

# I. INTRODUCTION



Complete transportation networks are fundamental to achieving HCAOG’s mission and the goals of the Regional Transportation Plan (RTP). A complete transportation network involves operating and maintaining a comprehensive transportation system that upholds safety, activity, equity, sustainability and resiliency. HCAOG’s aim is to facilitate and further develop convenient transportation options, including connectivity to complete streets, trails, transit, transit-oriented development, bicycling, walking, on-demand services such as ride-sharing and bike-sharing, as well as freight transport and emergency transportation. By implementing the RTP, HCAOG intends to support the California State Transportation Agency’s priority of “creating a sustainable multimodal transportation system that reduces individual vehicle trips and total miles traveled.”

President Obama, on December 4, 2015, signed into law the Fixing America’s Surface Transportation Act of 2015, or FAST Act (P.L. 114-94). It is the first long-term surface transportation authorization enacted in a decade. The FAST Act affects transportation funding, investment, planning, and programming in all levels of government. The scope for statewide, metropolitan, and nonmetropolitan transportation planning, under the FAST Act, shall address the following factors:



- (1) Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

(Federal Final Rule: Subpart B–Statewide and Nonmetropolitan Transportation § 450.200, May 27, 2016.)

## COUNTY PROFILE

Humboldt County is a geographically diverse region located in northwestern California. The County encompasses 3,500 square miles of forested mountains, river valleys, coastal terraces, agricultural lands and coastline. The Pacific Ocean forms the western border of Humboldt County and Del Norte County borders the north. The eastern border meets mountainous Trinity and Siskiyou Counties, and Mendocino County’s coastal mountains and valleys border the south. (See Figure 1.1 for a map of the vicinity.)

Humboldt County's regional transportation system serves a population of 135,000 residents dispersed over 3,573 square miles.

What is now known as Humboldt County is the ancestral land of several Native American Tribes. There are eight Native American Reservations and Rancherias in Humboldt County: Bear River Band of Rohnerville Rancheria, Big Lagoon Rancheria, Blue Lake Rancheria, Hoopa Valley Tribe, Karuk Tribe, Trinidad Rancheria, Wiyot Tribe, and the Yurok Tribe.

In addition to several unincorporated communities, Humboldt County is home to seven incorporated cities: Eureka, Arcata, Fortuna, Blue Lake, Rio Dell, Ferndale, and Trinidad. Their populations range in size from Trinidad’s 365 residents to Eureka’s nearly 27,000 residents. No community within the County has a population large enough to meet the urbanized metropolitan criteria as defined by the U.S. Census Bureau. The nearest designated metropolitan area is located more than 150 miles away.

Humboldt County’s total population (135,557) is 0.35% of the statewide population (39,189,035)(CA Department of Finance, 2016). The following population characteristics, from the US Census data, give snapshots of other aspects of Humboldt County’s rural makeup.

**Table Intro-1. Population in Humboldt County, 2016**

Location	Total Population
Humboldt County (All)	135,557
Incorporated Areas	
City of Arcata	18,137
City of Blue Lake	1,284
City of Eureka	26,881
City of Ferndale	1,433
City of Fortuna	11,954
City of Rio Dell	3,411
City of Trinidad	365

CA Dept of Finance Population Estimates for Cities, Counties, and State, 2016.

**Table Intro-2. Population by Age in Humboldt County**

Location	Total Population	Persons 18 yrs. and over	Persons under 18 yrs.	Persons 65 yrs. and older
Humboldt County (All)	135,034	108,590	25,784	19,894
<b>Incorporated Areas</b>				
City of Arcata	17,752	15,392	2,360	1,675
City of Blue Lake	1,310	1,133	177	209
City of Eureka	26,985	21,835	5,150	3,759
City of Ferndale	1,354	1,160	194	369
City of Fortuna	11,904	8,887	3,017	1,962
City of Rio Dell	3,385	2,657	728	563
City of Trinidad	219	205	14	71

Source: US Census Bureau, 2011-2015 American Community Survey, 5-Year Estimates

In 2015, 14% of Humboldt County's population was 65 years or older. In 2030, it is estimated that approximately 23% of the County's population will be senior citizens. (California Dept. of Finance, February 2017).

**Table Intro-3. Race and Ethnicity in Humboldt County**

Location	Hispanic %	White %	Black %	American Indian %	Asian %	Pacific Islander %	Other %	Two or more %
Humboldt County (All)	10.5	81.3	1.2	5.1	2.6	0.3	4.2	5.7
<b>Incorporated Areas</b>								
City of Arcata	14.9	80.6	2.4	2.9	2.4	0.1	6.3	5.9
City of Blue Lake	1.8	79.9	0.8	10.4	1.9	1.9	0.0	4.8
City of Eureka	9.9	84.1	3.6	7.6	7.0	0.6	4.5	7.2
City of Ferndale	5.3	95.7	1.45	0.0	0.5	0.0	1.7	0.5
City of Fortuna	17.3	87.9	1.1	5.8	1.9	0.3	8.5	5.7
City of Rio Dell	9.8	89.8	0.1	4.9	0.3	0.3	2.3	2.3
City of Trinidad	2.7	90.4	0.0	5.0	1.3	0.0	3.1	4.1

Source: US Census Bureau, 2011-2015 American Community Survey, 5-Year Estimates

**Table Intro-4. Factors that Affect Mobility, Humboldt County**

Location	Total Population	% Age 65 and Over	% Age 15 and Under	% No Vehicle	% Persons with Disability	% Poverty Rate	% Unemployment	Median Income
Humboldt County (All)	135,064	14.7	16.2	3.2	16.7	21.4	6.2	\$42,197
<b>Incorporated Areas</b>								
City of Arcata	17,752	9.4	10.5	4.9	12.2	40.5	11.0	\$29,435
City of Blue Lake	1,310	15.9	11.9	0.0	18.1	18.4	5.8	\$56,991
City of Eureka	26,985	13.9	15.6	6.6	18.9	24.5	6.0	\$37,094
City of Ferndale	1,354	27.2	11.4	6.7	26.2	9.5	4.9	\$43,548
City of Fortuna	11,904	16.4	19.9	4.8	17.8	16.8	5.4	\$44,077
City of Rio Dell	3,385	16.6	18.9	2.2	21.7	16.7	3.7	\$38,400
City of Trinidad	219	32.4	5.9	3.4	19.6	5.9	2.4	\$52,083

Source: US Census Bureau, 2011-2015 American Community Survey, 5-Year Estimates

[{Figure 1.1 Vicinity to be inserted}](#)

## REGIONAL TRANSPORTATION PLANNING AGENCY

HCAOG is a joint powers authority (JPA) comprising the County of Humboldt and the seven incorporated cities, each with a seat on the HCAOG Board of Directors. HCAOG also benefits from guidance and input from four standing committees: the Policy Advisory Committee (PAC), Service Coordination Committee (SCC), Social Services Transportation Advisory Council (SSTAC), and Technical Advisory Committee (TAC).

HCAOG's mission statement is:

To develop, operate, and maintain a well-coordinated, balanced, countywide multimodal transportation system that is safe, efficient, and provides good access to all cities, communities and recreational facilities, and into adjoining regions. A balanced multimodal transportation system includes, but is not limited to, a highway, public transit, aviation, marine, railroads, recreation, bicycle, pedestrian, and utility systems.

HCAOG updates the RTP in coordination with the California Department of Transportation (Caltrans) District 1, HCAOG committees, and many other stakeholders, including but not limited to, Native American tribes, local transit authorities, local social service providers, residents, business interests and other stakeholders.

## PLAN PURPOSE

Under its authority as the Regional Transportation Planning Agency (RTPA) for Humboldt County, HCAOG is required to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC), and Caltrans, every four years. HCAOG has developed the RTP Update in conformance with the CTC's adopted RTP Guidelines, and pursuant to state legislation (Government Code §65080 et seq.), and federal legislation (U.S. Code, Title 23, §134 and §135 et seq.). Per the RTP Guidelines, VROOM covers: roadway, pedestrian, and bicycle systems (in the Complete Streets Element), and Public Transportation, Aviation, Goods Movement, and Finance Elements. Plus, VROOM covers three additional (not required) elements: Trails, Tribal Transportation, and Emergency Transportation, and a brief chapter, Global Climate Crisis, which discusses the impacts of global climate change and sea level rise. [A chapter on public participation/community input will be written after the public review period, and will be added to the final draft.](#)

The mission of HCAOG's *Humboldt Regional Transportation Plan Update 2017* is to chart the course to provide **Variety in Rural Options of Mobility**; thus, the short name is “VROOM...” VROOM is a long-range planning document. It provides a course for future transportation investment in the region, with the goal of building and maintaining a multi-modal, safe and efficient, balanced transportation system.

VROOM is intended to fulfill the following purposes:

- Adopt RTP policies that will guide the development of an efficient, coordinated, balanced regional transportation system, and to improve the mobility of Humboldt County residents, visitors, and goods.
- Assess the current modes of transportation and the potential of new travel and goods movement options within the region;
- Identify and document specific actions necessary to address the region's needs for mobility, accessibility, and goods movement for the next 20 years.
- Identify objective criteria for measuring the performance of the transportation system;
- Identify and document public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing;
- Identify needed transportation improvements in sufficient detail to serve as a foundation for:
  - Developing the Federal Transportation Improvement Program (FTIP), the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP);
  - Facilitating National Environmental Protection Act (NEPA)/404 integration process decisions; and
  - Identifying project purpose and needs.
  - Developing an estimate of emissions impacts for demonstrating conformity with the air quality standards identified in the State Implementation Plan (SIP).

- Promote consistency between the California Transportation Plan, the regional transportation plan and other transportation plans developed by cities, counties, districts, private organizations, tribal governments, and state and federal agencies;
- Provide a forum for: (1) participation and cooperation, and, (2) facilitating partnerships that reconcile transportation issues which transcend regional boundaries and;
- Involve the public, federal, State and local agencies, and local elected officials early in the transportation planning process by including them in dialogue and decisions on the social, economic, air quality and environmental issues related to transportation.

To qualify for funding in the State Transportation Improvement Program (STIP), projects included in an RTIP or the ITIP must be consistent with adopted RTPs. Given the requirements of Government Code § 65080(c), the CTC will only consider STIP funding for projects consistent with an RTP adopted within five years (in non-urban regions) of a STIP application. Federal Transportation Conformity rules require a new conformity determination at not more than three-year intervals.

Each fiscal year, HCAOG approves the Overall Work Program (OWP). The OWP document outlines the transportation planning work to be accomplished, responsible agencies, and funding. One significant purpose of an OWP is to serve as the tool for implementing the projects and programs, and ultimately the goal and objectives, identified in the RTP and its processes. An OWP must be approved by Caltrans before State and Regional Planning Assistance Funds can be used for transportation planning studies or administration.

A **goal** is a vision to try to attain.

An **objective** is a more clearly defined target, or direction, to achieve a goal.

**Policies** define an organization's approved course of action to achieve specific objectives.

## PLAN GOAL & OBJECTIVES

**Overall Goal:** HCAOG's goal is for Humboldt County to have a comprehensive, coordinated, sustainable, and balanced multi-modal transportation system, so that people in the region can travel and move goods safely and efficiently by the modes that best suit the individual or business/industry, and society at large.

**Overall Objective:** Program all transportation funds based on multi-modal transportation goals and objectives, and needs and priorities as established in the Regional Transportation Plan. HCAOG will pursue six main objectives/planning priorities. The objectives support one another and will apply to each transportation mode, framing each mode's policies. In alphabetical order, the objectives are:

- ❖ Balanced Mode Share/Complete Streets – Increase multi-modal mobility, balanced mode shares, and/or access. Mobility means having travel choices (for people and goods) with predictable trip times. A balanced mode share means all transportation modes are available in proportion to their efficiency and short-term and long-term costs and benefits. Increased access means more options for people to reach the goods, services, and activities they need.

- ❖ Economic Vitality – Support the local or regional economy by improving goods movement and transportation access, efficiency, and cost-effectiveness; by enhancing economic attractors (e.g. via walkable streets, multiuse trails, transit service, STAA compliance); and by indirectly cutting health care costs due to more active transportation or less transportation-related pollution, and by reducing consumption of foreign oil.
- ❖ Efficient & Viable Transportation System – Make the transportation system operate more efficiently, such as by reducing traffic congestion and using Intelligent Transportation System (ITS) management (e.g. Greater Eureka Area Travel Demand Model, Street Saver, GPS tracking on transit buses, other management programs). Make the system more financially and operationally viable such as by prioritizing cost-effective investments, pursuing stable funding, and preserving transportation assets to maximize resources and future use.
- ❖ Environmental Stewardship – Enhance the performance of the transportation system while protecting and enhancing the natural environment. Strive to achieve goals of California Global Warming Solutions Act of 2006 (AB 32) and Sustainable Communities and Climate Protection Act of 2008 (SB 375), protect and improve air, water, and land quality, help reduce transportation-related fuel and energy use, help reduce single-occupancy-vehicle (SOV) trips and motorized vehicle miles traveled (VMT), etc.
- ❖ Equitable & Sustainable Use of Resources – Advocate for costs and benefits (financial, environmental, health, and social) to be shared fairly. Prioritize projects based on cost effectiveness as well as need and equity for underserved populations. Coordinate transportation systems with land use for efficient, sustainable use of resources and minimize the consumption and use of finite resources such as fossil fuels.
- ❖ Safety – Increase safety for users (one or more modes). Reduce transportation-related fatalities and serious injuries.

## PLANNING ASSUMPTIONS

This is an updated list of assumptions used in developing VROOM:

- Population – Population growth in Humboldt County will continue at less than 1% rate of growth. The median age of the population will continue to increase slowly; however, K-12 school enrollment will have a net increase through the 2021 term.<sup>1</sup>
- Travel Mode – The private automobile will remain the primary mode of transportation for the majority of residents and visitors. Public transportation will remain a significant service for many, and a vital service for the elderly, youth, and for people with mobility or income

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<sup>1</sup> “Prosperity! 2012: Comprehensive Economic Development Strategy, Humboldt County” Public Review Draft, 2012.

limitations. Bicycle and pedestrian travel will increase modestly and steadily, for both recreational and utility purposes.

- VMT – Increasing and improving multimodal opportunities is a way to lessen or minimize the increase in motor vehicle miles traveled (VMT) within the region.
- Goods Movement – Trucking will remain the primary mode of shipping goods in and out of Humboldt County. The Humboldt Bay port will concentrate on bulk and break bulk products. Rail service is not planned (north/south or east/west) within the RTP’s 20-year timeframe.
- Environmental Conditions – No change is assumed in attainment status for air or water quality affecting transportation projects. The region will experience more extreme weather conditions and sea level rise in the RTP’s 20-year timeframe.
- Planning Requirements – New state and federal requirements with respect to global climate change and greenhouse gas (GHG) emissions will continue to shape the planning process in the future. This RTP is a dynamic document, which will be updated as requirements change.

## LAND USE AND TRANSPORTATION

Land use decisions affect transportation decisions and vice-versa. Clearly, where cities and counties put houses, businesses, parks, industry, shopping, and other uses will affect how people travel from one to the other. And, how and what transportation infrastructure is built will dictate the travel choices people have. Future travel pattern needs should be linked with land use zoning to promote a balanced multi-modal transportation system.

HCAOG promotes proactive planning policies and actions that mutually consider transportation and land use, such as those presented in Caltrans’ “Smart Mobility 2010” (Caltrans, 2010). Smart Mobility, Caltrans explains,

emphasizes the application of land use strategies and the use of transit, carpool, walk, and bike travel to satisfy travel needs through a shift away from higher-polluting modes. For maximum effectiveness, transportation and land use strategies need to be complemented by travel demand management initiatives including innovative approaches to parking and to transportation pricing. The benefits don’t just affect the physical environment—they affect public health as well, because reduced auto use is associated with more physically active travel that contributes to better health, lower household transportation cost, and greater reliability (Caltrans, 2010).

HCAOG supports applying Smart Mobility Framework concepts and activities to guide planning, investment, design, and management for transportation and land use. The Smart Mobility Framework promotes creating meaningful travel choices by:

- A transportation system with facilities and services that offer highly-connected multi-modal networks with complete streets.
- Development and urban design characteristics that create communities where walking, biking, and transit use are common choices—including density levels that contribute to shortening many trips and supporting productive transit use.

- A supply of housing that allows people of all incomes and abilities to live within reasonable distance of jobs, school, and other important destinations, so travel doesn't take too big a bite out of household time and budgets.
- Facilities for all modes that are designed and operated to enhance their surroundings, and that support economic development by creating favorable settings for investing in development and revitalization.

Additional strategies for promoting good connections and functionality between transportation and land uses include efforts to:

- Integrate land use and transportation planning to maximize limited natural and financial resources, to minimize impacts on environment, and to support community values and quality of life.
- Support regional multi-modal travel on major routes that connect main population centers and major destinations. A seamless network of pedestrian and bicycle routes should be the goal in more densely populated areas.
- Support policies that reinforce providing schools in locations that balance walkability and diversity. Promote land use policies for locating and designing school sites to safely accommodate students arriving and departing by all modes of transportation; prioritize safe access for children who are bicycling or walking.
- Promote citizen involvement at all levels of planning so that local communities and neighborhoods help determine their particular transportation needs.
- Design, promote, or require traffic calming features through land use planning in order to maximize safety and encourage walking and bicycling. Traffic calming helps minimize noise, speeding, and discourages drivers from using residential neighborhoods as thoroughfares.

Figure 1.2 (see Maps Tab) *{to be inserted}*, shows general land uses in the county. The set of figures 1.3a through 1.3d *{updated figures to be inserted}* shows population centers and major destinations in the region.

## RELATED PLANS

The RTP *VROOM* should not be considered in isolation for HCAOG's long-term planning goals and efforts. Other HCAOG plans are also relevant for fostering HCAOG's vision of a comprehensive, coordinated, sustainable, and balanced multi-modal transportation system. HCAOG adopted plans that are related to *VROOM* include (but are not limited to):

Recent plans:

- *Humboldt Regional Bike Plan* which was updated in 2017, concurrently with the RTP Update.
- *Transit Development Plan 2017-2021*, which is a short-term plan, required every five years. For this TDP update, HCAOG also developed an accompanying Transit Marketing Plan and 5-year Strategic Plan for the SSTAC (Social Services Transportation Advisory Council).

- *Coordinated Public Transit–Human Services Plan*, which was updated in 2013 and amended in 2016.
- *Countywide Bicycle Parking Guidelines* and *Bike Parking Sourcebook*, which HCAOG staff developed in 2015 with the guidance of an ad-hoc Bicycle Advisory Committee.

Older plans:

- *imagine humboldt!* final report, 2013, which recommends a planning vision and framework for preferred growth scenarios to 2050, developed through the community blueprint planning process.
- *Humboldt County Regional Housing Needs Allocation Plan*, 2013 (and future updates).
- *Humboldt County Regional Trails Master Plan*, prepared and adopted in 2010.
- *Humboldt County Regional Pedestrian Plan*, prepared and adopted in 2008.

In addition to HCAOG’s adopted plans, HCAOG has developed, and will implement, the RTP to be consistent with the following plans.

### **District 1 Climate Change Vulnerability Assessment and Pilot Studies**

The Final Report (December 2014) presents the results of the Caltrans District 1 Climate Change Pilot Study (D1CCPS). Through the study, Caltrans created a process for evaluating the vulnerability of state-owned transportation assets in District 1 due to various climate change factors; the report documents a tool to assess adaptation strategies for vulnerable assets. The project was part of the FHWA Climate Resilience Pilot.

### **California Transportation Plan 2040**

The goals, objectives and proposed actions in the HCAOG RTP correlate with the California Transportation Plan 2040 (CTP 2040). The CTP 2040 provides a statewide, long-range policy framework to meet our future mobility needs and reduce greenhouse gas emissions. The CTP 2040 envisions a safe, sustainable, and globally competitive transportation system, providing reliable and efficient mobility and accessibility for people, goods, and services while meeting greenhouse gas emission reduction goals and preserving community character. “This integrated, connected and resilient multimodal system supports a prosperous economy, human and environmental health, and social equity” (CTP 2040).



The CTP 2040 unites the State’s individual modals plans:

1. *Interregional Transportation Strategic Plan*
2. *California Freight Mobility Plan*
3. *California State Rail Plan*
4. *California Aviation System Plan*
5. *Statewide Transit Strategic Plan*
6. *Toward an Active California-State Bicycle and Pedestrian Plan*

### **California State Wildlife Action Plan (2015)**

Each State Wildlife Action Plan (SWAP), mandated by Congress, must examine the health of wildlife and prescribe actions to conserve wildlife before they become more rare, and conserve vital habitat before it becomes more costly to protect. The California Department of Fish & Wildlife (CDFW) prepares the SWAP, identifying “species of greatest conservation need” and actions to

protect them. The California SWAP 2015 Update covers nine sectors in companion plans, including a *Transportation Planning Companion Plan* (December 2016) (available at [www.dfg.ca.gov/SWAP](http://www.dfg.ca.gov/SWAP)).

The RTP's "Environmental Stewardship" objective is consistent with the California SWAP. Environmental assessments, e.g. the RTP's Program EIR and subsequent project-level CEQA/NEPA assessments by jurisdictions, assess the potential impacts to species of greatest conservation need and their habitat, and identify actions to protect them.

### **Caltrans' Smart Mobility 2010: A Call to Action for the New Decade (2010)**



*Smart Mobility 2010* articulates the state's expanded focus on sustainability for transportation planning and investment; "It is about changing the way the transportation system performs so that negative environmental and social impacts are reduced, and options for people and businesses are increased." The Smart Mobility transportation strategy focuses on moving people and freight while enhancing California's economic, environmental, and human resources. The means to do this is to emphasize convenient and safe multimodal travel, speed suitability, accessibility, management of the circulation network, and efficient use of land. The Smart Mobility Framework identified best practices and a replicable process that Caltrans and partner agencies can use to incorporate smart mobility into their work. Lessons learned and conclusions are presented in the final report, *Smart Mobility Framework Implementation Pilot Study* (March 2015). The Smart Mobility Framework is, the final report says, "sufficiently flexible and resilient to fit the needs of different situations, and that it does not require an all or nothing approach."

### **Regional Intelligent Transportation Systems (ITS) Master Plan**

HCAOG is currently participating on a technical advisory committee to develop a Regional ITS Master Plan through a cooperative effort by Caltrans, the Federal Highway Administration (FHWA), and the North State Super Region, which consists of 16 rural northern counties in California. The Plan is scheduled for completion in 2018.



The ITS Master Plan is a roadmap to integrate ITS strategies into the North State Super Region's transportation system over the next ten years. Examples of ITS technology applications include the use of speed cameras, electronic message signs, roadway weather information system, transit automated vehicle locator GPS devices, traveler information, etc.

The vision stated in the Draft Regional ITS Master Plan is to "Provide technology, systems and equipment to support the transportation goals of Caltrans, the 16 counties and the local communities within the Upstate California Super Region in a manner that is collaborative and performance-based, thereby maximizing the safety, efficiency, reliability and overall performance of the transportation system."

### **Humboldt County Transportation-Disadvantaged Populations Report**

The *Humboldt County Transportation-Disadvantaged Populations Report* was developed by the Eureka-based Redwood Community Action Agency's (RCAA's) Planning for Active Transportation and

Health (PATH) program. The report provides tools for decision makers to plan for more functional and equitable access to goods, services and employment particularly for the approximately 30 percent of non-drivers.

## **ACCOMPLISHMENTS SINCE THE 2014 RTP**

Table *Intro-5*, on the following pages, lists the transportation projects that HCAOG member jurisdictions and Caltrans have completed since 2014, when HCAOG last adopted *VROOM*. The completed projects are from the 2014 RTP's Action Plans for each mode, unless otherwise noted.

**Table Intro-5. Regional Transportation Plan Projects Completed Since 2014**

Jurisdiction	Mode	Project Name/Location	Project Description	Funding Source
City of Arcata	Bicycle & Pedestrian (B&P)	Valley East and Valley West improvement project	Roadway rehab with improvements for bike, pedestrian transit, landscaping and gateway	Measure G match
	B&P	Foster Ave Extension	Connect two north-south arterials (Alliance with 101-G-H corridor), Class I and II	Measure G
	B&P	Arcata City Trail, Foster Avenue to Samoa Boulevard	Rail with Trail Class I multi-use path	ATP, Measure G
	B&P	Humboldt Bay Trail North [PENDING, ETA Oct. 2017]	Rail with Trail Class I multi-use path, Samoa Boulevard to Bracut Marsh	ATP, Measure G
City of Eureka	B&P	Eureka Waterfront Trail: Truesdale to Del Norte (Phase A)	Class I multi-use trail	Non-freeway funds (ENFY)
	B&P	Eureka Waterfront Trail: Del Norte to C Street (Phase B) [PENDING, ETA Oct. 2017]	Class I multi-use trail	ATP, Rec Trails Program, Coastal Conservancy, ENFY, HCAOG RPA
	B&P	Eureka Waterfront Trail: Adorni Trail to Tydd Street (Phase C) [PENDING, ETA Oct. 2017]	Class I multi-use trail	
City of Fortuna	B&P	Ross Hill Road: Kenmar to School Street	Pedestrian and bike safety improvements	ATP/SR2S
	B&P	Rohnerville Road: Redwood Way to Jordan Street	Reconstruct with sidewalk and bike lanes	STIP
County of Humboldt	Highway & Road (H&R)	Eureka–Myrtle, Lucas, Harris	Sidewalk infill	STIP
	H & R	McKinleyville–Central Avenue: School to Hiller	Install median	HSIP
	H & R	Cutten–Walnut & Fern Street	Traffic signal installation	STIP
	H & R	Briceland–Thorne Road	Curve correction	HRRR
	H & R	Union Street	Shoulder widening & geometric improvements	STIP
	H & R	Orleans–Red Cap Road	Shoulder widening	
	B & P	Freshwater–Myrtle Avenue: Pigeon Point to Mitchell	Bicycle lane improvements	BTA
	B & P	Redway	Pedestrian safety improvements	TE
B & P	McKinleyville–School Road: Salmon to Fischer	Sidewalks	TE	

Jurisdiction	Mode	Project Name/Location	Project Description	Funding Source
	B & P	McKinleyville–School Road: Washington to Salmon	Sidewalks & bike lanes w/roundabout	Prop 1B & Developer
	B & P	Eureka–Oak & F Street	Sidewalks, speed table crosswalk, center median haven	SR2S
	B & P	McKinleyville–Murray Road	Sidewalks, bulbouts, center median haven	SR2S
Caltrans	H & R	101–in Arcata from 11th Street overcross to the Arcata overhead	Install cable median barrier	2013 SHOPP
	H & R	101–from Arcata Slough Bridge to Arcata Overhead	Eureka/Arcata capital preventative maintenance and restripe	2012 SHOPP
	H & R	101–various locations from Westhaven Drive to Trinidad Rd.	Humboldt 101 seismic retrofit	2013 SHOPP
	H & R	101–near Rio Dell from Eel River Bridge to south of Van Duzen Bridge	Median barrier installation	2013 SHOPP
	H & R	City of Fortuna Maintenance Station	Excavate contaminated material	2014 SHOPP
	H & R	299–near Blue Lake near Bair Road	Acorn curve improvement	2014 SHOPP
	H & R	299–near Blue Lake at Mill Creek Bridge	Mad River fish passage mitigation	2012 SHOPP
	H & R	299–near Blue Lake at Chezem	Green Point sink restoration	2012 SHOPP
	H & R	169–various locations	Widening and Metal Beam Guardrail	2012 SHOPP
	H & R	36–at Carlotta from Wilson Lane to 0.5 W of Cummings Creek Road	Carlotta Left Turn Channelization	2012 SHOPP
	H & R	101–in Trinidad between 6th Street and Trinidad Road exit	New Interchange	STIP (PID)
	H & R	101–upgrade two Humboldt County bridges	Bridge Seismic Retrofit	SHOPP
	B & P	96–in Hoopa from Loop Road near Hostler Creek Bridge	Shoulder widen and lighted crosswalk	2012 SHOPP
	B & P	96–Downtown Hoopa	Pedestrian safety, traffic calming, drainage improvements	Partially funded