/20	\$234
Belleview Avenue, Spring Street to 300 ft east and 750 ft east of Creek Street to 100 ft west of Creek Street	ST	X	X	X				Maintenance paving project, including 2" overlay and striping.	Not funded	2019/20	\$112
Elm Street–Pacific to Wildwood Ave; Orchard Place–Cherry Ln to Orchard St; Cedar Street–Pacific to Wildwood Ave; View Street–Douglas St to Kelly St	ST			X				Maintenance paving project, including 2" overlay and striping.	Not funded	2019/20	\$109
W. Painter Street–Pacific Ave to 50' west of Rio Dell Ave; Butcher Street–Pacific Ave to Rio Dell Ave; Rio Dell Avenue– W. Center St to Townsend St; W. Townsend Street–Rio Dell Ave to Pacific Ave	ST			X				Maintenance paving project, including 2" overlay and striping	Not funded	2019/20	\$95
Davis Street, Gunnerson Lane to Edwards Drive and Edwards Drive from Water Treatment Plant to Davis Street	ST	X	X	X		X		Sidewalk, Class III bikeway and Class I bike and pedestrian path along Eel River gravel bar, including two trailheads.	Not funded	2021/22	\$246
Scenic Way at Eeloa Avenue	ST	X	X	X	X		X	Reconfigure intersection to improve pedestrian and bicyclist safety	Not funded	2023/24	\$572
Eel River bar, Davis Street to Eeloa Avenue	LT	X				X	X	Class I bike and pedestrian path along Eel River bar, including two trailheads	Not funded	2025/26	\$947
Railroad ROW, Eagle Prairie Bridge to Northwestern Avenue	LT	X		X		X	X	Class I bike and pedestrian path next to railroad tracks	Not funded	2027/28	\$2,394
										Rio Dell ST Subtotal	\$6,337
										Rio Dell LT Subtotal	\$3,341
										<i>Subtotal = \$9,678</i>	

COMPLETE STREETS Project Location	Short or Long Term ¹	Complete Sts	Economic	Environment	Operations	Preserve Sys	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Agency: CITY OF TRINIDAD											
Van Wycke Street Trail	ST	X	X	X	X		X	Class I, II, & III bike, walkways, signage and striping	ATP	2018/19	\$714
Trinity Street	ST	X	X	X			X	Sidewalks, driveways & curb ramps	Not funded	2022/23	\$438
Downtown Trinidad: Patrick's Point Drive (Main St to Janis Ct), Scenic Drive (Main St. to Saunders Shopping Center driveway), Trinity Street (Edwards St. to Main St.)	ST	X	X	X			X	Pedestrian & connectivity improvements: sidewalks, driveways & curb ramps, crosswalks, signage, striping, and pavement repair (ADA). (1,200 feet ped/bike facilities)	RTIP	2018/19	\$580
Patrick's Point Drive	ST		X				X	Overlay/maintenance paving	Not funded	2025/26	\$161
Main St, Trinity St, Westhaven Dr	LT		X				X	Overlay/ maintenance paving	Not funded	2026/27	\$732
Edwards Street	LT		X				X	Overlay/ maintenance paving	Not funded	2028/29	\$575
Frontage Road	LT						X	Overlay/ maintenance paving	Not funded	2030/31	\$475
Parker Creek Drive	LT						X	Reconstruction	Not funded	2031/32	\$241
Edwards Street to Ewing Street	LT	X	X	X			X	Sidewalks, driveways & curb ramps	Not funded	2032/33	\$801
Edwards Street	ST	X	X	X	X	X	X	Retaining wall	Not funded	TBD	\$1,500
										Trinidad ST Subtotal	\$3,048
										Trinidad LT Subtotal	\$7,044
										Subtotal = \$10,092	

COMPLETE STREETS Project Location	Short or Long Term ¹	Complete Sts	Economic	Environment	Operations	Preserve Sys	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Agency: COUNTY OF HUMBOLDT											
Honeydew Bridge	ST	X	X	X	X	X	X	Replace existing bridge	HBP	2017	\$6,600
Central Avenue	ST	X		X	X	X	X	Shoulder widening & overlay	Not funded	TBD	\$900
Harris & Hall	ST	X			X		X	Safety improvements	Not funded	TBD	\$500
Herrick & Elk River Intersection	LT	X	X	X	X	X	X	Signalize	Not funded	TBD	\$1,500
Fairfield, Meyer, Eureka	LT	X	X	X	X	X	X	Route improvement	Not funded	TBD	\$1,000
McKinleyville Avenue Extension	ST	X	X	X	X		X	Connect to School Road	Not funded	TBD	\$1,500
Bald Hills Road	LT		X	X	X			Pave Surface	Not funded	TBD	\$6,000
New Navy Base Road, SR 255 to Humboldt Bay	LT	X	X	X	X	X	X	Reconstruct roadway from SR 255 to Humboldt Bay	Not funded	TBD	\$1,500
Myrtle Ave. at Freshwater Road	ST	X		X	X		X	Intersection improvement	Not funded	TBD	\$1,900
Central Avenue, McKinleyville	ST	X		X	X		X	Shoulder widening	Not funded	TBD	\$800
Central Avenue, McKinleyville	ST		X	X	X		X	Synchronize traffic signals	Not funded	TBD	\$1,800
Hammond Trail Bridge–Mad River	ST	X		X	X	X	X	Replace existing bridge	Not funded	TBD	\$6,400
Hammond Trail: Clam Beach to Scenic Drive	LT	X	X	X			X	Class I, II, and III (0.3 miles). <i>(Interagency coordination with City of Trinidad)</i>	Not funded	2027/28	\$2,200 (1,800 in 2017)
Annie & Mary Trail: Blue Lake to Glendale (Chartin Road to Glendale Drive)	ST	X		X	X		X	Construct Class I multi-use trail	Not funded	TBD	\$2,000
Annie & Mary Trail: Glendale Bridge	LT	X		X	X		X	Rehabilitate or replace railroad bridge to establish Class I trail	Not funded	TBD	\$5,000
Little River Trail, (Moonstone Beach to Clam Beach)	LT	X		X	X		X	Construct Class I multi-use trail	Not funded	TBD	\$9,900
Humboldt Bay Trail South (Eureka to Bracut segment)	ST	X	X	X	X			Rail with Trail Class I multi-use trail	Not funded	TBD	\$12,000
Humboldt Bay Trail: Elk River to King Salmon	LT	X		X	X		X	Construct Class I multi-use trail	Not funded	TBD	\$1,800
Humboldt Bay Trail: King Salmon to Fields Landing	LT	X		X	X		X	Construct Class I multi-use trail	Not funded	TBD	\$1,400
Humboldt Bay Trail: Fields Landing to Humboldt Bay Nat'l Wildlife Refuge/College of the Redwoods	LT	X		X	X		X	Construct Class I multi-use trail	Not funded	TBD	\$2,400
Humboldt Hill to Thompkins Hill	LT	X	X	X	X		X	Connector road	Not funded	TBD	\$2,000
Harris to Fern Street, Cutten	LT	X	X	X	X		X	Connector road	Not funded	TBD	\$2,000
Alderpoint/Mattole/Maple Creek	LT		X	X	X	X	X	Reconstruct rural routes	Not funded	TBD	\$100,000

COMPLETE STREETS Project Location	Short or Long Term ¹	Complete Sts	Economic	Environment	Operations	Preserve Sys	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
County of Humboldt (cont'd)											
Bell Springs Road	LT		X	X	X	X	X	Improve with Mendocino County	Not funded	TBD	\$10,000
Briceland/Shelter Cove Roads	LT		X	X	X	X	X	Reconstruction/safety improvements	Not funded	TBD	\$10,000
Fern Street, Cutten	LT	X	X	X	X		X	Complete connection	Not funded	TBD	\$1,000
Garberville downtown	ST	X	X		X	X	X	Vehicle, pedestrian and bicycle improvements	Not funded	TBD	\$2,000
Hoopla Downtown Corridor Project	ST	X			X	X	X	Context sensitive modifications (County portion only)	Not funded	TBD	\$500
Ridgewood Drive/Avalon Drive	LT	X		X	X		X	Pedestrian improvements	Not funded	TBD	\$1,000
Willow Creek Sidewalks	LT	X		X	X		X	Pedestrian improvements	Not funded	TBD	\$1,000
Hatchery Road	LT	X		X	X		X	Shoulders	Not funded	TBD	\$750
Central Avenue/Bella Vista	LT	X	X				X	Intersection improvements—shoulder widening and striping	Not funded	TBD	\$300
Myrtle Avenue, Freshwater Rd to Pigeon Point Rd	LT	X	X	X	X	X	X	Shoulder widening	Not funded	TBD	\$2,000
Myrtle Avenue, Ryan Slough to Freshwater Rd.	LT	X	X	X	X	X	X	Reconstruction	Not funded	TBD	\$5,000
Rohnerville Airport to Hwy 36	LT	X	X	X	X	X	X	New road	Not funded	TBD	\$5,000
Redwood Drive	LT	X	X	X			X	Pedestrian improvements	Not funded	TBD	\$2,500
Manila Hwy 255 from Dean St/Pacific Ave intersection to Carlson Ave intersection	ST	X		X	X		X	Construct Class I multi-use path, intersection ped and bike improvements, new street lighting	ATP	2019/20	\$1,360
Airport Road (at Redwood Coast/Arcata-Eureka Airport)	LT	X		X	X		X	Install sidewalk	Not funded	TBD	\$380
										Humboldt County ST Subtotal	\$38,260
										Humboldt County LT Subtotal	\$175,630
										<i>Subtotal = \$213,890</i>	

COMPLETE STREETS Project Location	Short or Long Term ¹	Complete Sts	Economic	Environment	Operations	Preserve Sys	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Agency: HOOPA VALLEY TRIBAL ROADS DEPARTMENT											
SR 96	ST	X	X		X		X	Downtown traffic calming & safety enhancements	Partially funded	2017-18	\$4,400
SR 96	ST					X	X	Reservation-wide safety enhancements; SR2S & pedestrian walkways	Not funded	2014-20	\$12,500
SR96, Trinity River Bridge	ST	X	X				X	Safety enhancement; cantilevered walkway	Not funded	2015-25	\$12,500
Bair Ranch Road, Humboldt County Road	ST				X	X		Reconstruction of roadway for emergency access	Not funded	2015-20	\$750
On SR96 at Blue Slide	LT		X		X	X		New bridge crossing the Trinity River to K'ima:w Medical Center	Not funded	2020-35	\$45,000
Tish Tang Road from SR 96 to Medical Center & Hoopa Airport	LT		X		X	X	X	Reconstruct Tish-tang (county road)	Not funded	2020-35	\$6,500
										Hoopa ST Subtotal	\$30,150
										Hoopa LT Subtotal	\$0
										Subtotal = 81,650	\$51,500
Agency: KARUK TRIBE											
Karuk Tribe/Caltrans: SR 96, Orleans	ST	X	X		X	X	X	Streetscapes/Dip Improvement Project: roadway rehab, ped-bike- transit improvements, landscaping	FHWA TTP Safety funds	2016-20	\$1,100
Karuk Tribe/Caltrans: Tishawniik Hill, Camp Creek Rd to Asip Rd	ST	X	X	X	X	X	X	Class I trail (detour project) and Class II bikeway	FHWA TTP Safety funds	2021/22	\$1,400
										Karuk Tribe ST Subtotal	\$2,500
										Karuk Tribe LT Subtotal	\$0
										Subtotal = 2,500	
Agency: TRINIDAD RANCHERIA											
US 101/Trinidad, HUM 101-98.4/100.7 and Char-Ae Lane	ST	X	X	X	X	X	X	New interchange with local connections to Scenic Drive and Westhaven Drive, with pedestrian access	FHWA TTP funds, STIP, grants	TBD	\$30,000
										Trinidad Rancheria ST Subtotal	\$30,000
										Trinidad Rancheria LT Subtotal	\$0
										Subtotal = 30,000	

COMPLETE STREETS Project Location	Short or Long Term ¹	Complete Sts	Economic	Environment	Operations	Preserve Sys	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Agency: CALIFORNIA DEPARTMENT OF TRANSPORTATION – DISTRICT 1											
101 Corridor Improvement Project	ST	X	X	X	X	X	X	Safety improvements at uncontrolled intersections	RTIP (\$8,380) and ITIP (\$15,000)	2020/21	\$43,380
U.S. 101 / Broadway, Kmart to O Street	ST	X				X	X	ADA curb returns and ramp upgrades	2016 SHOPP	2019/20	\$3,000
299 – near Willow Creek on Cedar Creek Road	ST				X	X	X	Cedar Gap curve improvement	2014 SHOPP	2017 in construction	\$1,000
299 – near Willow Creek near Redwood Creek Bridge	ST				X	X	X	Sabertooth shoulder widening	2016 SHOPP	2017 in construction	\$2,000
299 – near Willow Creek near Chezem Road	ST				X	X	X	Circle Point curve improvement	2014 SHOPP	2017 in construction	\$4,000
299 – near Blue Lake, Chezem Road	ST				X	X	X	Lupton curve improvement	2015 SHOPP	2017 in construction	\$2,000
299-Near Blue Lake to 0.2m W of the Route 96 Junction	ST				X		X	Grind-in rumble strips installation	2012 SHOPP	2017	\$21,000
96 – near Willow Creek near the Tish-Tang Campground	ST				X	X	X	Sugar Bowl Ranch curve improvement	2012 SHOPP	2017 in construction	\$3,000
96 – near Willow Creek near Shoemaker Road	ST				X	X	X	Hoopa Vista Point curve correction	2012 SHOPP	2017 in construction	\$2,000
169 – east of Pecwan near Junction of Highways 96 /169	ST				X	X	X	Weitchepec curve improvement	2016 SHOPP	2019/20	\$1,000
254 – various Locations	ST				X	X	X	Avenue of the Giants–Four Bridges Project	SHOPP	2016	\$3,000
96 – Trinity River Bridge in Downtown Hoopa	ST	X	X	X	X	X	X	Pedestrian and non-motorized vehicle crossing of Trinity River (Bike & ped improvements)	SHOPP (PID)	TBD	\$1,000
101 – intersection of Broadway, Wabash and Hawthorne	ST	X	X		X	X	X	Intersection control evaluation	SHOPP (PID)	2018/19	\$3,000
101 – Eureka on 4th and 5 th Streets from Broadway to Eureka Slough Bridge	ST	X	X		X	X	X	Eureka capital preventative maintenance	SHOPP (PID)	2018/19	\$2,800
96 – 6.2m E of Willow Creek to 2.6m W of Tish-Tang Campground	ST				X	X	X	Correct curve, shoulder widen, rumble strip, restripe, open graded friction course	SHOPP	2017 in construction	\$3,700
101 and 254 - various locations	ST				X		X	Upgrade guardrail and bridge approach	SHOPP	TBD	\$4,000
101 Corridor Improvement Project	ST	X			X			Extend acceleration/deceleration lanes	SHOPP	2019/20	\$6,400
101 – near Arcata at Jacoby Creek & Gannon Slough Bridges	ST	X		X	X	X		Bridge rail replacement/upgrade	SHOPP	2019	\$3,900

COMPLETE STREETS Project Location	Short or Long Term ¹	Complete Sts	Economic	Environment	Operations	Preserve Sys	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Caltrans District 1 (cont'd)											
101 – in Eureka from Elk River Bridge to Pierson/Tetrault signal	ST	X						Eureka South Entry Gateway Project	STIP (RTIP)	PID	\$2,000
101 – Eureka from 15th St to 6th St	ST	X			X			ADA sidewalks and curbs	ADA	PID	\$3,900
36 -near Hydesville at River Bar Road	ST				X	X	X	Alton shoulder widening	SHOPP	2019/20	\$9,900
36 – near Dinsmore various locations	ST				X		X	Little Buck safety improvements	SHOPP (Safety)	2016/17	\$7,700
299 – Near Blue Lake/Simpson Rd	ST	X			X			Widen shoulders and install rumble stripes	SHOPP	PID	\$1,000
299 – from Chezem Road to Cedar Creek Road	ST	X			X			Widen shoulders and install rumble stripes	SHOPP	PID	\$5,700
299 – near Willow Creek from Cedar Road to SR 96	ST	X			X			Widen shoulders and install rumble stripes	SHOPP	PID	\$7,600
299 - in Willow Creek from Willow Way Road to Panther Rd	ST	X			X			Widen shoulders	SHOPP	PID	\$1,000
101- through the community of Orick	LT	X	X		X		X	Streetscape improvements to enhance bicycle and pedestrian safety	Not funded	NA	\$1,400
96 - through the community of Orleans	LT	X	X		X		X	Streetscape improvements to enhance bicycle and pedestrian safety	Not funded	NA	\$1,800
255 – through the community of Manila	LT	X	X	X	X		X	Streetscape improvements to enhance bicycle and pedestrian safety	Not funded	NA	\$2,200
										Caltrans ST Subtotal	\$148,980
										Caltrans LT Subtotal	\$5,400
ALL REGIONAL COMPLETE STREETS PROJECTS – Funded (constrained) Subtotal											\$174,485
ALL REGIONAL COMPLETE STREETS PROJECTS – Not funded (unconstrained) Subtotal											\$395,497
TOTAL											\$569,982

¹Short-term (ST) is the next 1 to 10 years; long-term (LT) is the next 11 to 20 years. ²Assume 2% annual inflation.

SYSTEM PERFORMANCE MEASURES

Transportation performance measures consist of a set of objectives and measurable criteria used to evaluate the effectiveness of the transportation system. Performance measures help set goals and outcomes, detect and correct deficiencies, and document accomplishments. Below are performance standards for measuring the “complete streets” system—highway and roadways, bicycle and pedestrian facilities.

Table Streets-5. Performance Measures for the Regional Complete Streets System

GOALS	FACTORS	INDICATORS	PERFORMANCE MEASURES	DATA SOURCES
Safety	<i>Collision rates</i>	Do collision rates exceed statewide averages?	<ul style="list-style-type: none"> • Collisions per vehicle (or passenger) miles traveled. • Severity of collisions and injuries. 	Accident statistics collected by Caltrans District 1 Safety Division, CHP, local agencies.
	<i>Bicycle & pedestrian activity and safety</i>	Have rates of crashes, fatalities, and injuries decreased? Has the number of miles of “safe routes to school” increased? Has the number of trips to school by bicycling and walking increased?	<ul style="list-style-type: none"> • Number of safety improvement projects implemented. • Miles of safe routes (bike lane miles vs. motor lane miles). • Bicycle crashes per 1,000 cyclists. • Pedestrian collisions per 1,000 pedestrians. 	
	<i>SAFE Program (Service Authority for Freeway Emergencies)</i>	Are SAFE call boxes located at appropriate distances along designated corridors?	<ul style="list-style-type: none"> • Percentage of fully operational call boxes. • Percentage of call box locations that meet all design criteria. • Annual call box use. 	Call box monitoring/performance reports.
Balanced Mode Shares (Complete Streets)	<i>Mobility</i>	Have transportation projects increased multi-modal options in the region?	<ul style="list-style-type: none"> • Travel mode split (shares) for work trips. • Travel mode split (shares) for non-work trips. 	U.S. Census, American Community Survey.
	<i>Reliability</i>	Has congestion decreased? Has travel time decreased for passengers, freight/goods trips?	<ul style="list-style-type: none"> • Annual average delay per mile of roadway segment (per passenger, automobile, freight truck trips). • Peak hour congestion. 	
	<i>Connectivity</i>	Are there more multi-modal connections within and between communities?	<ul style="list-style-type: none"> • Miles of improved connectivity for bicycle and pedestrian facilities. 	Walk/trail/bikeway audits, Bicycle Plan Updates, Public Works Dept. information.

GOALS	FACTORS	INDICATORS	PERFORMANCE MEASURES	DATA SOURCES
	<i>Access to transit, paratransit</i>	Has the level of transit or paratransit service increased? Have ridership levels increased? Has number of interregional transit routes or schedules increased?	<ul style="list-style-type: none"> • Total transit/paratransit trips. • Percentage of population within ¼ mile of a transit stop. • Major destinations not accessible by transit/paratransit. • Revenue service hours/miles. 	Transit Development Plan updates, Local transit operators' data.
	<i>Access to walking & bicycling</i>	Have walking and bicycle mode shares increased?	<ul style="list-style-type: none"> • Bicycle ridership (mode share). • Pedestrian travel (mode share). 	Surveys, pedestrian and bicycle ridership counts.
	<i>Performance</i>	Has the level of service (LOS) increased for alternative modes?	<ul style="list-style-type: none"> • Average annual boardings per transit vehicle revenue hour or mile. • On-time performance of transit system. • Pedestrian LOS/QOS. • Bicycle LOS/QOS. • Percentage of sidewalks, intersections, and bus shelters that comply with ADA requirements. 	Local transit operators' data, LOS/QOS results.
Efficient and Viable Transportation System	<i>System condition</i>	Are roads better maintained?	<ul style="list-style-type: none"> • Pavement Condition Index (PCI) rating. • Condition of bridges, harbor and aviation facilities. • Maintenance/rehabilitation funding shortfalls. 	Public Works Depts, Caltrans District 1, Harbor District, StreetSaver or other pavement management software (PMS).
	<i>System preservation</i>	Do road, aviation, and maritime facilities meet standards for state of good repair?		
		Is the road maintenance or rehabilitation backlog decreasing? Is the bridge or pier replacement or rehabilitation backlog decreasing?		
<i>Cost effectiveness of investments</i>	Are investments in RTIP projects helping achieve RTP goals?	Per one thousand dollars invested:	Caltrans, Air Resources Board, Public Works Depts.	
<i>Benefits to costs ratio</i>	Have investments improved system efficiency and/or productivity? Have system operating and maintenance costs decreased?	<ul style="list-style-type: none"> • Decreased collisions and fatalities. • Decrease in system-operating cost. • Increased frequency and reliability of transit. • Decrease in air pollution emissions. • Decrease in freight travel time. • Decrease in freight system maintenance costs. • Improved access to jobs, school, commerce, and services. • Increase in trips by alternative modes. 		

GOALS	FACTORS	INDICATORS	PERFORMANCE MEASURES	DATA SOURCES
Environmental Stewardship & Climate Protection	<i>Fuel and energy use</i>	Has fuel consumption decreased? Are people driving less (trips or miles)? Are fewer people driving alone to work and school?	<ul style="list-style-type: none"> Fuel consumption gallons per capita. motorized VMT per capita. motorized VMT per employee. Average vehicle occupancy rate. 	Caltrans annual traffic counts, environmental and compliance reporting.
	<i>Air quality</i>	Have air pollutant emissions decreased from on-road mobile sources?	<ul style="list-style-type: none"> PM_{2.5}, PM₁₀ emissions. Air quality levels. 	CARB, local and state environmental and compliance reporting.
	<i>Adaptability and resilience to climate change impacts</i>	Have transportation CO ₂ emissions decreased per capita? Have car/light truck VMT decreased? Have alternatives to driving alone increased?	<ul style="list-style-type: none"> Total transportation CO₂ per capita. Passenger transportation CO₂ per capita. Decrease in single vehicle occupancy travel. Car and truck VMT per CO₂ emissions. Average utilization rate of park-&-ride lots (% full). 	CARB's Emissions FACTors model (EMFAC), environmental and compliance reporting.
Equitable & Sustainable Use of Resources	<i>Equity</i>	Has the proportion of transportation investment in environmental justice tracts increased?	<ul style="list-style-type: none"> Percentage of RTP/RTIP expenditures in environmental justice tracts. Average travel time per person trip (EJ/non-EJ). Percentage of homes within half-mile of transit stop (EJ/non-EJ). 	US Census, American Community Survey
	<i>Transportation coordinated with land use</i>	Has new transportation infrastructure developed agricultural or natural resource land? Is transportation planned for new land development (residential, work, commercial, services, recreation)?	<ul style="list-style-type: none"> Acres of sensitive lands on which transportation infrastructure is built. Ratio of jobs to housing. Average distance to nearest transit stop and park-and-ride lot. Percentage of jobs and population within 0.4 miles of transit. 	General Plan updates.
Economic Vitality	<i>Economic sustainability</i>	Have transportation investments contributed to economic growth? Has access to jobs, markets, and/or services increased?	<ul style="list-style-type: none"> Direct and indirect economic benefits from increased multi-modal options? New residential/commercial development within 1/4 mile of public transit. 	
	<i>Goods/freight movement</i>	Has the freight network been enhanced?	<ul style="list-style-type: none"> Freight capacity acreage (for ports of entry) Freight capacity mileage (highway connectors to port terminals, highway truck routes) 	

3. COMMUTER TRAILS ELEMENT

Trails are made in a variety of shapes, textures, and places. There are ~~a variety~~ numerous types of trails which accommodate a variety of uses, as depicted by terms such as hiking trail, ~~walking~~ equestrian trail, mountain bike trail, multi-use trail, cross-country ski trail, and rail-trail. The Trails Element describes Humboldt’s existing, planned, and desired regional trails network in the context of a regional transportation system. ~~For the purposes of the~~ The Regional Transportation Plan **Commuter Trails Element** will ~~we~~ focus on trails used for transportation, meaning trails used to travel from one destination to another. Particular importance is given to regional trails that link destinations not just within but between communities. ~~We do not cover~~ Recreational trails not used for transportation are not discussed here, but are included in other HCAOG adopted plans.¹ ~~In the Commuter Trails Element we are focusing on regional trails, meaning those that link destinations not just within but between communities.~~ Note that the “Complete Streets Element” covers sidewalks, bike lanes (Class II), and bike routes (Class III).

Other plans and studies have detailed information on local trails and regional trail networks. We rely on those plans for details on the histories, existing conditions, and proposed designs of the region’s trails. The Commuter Trails Element relies specifically on three adopted HCAOG plans:

- *Humboldt County Regional Trails Master Plan* (HCAOG, 2010)
- *Humboldt County Regional Pedestrian Plan* (HCAOG, 2008)
- *Humboldt Regional Bicycle Plan* (HCAOG, 2018)

These adopted HCAOG plans are incorporated, by reference, into *VROOM*. Their adopted policies and projects that pertain to regional trails ~~, for transportation,~~ are incorporated into this Element.

Other important planning documents to refer to for existing conditions, supporting policies, priority projects, and implementation actions include (but are not limited to):

- *Humboldt Bay Trail Feasibility Study* (California Coastal Conservancy, 2001)
- *Humboldt Bay Trail Feasibility Study: Eureka to Arcata* (HCAOG, 2007)
- *Humboldt Bay Trail South Project Description Report* (County of Humboldt, September 2020)
- *Humboldt County Coastal Trail Implementation Strategy* (California Coastal Conservancy, 2011)
- “*State of the Trails*” Report: *Expanding Regional and Local Trails in Humboldt County* (County of Humboldt, June 2016)

Performance Measures and Targets Related to Commuter Trails Element¹

<u>PERFORMANCE MEASURE</u>	<u>REGIONAL TARGET</u>
<u>Invest in Complete Streets</u>	<u>i) Increase by 10% by 2023, and by 25% by 2028, regional discretionary funding set aside for permanent infrastructure, pop-ups, pilots, or other projects for active</u>

¹ For information on recreational trails in Humboldt County, see the referenced plans, particularly the *Humboldt County Regional Trails Master Plan* (HCAOG, 2010).

PERFORMANCE MEASURE	REGIONAL TARGET
	<p>transportation.</p> <p>ii) Secure new funding sources at the regional level and/or the city/county level to benefit active transportation and transit.</p>
<p>Percent Mode Shift</p>	<ul style="list-style-type: none"> • Increase the percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit to at least 30% by 2030 and 40% by 2050. • Complete a Low-Traffic-Stress and connectivity analysis of the bike and ped network in the Greater Humboldt Bay Area by FY 2023/24, and countywide by 2026.
<p>Reduce Vehicle Miles Travelled by Car</p>	<p>Reduce VMT per capita by at least 25% by 2030, and 40% by 2050. (VMT includes zero-emission trips)</p>
<p>Reduce GHG Emissions in Air District (NCUAQMD)</p>	<p>Reduce on-road transportation-related fossil fuel consumption in Humboldt County.</p>
<p>Efficiency & Practicality in Locating New Housing</p>	<p>iii) Starting by 2022, 80% of all new permitted housing units are in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit.</p>
<p>Convenient Access to Destinations</p>	<p>i) By 2035, 60% of the county’s population—equitably distributed regionwide—live in homes/ apartments/dorms where they can safely, comfortably, and conveniently travel to everyday destinations by walking, biking, rolling, or transit/micro-transit, and 80% do by 2050.</p> <p>“Safe, comfortable and convenient travel” means people are able to travel:</p> <ul style="list-style-type: none"> ▪ from home to work within 20 minutes in urbanized areas or within 35 minutes outside urban areas, without riding in a private car; ▪ from home to essential non-work destinations (e.g., school, local shopping, transit connections) within 15 minutes in urbanized areas or within 30 minutes outside urban areas, without riding in a private car.
<p>Vision Zero</p>	<p>i) Maintain zero pedestrian fatalities per year, or decrease the number of pedestrian and bicyclist fatalities in the cities and unincorporated county by 50% each year until achieved.</p> <p>ii) Maintain zero bicyclist fatalities per year, or decrease the number of bicyclist fatalities in the cities and unincorporated county by 50% each year until achieved.</p> <p>iii) Decrease by 25% each year the number of people seriously injured in bicycle and pedestrian collisions in the cities and unincorporated county.</p>

¹Refer to the Goals & Vision section for the complete table of GHG Emission-Reduction Targets.

As a major element in California’s outdoor recreation industry, trails help generate \$85 billion in consumer spending and \$27 billion in wages and salaries every year.

— California State Bike & Ped Plan, 2017

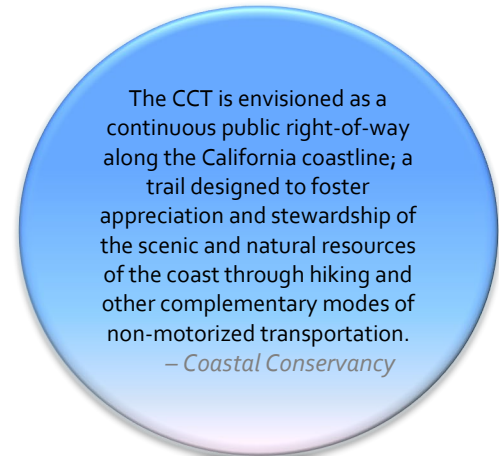
EXISTING REGIONAL TRAILS

This section describes existing and planned regional, multi-use trails in Humboldt County. For the transportation system, regionally significant trails are those that serve as travel corridors, connecting communities and major destinations in the region (as opposed to being solely recreational trails). Proposed trails projects, including extensions to existing trails, are described in the next section, Action Plan.

CALIFORNIA COASTAL TRAIL



The California Coastal Trail (CCT) is a partially completed trail from the Mexican border to the Oregon border following Highway 1 and the California Coast. **Nearly half 60%** complete, the CCT is currently comprised of discontinuous segments along the coastline. When completed, the CCT will extend the length of California’s 1,200 mile coastline along beaches, bluffs, seaside roads, and through coastal towns and communities. While primarily for pedestrians, the CCT accommodates various user groups, such as bicyclists, wheelchair users, equestrians, and others as opportunities allow.



The CCT is envisioned as a continuous public right-of-way along the California coastline; a trail designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking and other complementary modes of non-motorized transportation.

– Coastal Conservancy

Humboldt is California’s longest coastal county, and it has the longest portion of the CCT. There are 154 miles of CCT in Humboldt County; the Coastal Conservancy deems 92 miles to be “adequate” (the most of any county). These trail miles are a mixture of separated multi-use paths (such as the Hammond Trail), rural roads, designated bike lanes, bike routes, and shoulders on State Route 101. Many miles still need to be improved, or even rerouted. For example, trail segments on the highway, or where the trail detours inland from the coast to avoid private lands.


Need to update mileage completed since 2017

Improvements Needed to Complete the Coastal Trail (estimated linear mileage)

	Highway corridor improvements	Acquisition/construction on private lands	Construction on public lands	Current improvements adequate	Total CCT miles
Statewide	245	269	245	548	1,307
Humboldt	3	50	9	92	154

Source: <http://californiacoastaltrail.info/cms/pages/trail/done.html>, accessed February, 2017.

The *Humboldt County Coastal Trail Implementation Strategy* (California Coastal Conservancy, 2011) outlines a proposed CCT route along Humboldt’s coastline. The Strategy was developed locally, which included talking with stakeholders from residents to agency staff. The Strategy recommends actions to complete the CCT in Humboldt County.

(The Coastal Trail symbol  identifies trails that are and/or would be a designated part of the California Coastal Trail.)

PACIFIC COAST BIKE ROUTE

The Pacific Coast Bike Route (PCBR) runs the length of California, from the California/Oregon State line to the California/Mexico border. The northern tip begins on Highway 101 in Del Norte, takes local roads around Crescent City, and enters Humboldt County via the Newton B. Drury Scenic Parkway in Redwood National & Prairie Creek Redwoods State Park. Within Humboldt, the PCBR travels local roads in McKinleyville, Arcata, and Eureka. Several of these roads are also part of the California Coastal Trail.

HAMMOND TRAIL

The Hammond Trail links the south bank of the Mad River with Clam Beach County Park and travels through coastal McKinleyville to the Hammond Bridge. The trail is approximately 5.5 miles long of Class I multi-use trail, paved, and separated from motorized traffic. The Hammond Trail is part of the Pacific Coast Bike Route, and was designated a part of the California Coastal Trail in June 2010.

EUREKA WATERFRONT TRAIL & PROMENADE



The Eureka Waterfront Trail ~~is envisioned to run the length of~~ **runs along** the city’s bayfront, from Tydd Street (near the Eureka Slough) to Herrick Avenue at the Pound Road Park-and-Ride. ~~The trail is comprised of several segments. A Class I paved trail from Tydd Street to the Samoa Bridge Boat Ramp then turns into a multi-use path from Halvorsen Park past the Adorni Center and to the Old Town Boardwalk. The City of Eureka completed the G to I Street road and sidewalk connection in 2018. From C Street south to Elk River the trail is a separated Class I trail that includes the popular 1.5-mile Hikshari’ Trail. Some segments of the trail are already in place: Eureka Slough trail (bayside of the Target Store), the trail near the Adorni Center, the Old Town Boardwalk, PALCO Marsh trail, and the 1.5-mile multi-use Hikshari’ Trail in south Eureka’s Elk River Access Area. Hikshari’ is the Wiyot place name for this coastal area west of Broadway Street where the Elk River flows into Humboldt Bay. The City of Eureka completed “Phase A,” in December 2016, which extends the trail north from the Hikshari’ Trail, adding Class I multi-use trail from Truesdale to Del Norte Street. Phase B, from Del Norte to C Street, and Phase C, from Halvorsen Trail to Tydd Street, will be constructed in 2017. Existing~~ Segments of the Waterfront Trail are part of the Pacific Coast Bicycle Route.

HUMBOLDT BAY TRAIL



What is now collectively referred to as the Humboldt Bay Trail has been the region’s top trail priority for over a decade. The grand vision is to have a multi-use trail for non-motorized travel from Trinidad and Blue Lake to College of the Redwoods. This is a multi-jurisdictional trail within Humboldt County.

The following briefly summarizes current progress on the trails.²

Caltrans: Caltrans will be implementing a large-scale wetland mitigation project and has taken responsibility for incorporating, within that project, most—and possibly all—of the wetland mitigations required for the Bay Trail North segment.

City of Arcata—*Bay Trail North (Samoa Blvd to Bracut Industrial Park)*: The City of Arcata constructed this portion in the summer/fall of 2017, and the trail opened in October.



City of Arcata - Bay Trail North

County of Humboldt—*Bay Trail South (Bracut Industrial Park to Eureka City limits)*: The County is the lead agency for developing this four-mile segment. ~~They are working on the engineering and permitting phases. This project will take several years to complete due to right of way and environmental characteristics and other complexities of the site.~~ The County released a project description report and 60% design plans in September 2020. The County is finalizing land acquisition negotiations and seeking permits from regulatory agencies. The timeline currently calls for a construction bid to be awarded in late 2021 and construction to begin in 2022.

City of Eureka—*Eureka Waterfront Trail*: The City of Eureka completed constructing Phase A in 2016 (from Hikshari’ Trail at Truesdale Street north to Del Norte Street), and in 2017 constructed Phases B (Del Norte Street north to C Street) and C (a 600’ boardwalk near Eureka slough).



The *Regional Trails Master Plan* describes the local trail networks within the jurisdictions of the seven cities and County, and within territories/communities of the Hoopa Valley, Karuk, Wiyot and Yurok Tribes, and the Blue Lake and Trinidad Rancherias.

Proposed and existing Class I regional commuter multi-use trails are mapped on Figure 3.1 (see Maps Tab).

City of Eureka - Eureka Waterfront Trail

² Source: County of Humboldt, *State of the Trails Report*, June, 2016.

Annie and Mary Rail Trail:

The Annie & Mary Trail is a multi-jurisdictional regional trail network that will connect the cities of Arcata and Blue Lake. The trail would generally follow the Mad River and former Arcata & Mad River Railroad Company corridor, with alternate alignments as needed based on geographic constraints. The City of Blue Lake completed Phase 1 of the project, a 1-mile paved Class I trail, in November 2020. Phase 2 proposes a Class 1 trail from Chartin Road in Blue Lake to the community of Glendale. The City of Arcata was awarded a 2021 ATP grant for the connectivity project which will connect the Sunset Avenue/Larson Park area to the West End Road and Aldergrove Industrial Park area. The trail will continue east to the Humboldt Bay Municipal Water District Park 1.

GOAL: Humboldt’s regional trail network is a complete and seamlessly connected system that gives people options ~~countywide~~ for safe, active transportation within and between communities.

The California Coastal Trail within Humboldt County is a continuous public right-of-way along the coastline and a contiguous trail for non-motorized travel. The CCT fosters appreciation and stewardship of the scenic and natural resources of the North Coast.

GOAL, OBJECTIVES, & POLICIES

Objectives: To strive for this goal, HCAOG shall support policies that help achieve the RTP’s main objectives/planning priorities (in alphabetical order):³

- ❖ Balanced Mode Share/Complete Streets
- ❖ Economic Vitality
- ❖ Efficient & Viable Transportation System (includes Preserving Assets)
- ❖ Environmental Stewardship & Climate Protection
- ❖ Equitable & Sustainable Use of Resources
- ❖ Safety

The Commuter Trails Element’s policies are derived, in part, from the goals, objectives, and policies adopted in the *Humboldt County Regional Trails Master Plan (2010)*, *Humboldt County Regional Pedestrian Plan (2008)*, and *Humboldt Regional Bicycle Plan (2017)*.

OBJECTIVE: BALANCED MODE SHARE/COMPLETE STREETS

Policy Trails-1 HCAOG shall coordinate [with](#) and support local jurisdictions in developing, [maintaining, and promoting the use of](#) a regional trails network. HCAOG shall support lead

³ The objectives are described in more detail in Chapter 1, Introduction.

agencies in completing a contiguous California Coastal Trail (CCT) in Humboldt County. HCAOG supports implementing “Complete Streets” projects and policies for the CCT along the shoreline of Humboldt's coastal communities.

Policy Trails-2 HCAOG shall pursue active transportation system funding to implement priority trail projects identified in the Commuter Trail Element and the *Humboldt County Regional Trails Master Plan*.

OBJECTIVE: EFFICIENT & VIABLE TRANSPORTATION SYSTEM

Policy Trails-3 HCAOG shall pursue and support using existing public right-of-way for trails to the maximum extent feasible in order to preserve land, assets, and financial resources.



OBJECTIVE: ENVIRONMENTAL STEWARDSHIP & CLIMATE PROTECTION

Policy Trails-4 HCAOG shall support entities to design and locate regional trails to minimize impacts to environmentally sensitive habitat areas and prime agricultural lands to the maximum extent feasible.

Policy Trails-5 HCAOG encourages municipalities to update Local Coastal Programs (LCPs) to fully address coastal access policies and ensure getting applicable routes designated as the California Coastal Trail.

Policy Trails-6: HCAOG supports collaborative, multi-jurisdictional efforts that consider adaptation to sea-level rise in trail planning and development.

OBJECTIVE: EQUITABLE & SUSTAINABLE USE OF RESOURCES

Policy Trails-6 7 HCAOG supports and encourages the design principles, as applicable, that the Coastal Conservancy outlines in “Completing the California Coastal Trail” (2003), which are: proximity to the sea, connectivity, integrity, respect, and feasibility.

Policy Trails-7 8 The regional trails network shall provide travel options for residents and visitors, with equitable access for transportation-disadvantaged populations.

OBJECTIVE: SAFETY

Policy Trails-8 9 HCAOG will prioritize planning, design, construction, adequate maintenance, and other actions to improve the safety of the regional trails system.

NEEDS ASSESSMENT

The *Regional Trails Master Plan* (HCAOG 2010) documents regional trails system needs, which were assessed through reviewing state and local adopted plans (literature review), getting community input

for a trail vision, and analyzing constraints, trail development strategies, and trail priorities. The *Regional Trails Master Plan* states:

HCAOG funded this plan in response to a growing and intensified interest on the part of Humboldt County residents for enhanced development of a non-motorized (“active”) transportation facility network. A regional active transportation system is of particular interest in this region because there are limited options for active travel between north coast communities, other than small, narrow two-lane county roads and/or highway shoulders.

~~In late 2012, the North Coast Railroad Authority (NCRA) held a series of public meetings to facilitate a community discussion and dialogue regarding rail and trail development in Humboldt County. From that process, the NCRA adopted Findings and Recommendations, which included the finding that, “There is tremendous community support for rail and trail development in the Humboldt Bay rail corridor, particularly the reach between Eureka and Arcata” (NCRA Resolution No. 2012-13, December 12, 2012). Significant progress has been made on the Humboldt Bay Trail between Eureka and Arcata, a reach that has been a regional trail priority for more than a decade. The “Final Four” miles of the Bay Trail South are funded for construction and currently in the permitting phase. A separated multi-use trail south of Eureka is needed to extend the Waterfront Trail south to the College of the Redwoods, connecting the communities of Humboldt Hill, King Salmon, Fields Landing. A connectivity gap has been highlighted at the Little River bridge crossing, where a separated bicycle facility is needed to connect the northern end of the Hammond Trail to the communities of Westhaven and Trinidad. ~~concept for the Humboldt Bay Trail now envisioned would connect from Scotia to Trinidad, and from Arcata to Blue Lake along the future Annie & Mary Trail. The ad-hoc 101 Corridor Bay Trail Committee has been meeting regularly since 2014 to assess needs, plan collaboratively, and coordinate building the trail. HCAOG facilitates the Committee’s meetings.~~~~

Great Redwood Trail:






In September 2018, Governor Brown signed Senate Bill SB 1029, known as the North Coast Railroad Authority Closure and Transition to Trails Act, to dissolve the NCRA and transfer the rights-of-way and other properties to a successor agency that would create a Great Redwood Trail for hiking, biking and riding. The bill directed the California Transportation Agency, Caltrans, Department of Finance and Department of General Services to prepare an assessment of NCRA’s debts and assets, and a preliminary assessment on the viability of constructing a trail on the NCRA corridor. SB 69 passed the California legislature in April 2021 and formalizes the wind-down of the NCRA which will transition to the Great Redwood Trail Agency. The Agency will be tasked with the planning and construction of the Great Redwood Trail, which is envisioned to be a 300-mile rail-trail running from the edge of the San Francisco Bay Area in Marin County, through the Eel River Canyon, and terminating in Blue Lake and Samoa. Existing Class I trails such as the Humboldt Bay Trail are part of this larger proposed interregional system. The Carlotta Branch line of the NCRA right-of-way would connect the communities of Hydesville and Carlotta, while other sections would connect Rio Dell, Fortuna, and Loleta. Plans to extend the Humboldt Bay Trail south to the College of the Redwoods would benefit from rail-banking and the ability to build rail-to-trail.






Regional trail needs are also assessed when HCAOG updates the *Regional Bike Plan* (currently every five years) as well as annually when HCAOG performs a progress report of plan implementation. HCAOG convenes and facilitates an ad-hoc Bicycle Advisory Committee for each progress report.


ACTION PLAN: PROPOSED PROJECTS

HCAOG’s Action Plan is to carry out the policies of the Commuter Trails Element and ultimately implement the projects identified in Table *Trails-1*. Projects come from the HCAOG plans incorporated here by reference. Projects were identified and prioritized by agency staff, public and private stakeholders, and community members at-large as part of agency coordination, public outreach, and public review. The Action Plan projects are proposed multi-use trails that scored high in the *Regional Trails Master Plan (RTMP)* and/or are top priorities in one or more adopted HCAOG plan.

Table *Trails-1*. Regional Commuter Trail Projects

Trail Project	Jurisdiction	Description	In Other HCAOG Adopted Plan(s) ¹ :
Annie and Mary Rail Trail	Arcata, Blue Lake, Blue Lake Rancheria, Humboldt County	6.8-mile trail corridor that would run east from the Aldergrove Industrial Park in Arcata to the City of Blue Lake, following the inactive NCRA railroad corridor and a segment along SR 299.	HCCTIS, RPP, RTMP
Arcata Rails with Trail 	Arcata, Humboldt County	Trail from West End Road to Samoa Boulevard, with segments along railroad tracks. This trail would link the Annie & Mary Trail and the Humboldt Bay Trail.	HCCTIS, RBP, RPP
Baylands Trail 	Arcata	Within Baylands Park – Class I	RTMP
California Coastal Trail 	HCAOG	<ul style="list-style-type: none"> Encourage Caltrans to design improvements for pedestrians and bicycles on the bridges crossing the Eel River and Mattole River. Work towards implementing the <i>Humboldt County Coastal Trail Implementation Strategy</i>, in coordination and cooperation with local jurisdictions, agencies, and other public and private stakeholders to design, locate, fund, acquire, and maintain segments of the California Coastal Trail. Work with private landowners to acquire public access rights at locations from Centerville Beach to Cape Mendocino. 	HCCTIS, RPP
Eureka Waterfront Trail* 	Eureka	From Tydd Street to Herrick Avenue, including existing segments of trail in Halvorsen Park and along the existing Eureka Boardwalk. Mark complete, or note areas where funding could be needed to improve trail to Class I standards?	HCCTIS (Priority Project), RTMP
Bay-to-Zoo Trail	Eureka	Paved 2-mile trail that will provide connection between Waterfront Trail and Sequoia Park and Zoo.	
Hammond Trail 	Arcata, Eureka , Humboldt County	Extend the Hammond Trail from the Mad River bridge south, connecting to the City of Arcata (downtown) and Eureka. Extend the trail north to Westhaven and Trinidad. Replace the Hammond Trail pedestrian/bicycle bridge across the Mad River.	HCCTIS, RBP, RPP, RTMP

Trail Project	Jurisdiction	Description	In Other HCAOG Adopted Plan(s) ¹ :
<i>(Continued on next page)</i>			
Humboldt Bay Trail North and South * 	Arcata, Humboldt County	Arcata Bracut to Eureka Segment: The final 4.25 miles of a Class I/multi-use path around the east side of Humboldt Bay, between Arcata and Eureka. The trail would follow the North Coast Railroad rail corridor and parallel U.S. 101.	HCCTIS, Humboldt Bay Trail Feasibility Study, RBP, RPP, RTMP
Waterfront Trail Extension		Continue Hikshari trail south to Tooby Road. (Separate out from the Humboldt County portion from Humboldt Hill to King Salmon + CR?)	
Humboldt Bay Trail (Continuation)* 	Humboldt County	This would continue the Class I/multi-use path from Humboldt Bay Trail South Trail further south in three conceptual segments: Elk River to King Salmon; King Salmon to Fields Landing; and Fields Landing to the Humboldt Bay National Wildlife Refuge and College of the Redwoods.	<i>new in 2017 RTP Update</i>
Hoopa Valley Trail	Humboldt County	A 6-mile segment along SR 96 from the south end of Shoemaker Road northward (in Caltrans right-of-way). The long-term vision is to expand the trail throughout the Hoopa Valley.	RPP
John Campbell Memorial Greenway*	Fortuna	Multi-purpose from the Riverwalk Trail to the south entrance of the Headwaters Reserve	RBP, RTMP
Little River Trail (Hammond Trail Extension)* 	Humboldt County	Multi-use (Class I) trail between Clam Beach and Moonstone Beach. The trail would connect the Hammond Trail and Clam Beach Road to Scenic Drive.	RBP
Manila Shared Use Path*	Humboldt County	Class I multi-use trail adjacent to Highway 255, from the intersection of Dean Street and Pacific Avenue, to Carlson Avenue intersection.	RBP
Orick Levee Coastal Trail 	Humboldt County	Multi-purpose trail on north Redwood Creek levee to the U.S. 101 bridge (0.69 miles), south levee to Redwood National Park Visitor Center (2.45 miles).	HCCTIS (Priority Project)
Riverwalk Trail 	Humboldt County	Fortuna City limits to Sandy Prairie	RTMP
Eureka Loop Trail*	Eureka	Multipurpose trail connecting the north and south ends of the Eureka Waterfront Trail to key destinations in the south, east and west of Eureka and portions of the Greater Eureka Area.	

The symbol  identifies trails that are or would be part of the California Coastal Trail.

¹HCCTIS=Humboldt County Coastal Trail Implementation Strategy (2011); RBP=Regional Bicycle Plan (2017); RPP=Regional Pedestrian Plan (2008); RTMP=Regional Trails Master Plan 2010).

*See the Complete Streets Element, Table Streets-4 for estimated project costs.

REFERENCES

CITATIONS

California Coastal Conservancy 2001 *Humboldt Bay Trail Feasibility Study*.

California Coastal Conservancy 2003 *Completing the California Coastal Trail*. (January 2003)

California Coastal Conservancy 2011 *Humboldt County Coastal Trail Implementation Strategy*. Prepared for State of California Coastal Conservancy by Redwood Community Action Agency Natural Resources Services Division, Alta Planning + Design, Planwest Partners, and Streamline Planning Consultants. (January 2011)

HCAOG 2007 *Humboldt Bay Trail Feasibility Study: Eureka to Arcata*. Prepared for HCAOG by Alta Planning + Design and Redwood Community Action Agency.

HCAOG 2008 *Humboldt County Regional Pedestrian Plan*. Prepared for HCAOG by Alta Planning + Design, Redwood Community Action Agency, SHN Consulting Engineers. (June 2008)

HCAOG 2010 *Humboldt County Regional Trails Master Plan*. Prepared for HCAOG by Planwest Partners, Redwood Community Action Agency Natural Resources Services Division, Alta Planning + Design.

RESOURCES

Annie & Mary Rail Trail Feasibility Study. Prepared for the California Coastal Commission by Redwood Community Action Agency. (2003)

Annie & Mary Trail: Next Steps. Prepared for HCAOG by Alta Planning + Design. (June 2008)

Coasting: Wandering the California Coastal Trail in Humboldt. Rees Hughes, North Coast Journal. (February 21, 2013)

Little River Feasibility Study. Prepared for the State Coastal Conservancy by Redwood Community Action Agency. (April 2014)

Manila Community Transportation Plan: Phase II Final Report. Prepared for the County of Humboldt by Whitlock & Weinberger Transportation, Inc. (December 28, 2005)

“State of the Trails” Report: Expanding Regional and Local Trails in Humboldt County. County of Humboldt. (June 2016)

Editing note: New text is blue and underlined, and text proposed for removal is shown in strikethrough.

5. PUBLIC TRANSPORTATION ELEMENT

EXISTING TRANSIT SYSTEM

The “~~passenger transit mode~~” Public transit in Humboldt County is ~~exclusively~~ primarily bus and van. There is no passenger rail or subway. The region provides public transportation via transit buses and paratransit (complementary as required by law, as well as supplemental). Local public transit is augmented by social service organizations and non-profits that offer transportation services to eligible populations.

INTERREGIONAL TRANSIT

Interregional transit services move people into and out of Humboldt County. Two national services serve Humboldt County: Greyhound Bus Lines and Amtrak Thruway Motorcoach. Greyhound runs between the Arcata Transit Center and the San Francisco Bay Area, with stops in Eureka, Rio Dell, and Garberville. The Amtrak Thruway bus route runs from McKinleyville to the Martinez Train Station, where passengers board connecting trains (e.g., trains to Emeryville connect to a shuttle bus that stops in San Francisco). The regional transit bus schedule is integrated to allow seamless transfers. With the passage of Senate Bill 742¹, Amtrak Thruway busses ~~are not able to~~ can transport passengers who are not connecting to a passenger rail service. Greyhound and Amtrak buses run seven days a week.

Redwood Coast Transit (RCT) is Del Norte County’s public transit system. RCT provides bus service between Arcata and Smith River, Del Norte County, weekdays and Saturdays. The RCT bus runs along the U.S. 101 corridor. Scheduled bus stops in Humboldt County include Redwood National Park, Klamath, Orick Post Office, Trinidad Park and Ride, and the Arcata Transit Center.

Humboldt Transit Authority’s Willow Creek Transit System can connect passengers from Arcata and Willow Creek to Trinity Transit of Trinity County for destinations further inland. Trinity Transit will take passengers east to Weaverville, and further east to Redding in Shasta County.

REGIONAL TRANSIT SYSTEM

Within Humboldt, various transit routes connect to one or another transit systems at major transfer points. These transit “hubs” include downtown Eureka (4th & H Street), the Bayshore Mall in Eureka, and the Intermodal Transit Center in Arcata (commonly referred to as the Arcata Transit Center). In Eureka, bus stops at the Bayshore Mall, as well as the area of 3rd/4th/5th and H Street, provide connections between Redwood Transit System (RTS), Southern Humboldt Intercity (SHI), and Eureka Transit System (ETS) buses. The Arcata Transit Center is a central transfer facility where, in

¹ SB 742, Allen. Intercity passenger rail services: motor carrier transportation of passengers (2019).

addition to inter-regional buses, many local bus systems stop, including RTS, Willow Creek Transit System, Arcata & Mad River Transit System (A&MRTS), Blue Lake Rancheria Transit System (BLRTS), and RCT of Del Norte County. Humboldt County's public transit and paratransit service areas are mapped on Figures: 5.1a, 5.1b, 5.1c, and 5.1d (see Maps Tab).

The RTS commuter bus makes multiple stops in and near Fortuna, allowing potential connections between Fortuna Transit and RTS. The Willow Creek Transit System ~~connects to two other transit services, potentially taking passengers from Arcata and Willow Creek to destinations further east/northeast. From Willow Creek, the Klamath-Trinity Non-emergency Transit (KT NeT) connects passengers to the Hoopa Reservation and Orleans, and to connections to eastern counties (described above in Interregional Transit).~~ [provides connections to the Hoopa Valley Reservation and Orleans.](#)

PUBLIC TRANSIT SERVICES

Details on regional transit operators (e.g., transit organizations, services areas, fleets, fares, passenger volumes, etc.) can be found in the following HCAOG plans, which are incorporated by reference:

- *Report of Findings for Unmet Transit Needs* (HCAOG prepares this report annually);
- *Humboldt County Transit Development Plan 2017-2022* (HCAOG, 2017) (or most current);
- [Mobility-on-Demand Strategic Development Plan \(HCAOG, 2020\)](#); and
- *Humboldt County Coordinated Public Transit–Human Services Transportation Plan* (HCAOG, 2021).

Humboldt Transit Authority (HTA)

The Humboldt Transit Authority (HTA) is a joint powers authority (JPA), established in 1975 by a joint powers agreement signed by Humboldt County and the cities of Arcata, Eureka, Fortuna, Rio Dell and Trinidad. HTA is funded primarily through fares and Transportation Development Act (TDA) funds from the JPA members. Table *Transit-1* below shows what percentage the HTA members pay HTA for their respective transit service(s).

Table Transit-1. Humboldt Transit Authority (HTA) Shared-Cost Assessments*

HTA Member	RTS	So. Hum Intercity	So. Hum Local	Tish Non-Village	Willow Creek	Eureka Transit	Arcata DAR/DAL
County of Humboldt	50.00%	100%	100%	100%	100%	27%	60%
City of Eureka	22.61%						
City of Arcata	14.35%						40%
City of Fortuna	9.93%						
City of Rio Dell	2.80%						
City of Trinidad	0.31%						
Total	100.00%	100%	100%	100%	100%	100%	100%

*Adopted by the HTA Board of Directors on June 20, 2012. HTA is a Joint Powers Authority (JPA).

HTA operates and maintains the Redwood Transit System (RTS), Eureka Transit Service (ETS), Willow Creek Transit Service and Southern Humboldt Intercity, and Southern Humboldt Local ~~and the Tish Non-Village Transit (TNVT)~~. The HTA serves as the Consolidated Transportation Service Agency (CTSA) for Humboldt County and in that capacity coordinates paratransit services. Also, under contract, HTA provides paratransit (Dial-A-Ride and Dial-A-Lift) administrative services for the region.

Redwood Transit System (RTS)

HTA operates Redwood Transit System (RTS), which is the primary intercity public transit system in the county. The RTS line is a fixed-route commuter service, along the U.S. 101 corridor, between the cities of Scotia and Trinidad. Key trip origins and destinations include HSU, College of the Redwoods, the Arcata Transit Center, Downtown Eureka and the Bayshore Mall. RTS runs Monday through Sunday seven days a week.

Southern Humboldt Intercity

HTA operates the Southern Humboldt Intercity, which provides a fixed route service six days a week during peak travel times in the morning and afternoon, connecting the communities of Garberville and Eureka with stops in Benbow, Redway, Phillippsville, Miranda, Myers Flat, Weott, Fortuna, and College of the Redwoods.

Southern Humboldt Local

HTA operates the Southern Humboldt Local, which provides deviated fixed-route service in areas between Garberville and Miranda. Service runs during weekday peak-travel times (morning and afternoon).

~~Tish Non-Village Transit~~

~~HTA operates the TNVT, which began service in July 2015. TNVT is a deviated fixed-route with stops at College of the Redwoods, Scenic and Loleta Drive, Tish Non-Village, Fernbridge, Palmer Boulevard, and Fortuna (11st & N Street). TNVT runs weekdays only.~~

Willow Creek Transit System

HTA operates fixed-route service along State Route 299 between Willow Creek and the Arcata Transit Center. The Willow Creek bus runs weekdays and Saturdays.

Eureka Transit Service (ETS)

The Eureka Transit Service (ETS) has been operating since January 1976. The City of Eureka contracts HTA to operate ETS. ETS ~~has~~ [operates](#) four fixed-route lines on weekdays and three fixed-route line on Saturdays. Currently the buses run loop routes with service primarily within the City of Eureka, and also some adjacent areas of the unincorporated County. The City of Eureka is studying (circa 2017-2018) the feasibility of changing ETS buses to line routes [and is considering consolidating Saturday service to two fixed-route lines.](#)

Arcata & Mad River Transit System (A&MRTS)

The Arcata City Council initiated A&MRTS in 1975, and operates it through the Building & Engineering Department. A&MRTS provides fixed-route transit service within the Arcata city limits; service two routes run weekdays and one (combined) route runs Saturdays. Its hub is the Intermodal Transit Center, a.k.a. the Arcata Transit Center). A&MRTS contracts HTA to maintain its fleet vehicles.

Short-range Recommendation:

Support technologies and capital improvements that increase convenience and competitiveness of public transit and rail, thereby making transit and rail preferred mode alternatives. This includes real-time transit information and trip planning tools, universal payment systems, as well as cost-effective infrastructure improvements optimizing reliability and connectivity between systems.

– California Transportation Plan
2040

Blue Lake Rancheria Transit System (BLRTS)

The Blue Lake Rancheria Transit System (BLRTS) began operating in 2002, and is operated by the Blue Lake Rancheria, a federally recognized tribe in Humboldt County. The service is offered in partnership with the City of Blue Lake, which provides partial funding through its TDA fund allocation. Funding sources for operations are also provided through grant funding awarded via the Tribal Transportation Program administered by FTA, and other tribal funds.

The BLRTS operates a deviated fixed-route service, on weekdays, between Blue Lake/Glendale and the Arcata Transit Center. The BLRTS offers call stops at the Mad River Community Hospital, United Indian Health Services, and Erickson Court, Arcata. Passengers must call ahead for service to the call stop locations. ~~The BLRTS service provides over 1,300 trips per month.~~

Klamath Trinity Non-Emergency Transportation (K-T NeT)

K-T NeT is a non-profit, community-based organization in the Klamath Trinity that began transit operations in January of 2003. K-T NeT's service area encompasses Willow Creek and areas north along Highway 96. K-T NeT provides fixed-route service and cannot provide door-to-door service. The service operates from 6 a.m. to 7 p.m. weekdays, between Willow Creek, Hoopa Valley, and Weitchpec. In addition, on Tuesdays and Wednesdays, the route expands service to Orleans. On Saturdays, service runs between Hoopa and Willow Creek in the morning (9:00 a.m. to 11:40 a.m.) and evening (6:15 p.m. to 6:45 p.m.).

KT-NeT's service between Hoopa and Willow Creek is funded with TDA funds from Humboldt County. The Hoopa-Orleans service is funded by an FTA grant for intercity bus programs (per FTA §5311f).

K-T NeT enables connections each weekday to two other bus services in the community of Willow Creek. One is a connection to the Willow Creek Transit bus (Willow Creek to Arcata). The second is a connection to Trinity Transit that serves communities in Trinity County including Weaverville. Flag

stops are not permitted due to the narrow two-lane roads, which do not allow for safe pullovers. KT-Net service is scheduled to meet the Willow Creek and Trinity Transit buses with minimal wait times for passengers.

Yurok Tribal Transit Service (YTTS)

The Yurok Tribe Transportation Department, under direction from the Yurok Tribal Council, operates YTTS, which is a demand-responsive public transportation service. The YTTS operates weekdays, providing service in and around Klamath, Crescent City, Weitchpec, Wautec, and Tulley Creek areas. The Yurok Tribes offers this as a Dial-a-Ride service, scheduling trips based upon community needs (i.e., requests for pick-up). The YTTS will provide service for work-commute trips from Klamath to Crescent City in Del Norte County. They offer this service dependent upon scheduling availability, weekdays between 8:30 a.m. and 5 p.m., and with a minimum of 3 passengers.

Additionally, the YTTS has implemented a seasonal River Ferry providing transportation between Wautec and Klamath. Tribal Transportation grants and FTA grants fund ferry service.

TRANSIT SERVICE CHANGES

Since the VROOM 2017 update, the following changes to transit service have occurred:

- [Tish Non-Village service has been eliminated](#)
- [On-demand service began on Old Arcata Road in November 2018, and will terminate on June 30, 2021](#)
- [Willow Creek Transit Service stops in Blue Lake on Saturdays](#)
- [Various temporary schedule changes due to COVID-19 pandemic, including Kt-Net halting service](#)

PUBLIC PARATRANSIT SERVICES

The Americans with Disabilities Act (ADA) defines a disabled person's right to equal participation in transit programs. If public bus service is provided, it must comply with ADA requirements to provide "complementary" paratransit. Paratransit is origin-to-destination transportation for people with disabilities who cannot use the bus all or some of the time. Paratransit must serve destinations within a 3/4-mile of all public fixed-route bus service (49 CFR 37.131). Some public transit providers (and towns, cities, and counties) provide a non-ADA paratransit-like service, sometimes called dial-a-ride or dial-a-lift (DAR/DAL) service. Typically, this service is provided to both senior citizens and people with disabilities.

Paratransit services in Humboldt County are operated by the HTA, BLRTS, City Ambulance of Eureka, and the City of Fortuna. Paratransit providers that were not described above are described briefly below.

"A missed medical trip can affect a person's quality of life and can result in a need for more costly care. Compared with the cost of health care, the cost of providing transportation for access to health care can be small."

—J. Hough & J. Mattson

City Ambulance of Eureka (CAE)

City Ambulance of Eureka provides emergency and non-emergency medical transportation, taxi cab, shuttle, and DAR/DAL services. Within HCAOG’s region, City Ambulance provides service for areas in the City of Arcata, City of Eureka, and areas in the unincorporated County of Humboldt.

Fortuna Transit

The City of Fortuna operates Fortuna Transit (formerly called Fortuna Senior Bus), which is demand-responsive, curb-to-curb, weekday transport service for seniors aged 50 and older or disabled persons who are unable to drive. The Fortuna Transit service area is within Fortuna city limits; however, in 2015 Fortuna Transit implemented a ~~monthly~~ **weekly** service to ~~major shopping centers~~ **medical appointments** in Eureka. The City’s Parks and Recreation Department administers and operates Fortuna Transit.

OTHER TRANSPORTATION PROVIDERS

Community and social service organizations throughout Humboldt County also provide transportation services aside from public transit and paratransit. Most provide DAR, DAL, and/or non-emergency medical transportation services. Refer to the *Humboldt County Coordinated Public Transit–Human Services Transportation Plan* (HCAOG, 2021) “Report of Findings for FY 2017-18 Unmet Transit Needs” (HCAOG 2017, or most current t) for brief summaries of these organizations’ transportation services:*

- Adult Day Health Care of Mad River
- Area 1 Agency on Aging (A1AA)
- ~~Bridgeville Community Center Van~~
- County of Humboldt Health and Human Services
- Ferndale Senior Resource Center “Bridging the Gap”
- ~~Humboldt Community Access and Resource Center (HCAR)~~
- Humboldt Medi-Trans
- Humboldt Senior Resource–Adult Day Care Center
- K’ima:w Transportation Department of the K’ima:w Medical Center, Hoopa Valley
- Redwood Coast Regional Center
- Southern Trinity Health Services

*Services/service providers are also described in: *Humboldt County Transit Development Plan 2017-2022* (HCAOG 2017a), and *Humboldt County Coordinated Public Transit–Human Services Transportation Plan* (HCAOG, 2021).





GOAL, OBJECTIVES, & POLICIES

The public transit objectives and policies are developed to achieve broad transit goals, [align with greenhouse gas emissions-reduction targets](#), and meet the transit needs identified in this element.

These goals and objectives are both short- and long-range, and are the foundation of the transit projects identified in the Action Plan below. The goals, policies and objectives are consistent with the Financial Element, specifically identifying project and program areas that should be included in the Regional Transportation Plan in order to leverage funding, as a result of shifting funding priorities at the federal level. [In order to meet greenhouse gas reduction targets \(see Active Transportation Introduction\)](#), a significant portion of single occupancy vehicle trips within and out of the County must be replaced by a mode shift that increases ridership of shared-use transit.

GOAL: Achieve an integrated and sustainable multimodal transportation system that provides public transportation options for all users traveling in Humboldt County. Transit and paratransit users have options for affordable, reliable and efficient transit service that effectively meets their local and regional mobility needs.

OBJECTIVES: To strive for this goal, the policies listed in the Public Transportation Element will help meet the RTP’s main objectives (listed in alphabetical order):

OBJECTIVES:	PUBLIC TRANSPORTATION
Balanced Mode Share/Complete Streets	<ul style="list-style-type: none"> ◆ Expand and improve local and interregional transit services to improve mobility for people in Humboldt County ◆ Increase percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit.  ◆ Reduce VMT per capita 
Economic Vitality	<ul style="list-style-type: none"> ◆ Transit service provides convenient means of transportation to work, medical appointments, and shopping.
Efficient & Viable Transportation System	<ul style="list-style-type: none"> ◆ Maximize operating efficiency and productivity without lowering service quality. ◆ Ensure that transit systems meet minimum performance standards. ◆ Reduce on-road transportation-related fossil fuel consumption in Humboldt County. 
Environmental Stewardship & Climate Protection	<ul style="list-style-type: none"> ◆ Coordinate long-range transit planning with land use policy, environmental policy, and development projects to help achieve a balanced transportation system. ◆ Double transit trips by 2025, and again by 2030, and again by 2040. 
Equitable & Sustainable Use of Resources	<ul style="list-style-type: none"> ◆ Make transit service as affordable and convenient as possible for Humboldt’s primary transit users, who are low-income households, youth, seniors, students, and persons with disabilities.
Safety	<ul style="list-style-type: none"> ◆ Decrease roadway fatalities by increasing the number of trips taken by transit

OBJECTIVE: BALANCED MODE SHARE/COMPLETE STREETS

Policy PT-1 To grow and meet transit demand, fund programs [and support services that make public transportation a fast and convenient way for people to use to get to their destination. Support funding increased trip frequency, faster travel times \(express routes\), and first-last mile on-demand solutions.](#)

Prioritize programs with the highest potential to increase ridership and reduce the number of single occupancy vehicle trips made in Humboldt County.

Policy PT-2 HCAOG shall support transit providers in Humboldt County in coordinating local, intercity, and interregional transportation alternatives, including with regional providers in neighboring counties.

Policy PT-3 HCAOG shall support paratransit providers to maintain a zero trip-denial rate (defined by ADA) for ADA-eligible registrants and ensure that ADA complementary paratransit is capable of serving all confirmed ADA-eligible trips within the ADA service area.

Policy PT-4 HCAOG ~~encourages~~ **supports** city, county, and tribal governments in pursuing transit-friendly development. HCAOG encourages designs to facilitate effective transit service, such as strategically increasing densities, mix of land uses, building transit-oriented development within major transit corridors, and making it convenient to walk and bike to transit and other destinations (California Transportation Plan 2040 (Goal 5, Strategy P2-S5) [and CTP 2050 Table 12](#)). HCAOG will provide information on transit-oriented development, as requested. HCAOG encourages member and committee agencies to have transit operators actively participate in the planning and review process for new developments.

Policy PT-5 HCAOG supports designs and projects to [enhance first-last mile connectivity by improving](#) pedestrian access to bus stops and bicycle facilities at bus stops.

Policy PT-6 HCAOG encourages transit providers to promote and accommodate bicycles on transit vehicles, and to provide secure bicycle parking facilities at transit stops and transportation centers.

OBJECTIVE: EFFICIENT & VIABLE TRANSPORTATION SYSTEMS

Policy PT-7 Develop local funding sources to afford expanding service to meet demand. Potential sources include but are not limited to: parking fees, transportation sales tax, employer contributions, local gas sales tax, impact fees, local vehicle impact fee, and cost-sharing quotas.

Policy PT-8 HCAOG shall evaluate and consider requests for extending service hours, expanding service area, and adding service frequency, based on the potential of the new service(s) to meet minimum productivity standards or better. [HCAOG will assist in the development and marketing of new services.](#)

Policy PT-9 HCAOG shall facilitate transit service operators to use advanced technology such as vehicle location systems, dispatch and scheduling software, and safety and security systems. {"California Transportation Plan 2025" Strategy}

Beginning in 2029, 100% of new purchases by transit agencies must be Zero-Emission Buses (ZEBs), with a goal for full transition by 2040. – *Innovative Clean Transit Rules 2019*

Policy PT-10 HCAOG shall facilitate monitoring and evaluation of transit services, and maintain a current transit development plan. HCAOG will follow and promote recommendations to improve system performance whenever feasible.

~~[Done as a matter of course] Policy PT-11 HCAOG shall complete periodic performance audits of public transit services, and measure productivity based on performance measures identified in HCAOG’s adopted *Regional Transportation Plan* and *Transit Development Plan*.~~

OBJECTIVE: ENVIRONMENTAL STEWARDSHIP & CLIMATE PROTECTION

~~Policy PT-12~~ **11** Support transitioning transit fleets to alternative fuels ~~that will help decarbonize California’s transportation system and reduce greenhouse gas emissions~~ that will meet zero-emission bus (ZEB) standards. HCAOG will assist agencies in planning for ZEB rollout and in identifying funding for capital improvements necessary to support infrastructure for alternative fuels.

Policy PT-12: HCAOG shall encourage and support public agencies to transition their fleets to zero emissions.

OBJECTIVE: EQUITABLE & SUSTAINABLE USE OF RESOURCES

~~[Done as a matter of course] Policy PT-13 HCAOG shall disseminate information on federal and state funding and help eligible agencies apply for funds.~~

Policy PT-13 HCAOG shall advocate for and support initiatives to increase federal and state transportation funds allocated for public transit services.

Policy PT-14 HCAOG shall help promote integrated social services and public transportation services, including specialized transportation programs for the county’s disabled and elderly population.

OBJECTIVE: SAFETY

Policy PT-15 HCAOG will promote the safety benefits of public transportation, and assist transit providers with communicating about the safe use of busses to the public.

Shared mobility services such as bike-share and car sharing programs can help reduce reliance on single-occupant vehicles, improve first-last mile connectivity to public transit, reduce the need for urban parking, and support more affordable travel options in California communities.

– CTP 2050

NEEDS ASSESSMENT

Humboldt's public transit needs are assessed on a regular basis. HCAOG's ~~Service Coordination Committee (SCC)~~, [Social Services Technical Advisory Council \(SSTAC\)](#) and Technical Advisory Committee (TAC) review transit needs throughout the year. Local transit providers are members of these committees. HCAOG consulted with the committees for them to update, review, and disseminate drafts of the Public Transportation Element, and other chapters of the RTP.

Annually, HCAOG assesses transit needs through the Unmet Transit Needs (UTN) Process, which includes public meetings at both the local jurisdictional level and, by HCAOG, at the RTPA level. The HCAOG Board adopts a report of findings, which reports if there are "unmet transit needs" and if they are "reasonable to meet."² [This process led to starting two new transit services: service to the Tish Non-Village in Loleta and service to Old Arcata Road between Jacoby Creek, Freshwater, and Myrtle Avenue. New services must meet minimum farebox return ratios. The Tish Non Village stop did not generate the anticipated ridership and failed to meet farebox return requirements. The service was discontinued. The Old Arcata Road service uses an on-demand contract with City Cab so that costs are only incurred when a passenger calls for a ride. However, this service also did not generate anticipated ridership. Other unmet transit needs identified are an express bus between McKinleyville and Eureka, later weekday service on the RTS line, more frequent service on the ETS and RTS lines, and late night Friday and Saturday service on the RTS. The COVID-19 pandemic caused significant changes in the ridership of public transit, with a 70% decrease during the height of public health stay-at-home orders. The ability to expand service during this time is not reasonable due to the inability to meet farebox return numbers with current ridership.](#)

~~In 2015, the HCAOG Board made a jurisdictional finding based on the UTN process, that there were two unmet transit needs that were reasonable to meet. They made that finding for new transit service along Old Arcata Road within the unincorporated County. Since then, the County of Humboldt has been setting aside transit funding towards saving enough to initiate the service. However, it is still inconclusive whether this new service would be financially sustainable. The second finding was for bus service to Tish Non-Village in Loleta. The County of Humboldt then began allocating funds to add Tish Non-Village service stops to the Redwood Transit Service route; the service began in July, 2015. In 2016, the HCAOG Board's UTN finding was that for the FY 2016-17 there were no unmet transit needs that were reasonable to meet.~~

[HCAOG adopted the Mobility-on-Demand Strategic Development Plan in June 2020. The report recommended four RTS routes that could be altered to reduce travel time. The recommendations included removing stops within the City of Fortuna, eliminating the Manila and ACV airport stops, and to replace Trinidad to McKinleyville service with a Personal Mobility-on-Demand \(PMoD\) service. Additional recommendations were to explore Software-as-a-Service technologies that could assist in connecting riders to shared rides, such as a modern-day hitchhiking application. Lastly, a regional bike share program with suggested locations was recommended to help create a multi-modal transportation system.](#)

² See UTN Report of Findings for definitions and annual findings. Available at www.hcaog.net/projects.

Every five years, HCAOG updates the *Transit Development Plan* (TDP), which assesses efficiency of the major transit systems and recommends a regional capital improvement plan. The latest update is the *Humboldt County Transit Development Plan 2017-2022* (described further below). HCAOG assesses needs in the *Coordinated Public Transit-Human Services Transportation Plan for Humboldt County* (Coordinated Plan) (HCAOG, 2021). The needs summarized below have been identified by these committees and plans. The *UTN Report of Findings*, *TDP*, and *Coordinated Plan* are incorporated into VROOM by reference.

SERVICE GAPS

HCAOG assesses service needs through public outreach to stakeholders, including social service agencies, the SSTAC, and transit operators, and by researching relevant transportation plans and efforts around the county. The stakeholders identified these service gaps and unmet transportation needs during the planning process over the course of several years over multiple studies.

- Service to the Humboldt Bay area from unserved/underserved communities.
- Establishment of express bus routes along McKinleyville–Arcata–Eureka corridor.
- Later evening fixed-route public transit services.
- Extending RTS Mainline to serve College of the Redwoods on Saturdays
- Sunday fixed-route transit services.
- Improved bus stop amenities and access.
- Additional Dial-a-Ride/Dial-a-Lift services.
- Improved frequency on all services.
- Less wait time to connect with other buses.
- Shared resources between human service transportation providers.
- Additional senior-specific transportation.
- Enhanced awareness of existing transportation services.
- Improved or new transportation in tribal areas.

~~The *Humboldt County Coordinated Public Transit-Human Services Transportation Plan*, or *Coordinated Plan* (HCAOG 2016), also assesses service needs of the regional public transit/paratransit system.~~

Public transit travel is significantly safer than automobile travel. Cities with more than 40 annual public transit trips per person have half the traffic fatality rate of those with fewer than 20 trips per person. *American Public Transportation Association, 2016*

~~Stakeholders who participated in the 2016 update of the *Coordinated Plan* determined the highest ranked strategies for Humboldt County to be:~~

- ~~• Provide dial a ride services in rural areas of the county not presently served.~~
- ~~• Provide specialized medical trips (e.g., chemotherapy, dialysis) into Eureka.~~
- ~~• Establish and staff a mobility management program to advance coordination efforts within the county.~~
- ~~• Provide fare subsidies to lower the cost of dial a ride trips.~~
- ~~• Support, maintain, evaluate, and strengthen transportation services.~~

TRANSIT DEVELOPMENT PLAN (TDP) SERVICE CHANGES & RECOMMENDATIONS

The Transit Development Plan (TDP) is a short-range plan updated every five years. HCAOG adopted the current version, *Humboldt County Transit Development Plan 2017-2022*, in November 2017. [The TDP will be updated again in 2023 and when adopted will be incorporated in this RTP by reference.](#) The 2017 update recommends service alternatives for the Arcata & Mad River Transit System (A&MRTS, City of Arcata); Southern Humboldt Intercity, Willow Creek Transit Service, and Eureka Transit Service (all operated by Humboldt Transit Authority). The respective jurisdictions have discretion for prioritizing the TDP recommendations. As the TDP notes, the appropriate alternative(s) will depend on how an agency chooses to balance “the desire for ridership growth and the financial realities of available operating funding

The Transit Development Plan (TDP) recommends alternatives: ~~recommends the following alternatives, based on projected performance measures for productivity, and depending on many factors including funding availability.~~

for A&MRTS:

- starting weekday service at 6:00 a.m. while HSU is in session;
- serving the Community Center on demand; and
- serving South G Street on an existing route

And a “reasonably good” option could be the shuttle service between the downtown core and the HSU campus.

For Southern Humboldt Transit – Convert service to intercity trips only.

~~The TDP analysis found that the following alternatives had less potential to be effective than those noted above:~~

- ~~-Starting service on Old Arcata Road through provision of a separate route.~~
- ~~-Running RTS Mainline service later hours on Sundays.~~
- ~~-Extending RTS Mainline to serve College of the Redwoods on Saturdays~~

The TDP analyzed scheduling options for Eureka Transit Service (ETS) in response to common requests for longer service hours. The TDP did not analyze other alternatives because the City of Eureka was re-evaluating ETS’s existing loop-route system, versus a line-route system. [The *Eureka Transit Service Line Feasibility Study* was completed in October 2018. The study identified 3 network concepts that could increase service quality. Due to funding constraints, these recommendations have not been implemented.](#)

ACTION PLAN: PROPOSED PROJECTS

For a list of short- term and long-term projects for regional public transportation, see Table *Transit-4*, below. Funded and unfunded projects are listed.

Short-term projects are predominantly for capital projects (bus fleet inventory). [A key component of capital improvement projects over the next 20 years is planning for and constructing alternative fuel infrastructure and purchasing new vehicles to meet state goals for zero-emission busses \(ZEB\).](#) In addition to capital projects, the region's multi-modal balance would benefit from expanded transit and paratransit services. [Expanding service frequency and reducing travel times between cities in the urban corridor of McKinleyville – Arcata -Eureka is a major goal to increase ridership.](#) In 2012, the region was fortunate to get service expanded to Sundays on two bus systems, the RTS commuter line and the Willow Creek Transit System. Based on current funding forecasts, however, the region will not have funds to add any significant new services in the short-term. In the long-term, if there is sufficient funding, the region will work to implement projects, such as service expansions, that are currently unconstrained (unfunded).

Land use patterns and transit productivity are interdependent. The destinations and land uses that individuals, institutions, and municipalities choose will influence the level of transit mobility our region can achieve.

Table Transit-4. Regional Projects for Public Transportation TO BE UPDATED BY AGENCIES

Operator / Agency	Short or Long Term ¹	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Eureka	ST	Bus Replacement (2)	5311	2019	1,000
Eureka DAR/L	ST	Van replacement (3)	5310	2019	255
Eureka	ST	Bus Replacement (3)	5311	2021	1,500
Eureka	ST	Bus replacement (2)	5311	2026	1,000
Eureka HTA	LT	Eureka Intermodal Transit Center	Not funded	TBD	14,000
Arcata	ST	Bus replacement (2)	5311	2017	380
Arcata	ST	Bus replacement (2)	5311	2026	380
Arcata	ST	Pursue unmet transit needs requests for service to Arcata Marsh and service on Sundays (annual cost)	Not funded	2023-33	90 annually (x10 years)
Arcata DAR	ST	Van replacement (2)	5310	2022	170
Fortuna Transit		Bus replacement	5310	2019	200
HTA	ST	RTS bus replacement (2)	5311	2024	1,000
HTA	ST	RTS bus replacement (5)	5311	2026	2,500
HTA	ST	RTS bus replacement (4)	5311	2027	2,000
HTA	ST	RTS bus replacement (1)	5311	2029	500
HTA	ST	So Hum bus replacement (5)	5311(f)	2022	950
HTA	ST	So Hum bus replacement (1)	5311(f)	2023	190
HTA	ST	Willow Creek bus replacement (1)	5311(f)	2020	190
HTA	ST	Willow Creek bus replacement (1)	5311(f)	2022	190

VROOM... Variety in Rural Options of Mobility

HTA	ST	RTS increased frequency & late night service	Not funded	2018	400 annually (x20 years)
HTA	ST	Bus parking restructuring		2018-2021	750
HTA	ST	Additional maintenance bays		2018-2021	500
HTA	ST	Solar photovoltaic system		2020-2025	1,000
HTA	ST	Feeder bus lines to McKinleyville and Fortuna to connect to RTS commuter line	Not funded	2023-33	538 annually (x10 years)

Table continues on next page.

HTA	ST	Park-and-Ride lots with multi-modal facilities (e.g. bike lockers, bus shelter), located near transit stops (6)	Not funded	2023-33	600
K-T NeT	ST	Intelligent Transportation System application/equipment	5311(f)	2018-2027	38
K-T NeT	ST	Relocate bus stop/bus shelter	Not funded	2014-2027	50
K-T NeT	ST	Bus replacement	5311(f)	2020-2024	90
K-T Net	ST	Bus replacement	Not funded	2027-2030	90
K-T NeT	ST	Van for existing Saturday route	Not funded	2018-2027	65
K-T Net	ST	Increased frequency	Not funded	2018-2027	32 annually (x10 years)
Blue Lake Rancheria	ST	BLRTS bus replacement	Tribal Transp'n Program Discretionary Funds (Grant)	2027	120
City Ambulance of Eureka	ST	Expand service hours and to Sundays	Not funded	2023-33	not available, TBD

Short-Term Total \$30,308+TBD

	<i>Long-Term Total</i>	<i>\$14,000</i>
Regional Projects–Funded (Constrained) Subtotal		\$14,903
Regional Projects–Unfunded (Unconstrained) Subtotal		\$29,405+TBD
PUBLIC TRANSPORTATION PROJECTS TOTAL		\$44,308+TBD

¹ Short-term (ST) is in the next 1 to 10 years; long-term (LT) is in the next 11 to 20 years.

² Assumes 2% annual inflation.

*Annual cost

PERFORMANCE MEASURES

Some performance measures are specifically required for public transit and paratransit. For example, transit agencies must track performance for federal reporting requirements (the National Transit Database), for documenting compliance with the Americans with Disabilities Act (ADA), and for some federal and state grant applications.

In addition to meeting reporting requirements, performance measures should be used to gauge transit goals, policies, operations, budgeting, and funding. Performance measures will help identify public transportation benefits and needs for the agency, passengers, and the community.

Table T ransit-5. Regional Transit Service Performance Measures

Performance Goal	Performance Measure	Standard
Safety & Security	• Miles between preventable accidents	Target > 500,000; minimum > 100,000
	• Passenger injuries per 100,000 miles	Less than 1
	• Security-related incidents per 1,000 passengers	
Service Quality Reliability	• Average system peak headway	
	• Percentage of on-time departures (on-time defined as within 5 minutes of scheduled time).	Goal is 100%; minimum performance level is 90% peak and 94% off-peak.
	• DAR/DAL: Maximum wait time	< 30 minutes
	• Number of service refusals on demand-response service	Goal is 0; minimum performance is < 1 per day
	• Service span	
	• Number of complaints (compliments) per 1,000 boardings	
• Increased frequency and reliability of transit service per \$1,000 invested. <i>(from STIP/RTIP Guidelines)</i>		
Cost Effectiveness	*• Operating subsidy per passenger	Targets \$1.75-\$12 depending on system, \$20 (KT NeT, DAR); maximum \$2.50-\$4, \$10, \$15, or \$25
	*• Farebox recovery ratio	Targets 12%-40%, minimum 10%-26% (depending on system)
	• Operating cost per passenger (boarding)	
	• Operating cost per passenger-mile	
	• Operating cost per service area capita	
• Operating ratio		

(continued on next page)

Table *Transit-5*. Regional Transit Service Performance Measures (cont'd)

Performance Goal	Performance Measure	Standard
Cost Efficiency	<ul style="list-style-type: none"> *• Operating cost per vehicle service hour *• Operating cost per vehicle service mile • Operating cost per peak vehicle in service • Vehicle miles (hours) per revenue mile (hour) 	
Use & Productivity	<ul style="list-style-type: none"> • Percentage of capacity used by subscription trips *• Passengers per vehicle service hour *• Passengers per vehicle service mile • Passengers per employee FTE *• Annual total passengers • Annual passenger miles • Average trip length • Annual passengers per service area capita • Ridership per capita (annual) • Ridership by market segment 	< 50% per hour
Increase In Ridership	<ul style="list-style-type: none"> *• Projected versus actual ridership. • Increase in ridership correlated to new services or new areas served. • Increase in ridership correlated to frequency and reliability of transit service. • Increased ridership per \$1,000 invested. <i>(from STIP/RTIP Guidelines)</i> 	
Maintenance	<ul style="list-style-type: none"> • Miles between service calls • Road calls per monthly mileage • Maintenance cost as % of operating cost 	
Transit Investment/ System Preservation	<ul style="list-style-type: none"> • Average vehicle fleet age • Spare ratio • Local/State/Federal revenue • Operating funding per capita • Capital funding per capita • Percent of Zero Emission Busses (ZEB) 	25% of new fleet purchases from 2026-2030

* Performance measures that are currently reported in the 5-Year *Transportation Development Plan*

REFERENCES

CITATIONS

~~American Public Transportation Association 2012 “Facts at a Glance.”
(www.publictransportation.org/news/facts/Pages/default.aspx, accessed July 2013.)~~

[American Public Transportation Association 2016 “The Hidden Transportation Safety Solution: Public Transportation.”](https://www.apta.com/wp-content/uploads/Resources/resources/reportsandpublications/Documents/APTA-Hidden-Traffic-Safety-Solution-Public-Transportation.pdf) <https://www.apta.com/wp-content/uploads/Resources/resources/reportsandpublications/Documents/APTA-Hidden-Traffic-Safety-Solution-Public-Transportation.pdf>

California Transportation Plan 2050 (Draft).

HCAOG 2021 *Humboldt County Coordinated Public Transit-Human Services Transportation Plan* (March 2021)

HCAOG 2017 *Humboldt County Transit Development Plan 2017-2022*. Prepared for HCAOG by LSC Transportation Consultants, Inc. (November 2017)

[HCAOG, 2020 Mobility-on-Demand Strategic Development Plan. Prepared for HCAOG by IBI Group \(June 2020\)](#)

LSC 2017 “Technical Memorandum One—Existing Conditions and Transit Review/Humboldt County Transportation Development Plan 2017-2022.” Prepared for HCAOG. (May 11, 2017)

~~**Hough, Jill and Mattson, Jeremy** “The Changing State of Rural Transit: Challenges, Trends, Benefits, and Innovations.” *TR News* 303, May/June 2016. (<http://onlinepubs.trb.org/Onlinepubs/trnews/trnews303.pdf>, accessed November 17, 2017.)~~

RESOURCES

Transportation Development Act (TDA) Unmet Transit Needs Report of Findings: FY 2018-19, HCAOG. (Adopted April 2018)

Transportation Development Act (TDA) Unmet Transit Needs Report of Findings: FY 2019-20, HCAOG. (Adopted April 2019)

Transportation Development Act (TDA) Unmet Transit Needs Report of Findings: FY 2020-21, HCAOG. (Adopted August 2020)

Transportation Development Act (TDA) Unmet Transit Needs Report of Findings: FY 2021-22, HCAOG. (Adopted **June 2021**)