

CHAPTER 2

PLANNING CONTEXT

REGIONAL OVERVIEW

Humboldt County is a geographically diverse region located in the north coast of California. The County encompasses nearly 3,500 square miles (or 2.3 million acres) of forested mountains, river valleys, coastal terraces, and agricultural lands. The county is bordered by Del Norte County to the north, the Pacific Ocean to the west, Siskiyou and Trinity Counties to the east, and by Mendocino County to the south.

Humboldt County experiences moderate coastal temperatures, with higher summer and colder winter temperatures inland. Precipitation ranges from 35 inches in the Humboldt Bay area to over 100 inches per year in southern Humboldt's coastal King Range. Ninety percent of the region's annual precipitation falls from October through April. The region experiences relatively little ice and snow.

Humboldt County is rural in nature and has a population of approximately 132,700 persons (California Department of Finance, 2009). In addition to several unincorporated communities, Humboldt County has seven incorporated cities: Arcata, Eureka, Blue Lake, Ferndale, Fortuna, Rio Dell, and Trinidad. City populations range from 300 to 26,000 residents. The greater Humboldt Bay area, which consists of the cities of Arcata and Eureka serves as the region's population center and economic focal point.

The relatively flat topography on the coastal terraces from Trinidad to Rio Dell is best suited for trail development. River valleys and highway corridors also provide relatively accessible alignments for active transportation infrastructure. Forested lands, both in public and private ownership, account for 80 percent of the county's land area; public parklands attract visitors for their open space values and are suitable for trail development, particularly for hiking and equestrian routes.

ACTIVE TRANSPORTATION SYSTEM BENEFITS

An active transportation system is a region-wide network of on-street and off-street trails, bikeways and walkways that allow people to move within and between communities by foot, bicycle, or other non-motorized means. Humboldt County residents and visitors would benefit from expanded non-motorized transportation options that connect to neighborhoods, schools, jobs, parks, natural areas, commercial centers, and neighboring communities. Ideally, the active transportation system would eventually be integrated with public transit and promoted through educational programs.

An active transportation system can address many objectives proactively, including improved accessibility, transportation options, public health, economic vitality, and air quality. The most compelling benefits of an active transportation system are discussed below.

Accessibility

Humboldt County communities are connected primarily by state highways and rural two-lane roads. Often, high motor vehicle speeds and the lack of non-motorized transportation facilities discourage bicycling or walking. A balanced transportation environment can significantly increase levels of bicycling and walking and enhance a community's livability.

There is a growing movement to “complete the streets”. Complete streets are streets designed with all users in mind, including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. Complete streets provide safe transportation options and access to daily needs and destinations for all users, appropriate to the local context.

In urbanized areas of the county, complete streets could accommodate wide sidewalks for pedestrians and marked street shoulders for cyclists. In rural areas of the county without wide shoulders and sidewalks, or between communities, adding trail facilities would “complete the street.”

In 2008, California adopted the Complete Streets Act (AB 1358), which requires cities and counties plan for a balanced, multimodal transportation network that meets the needs of all users in a manner that is suitable to the rural, suburban, or urban context of the general plan. Beginning January 2011, substantive revisions of local general plan circulation elements are required to include complete streets provisions.

Transportation Equity

Transportation options are limited for those who cannot or prefer not to drive. According to the *2006 Humboldt County Transportation-Disadvantaged Populations Report*, estimates from around the county suggest that approximately 30 percent of the population does not drive. Transportation-disadvantaged populations include low-income households, carless households, ethnic minority populations, seniors, mobility-impaired, youth, and geographically isolated.

The California Department of Finance projects that, from 2020 - 2050, the number of people ages 50 - 79 in Humboldt County will increase by 13 percent and the population of those over 80 will increase by 151 percent. According to the 2000 Census, approximately 20 percent of Humboldt County households (in some Census Block Groups, as many as 91 percent) are considered low-income. These residents would benefit from an active transportation system that provides greater access to important destinations, such as public transportation, schools, residential neighborhoods, shopping, employment, and outdoor recreation.

Public Health

Trails, bikeways, and walkways provide opportunities for physical activity and promote healthy lifestyles. Physical activity health benefits discussed in the *2008 Humboldt County General Plan Update Health Impact Assessment* include decreased risks for heart disease, diabetes, hypertension, and colon cancer, as well as an increased sense of well-being. For children, benefits include strengthening bones during critical growth periods, increased confidence and self-esteem, and decreased childhood obesity risks. According to the California Department of Public Health, 21.7 percent of Humboldt County adults are considered obese, which is higher than California's rate of 19.1 percent.

Walking or bicycling to work or school helps people meet their daily requirements for physical activity. According to the 2000 Census, eight percent of all commute trips in Humboldt County are made by walking or bicycling. For students in Humboldt County, three percent walked to school in 2006-07, and 14 percent biked.

Improving the safety of active transportation infrastructure, which includes public education, will reduce injuries and fatalities resulting from pedestrian- and bicycle-auto collisions. Strategic investments in the active transportation system would promote walking and bicycling to work or school by improving the attractiveness and safety of the non-motorized facility network.

Economics

Trails and robust active transportation systems not only enable residents to live more actively and economically in a healthier environment where travel costs are reduced, but also benefit both adjacent landowners and the local business community. Humboldt County is an increasingly sought after eco-tourism destination, due to its vast abundance of natural, scenic, and cultural resources. A well planned and designed regional trail network is a key eco-tourism component that can increase the number and length of visits and benefit local businesses by attracting active outdoor enthusiasts. These quality of life amenities also attract relocating businesses.

Trails and bicycle facilities are also desirable community amenities for residents as they provide inexpensive transportation options and increase property values. In a 2002 survey of recent homebuyers sponsored by the National Association of Home Builders and the National Association of Realtors, trails ranked as the second most important community amenity among eighteen choices (second only to highway access). This could be attributed to the recreation, transportation, property, and aesthetic values trails can bring to a community.

Investments in infrastructure support job development through construction activities and materials purchases. The FHWA estimates that for every \$1 million spent on trail development, a local economy gains 65 jobs. For construction of the most recent segment of the Hammond Coastal Trail in 2007, nearly one half million dollars went to local purchase of materials, and a roughly equal amount to payroll for local firms and organizations.

Linking Land Use, Transportation and Air Quality

Planning for an active transportation system is one of the most effective ways to reduce greenhouse gas (GHG) emissions at the local level. State legislation has been passed that aims to reduce GHG emissions by promoting coordinated regional land use and transportation planning that results in a reduction of vehicle miles traveled (VMT). In addition, funding streams tied to transportation are responding to this legislation by supporting projects that implement VMT reduction targets.

Established transportation and land use patterns in Humboldt County are automobile-oriented. Approximately 49 percent of Humboldt County residents live in “non-urban” or rural areas (HCDHHS, 2008). In 2000, annual VMT in California was 2.7 times higher in rural areas as compared with urban areas (FHA, 2002). Humboldt County’s rural areas offer fewer public services compared to urban areas; residents therefore depend on motor vehicles to access childcare, grocery stores, employment, and medical services.

Studies from across the nation illustrate that moderate to higher density development that provides a mix of residential, employment, and shopping opportunities encourages walking and bicycling. Increased access to safe bicycle and pedestrian facilities (e.g. sidewalks, trails, and wide shoulders on non-urban roads) promotes higher levels of physical activity and lower levels of greenhouse gas emissions from vehicles. Vehicle emissions are the largest source of mobile air pollution.

In 2006, the California legislature passed AB 32, the Global Warming Solutions Act, which requires the state to reduce greenhouse gas (GHG) emissions to 1990 levels no later than 2020. AB 32 set the stage for SB 375, passed by the California legislature in 2008. SB 375 (Steinberg) aims to cut vehicle emissions by encouraging more compact development patterns that support transportation alternatives. To achieve this goal, SB 375 establishes new linkages between transportation funding, GHG reduction targets, and regional land use planning.

An active transportation system that provides a high level of accessibility to goods, services and transit will increase the number of short trips made by non-automobile means and reduce VMT. A safe, reliable, intuitive and attractive regional trail network in Humboldt County would increase the region’s transportation efficiency, reduce automobile dependence and congestion, and improve regional air quality and health.

GOALS AND POLICIES

This section outlines the Regional Trails Master Plan goals and policies that will guide active transportation system planning and development in Humboldt County. The purpose of these goals and policies is to:

- Provide HCAOG and member agencies with decision-making direction to support active transportation system development;
- Facilitate a participatory and collaborative approach between HCAOG and member agencies to achieve efficient non-motorized transportation development and implementation; and
- Identify priorities for ongoing development of the active transportation system.

The goals and policies support the planning and development of an active transportation system or network of on-street and off-street trails, bikeways and walkways that allow increased non-motorized travel for transportation and recreation purposes. They address non-motorized transportation needs and trends discussed throughout the master plan. Goals are aimed at HCAOGs desired outcomes, while policies are more specific statements that define ways to achieve the goals. The goals and policies should be used by HCAOG to advance the development of an active transportation system in Humboldt County.

Goal 1: Active Transportation System

Develop an active transportation system for Humboldt County that provides connectivity *within* and *between* communities.

Policies

- 1.1 Create a cohesive network of regional and local trails, bikeways, and pedestrian facilities for transportation and recreation by facilitating regional trail development discussions with HCAOG members.
- 1.2 Focus funding and planning efforts on gaps in the active transportation system, thereby linking and improving access to key community destinations such as schools, residential neighborhoods, employment centers, commercial districts, transit stops, recreational areas and cultural uses.
- 1.3 Increase non-motorized transportation facilities by at least 10 percent by 2020 in Humboldt County.
- 1.4 Consolidate the Humboldt County Regional Pedestrian Plan, Regional Bicycle Transportation Plan, and Regional Trails Master Plan into one Active Transportation Plan as opposed to updating the plans independently of one another.

Goal 2: Health and Equity

Encourage active transportation and recreation options for residents and visitors.

Policies

- 2.1 Promote walking and bicycling as healthy transportation choices, which enhance the physical, social and environmental well-being of the community.
- 2.2 Consider the needs of transportation-disadvantaged populations (i.e. low income or carless households, elderly, youth, minorities, and persons with disabilities) when planning and prioritizing transportation projects and funds.
- 2.3 Promote the consideration of transportation-disadvantaged populations in land use planning.

Goal 3: Safety and Education

Improve the safety of active transportation facilities.

Policies

- 3.1 Encourage the separation of bicycle and pedestrian facilities from vehicular traffic whenever feasible.
- 3.2 Encourage member agencies to identify regional Safe Routes to School priorities in coordination with schools and school districts to improve local competitiveness for funding.
- 3.3 To promote safe walking and bicycling conditions for area schools, inform HCAOG members when Safe Routes to School funds are available and provide members with successful grant application examples and best practices information when applying for funds.
- 3.4 Support the development of bicyclist, pedestrian and motorist safety programs to improve safety for all active transportation and road network users.
- 3.5 Prioritize investments in the active transportation system that will significantly reduce bicycle and pedestrian related collision rates on a per capita basis over the next 20 years.

Goal 4: Trail Design and Support Facilities

Encourage consistent trail design and the development of trail amenities and support facilities.

Policies

- 4.1 Encourage member agencies to adopt the trail design guidelines into local plans.
- 4.2 Encourage the inclusion of trail amenities (e.g., benches, water fountains, bicycle parking, lighting, and trash receptacles) where feasible in local jurisdiction trail projects.

- 4.3 Provide regular updates to local jurisdictions about funds available (e.g., Transportation Enhancements funds) for trail amenities and support facilities.
- 4.4 Facilitate member agency coordination with the Humboldt Farm Bureau and the local agricultural community to develop best management practices and design standards for trails, to ensure a high level of compatibility with the farms and ranches they pass by.
- 4.5 Develop a countywide Regional Trails Signage and Amenities Plan to establish a recognizable and consistent identity for the active transportation system. The plan would develop a regional trail name and logo, establish distinct designs for regional trail facilities and amenities, and include strategies for promoting the trail. Trail facilities would be developed to reflect Humboldt County's unique natural and cultural resources.

Goal 5: Maintenance

Maintain the quality and condition of the active transportation system.

Policies

- 5.1 Encourage local jurisdictions to coordinate a volunteer trail clean-up and maintenance program, such as adopt-a-trail program.
- 5.2 Schedule time quarterly at regular HCAOG Technical Advisory Committee meetings to discuss potential funds and strategies for long-term trail maintenance and operation.
- 5.3 Encourage HCAOG member agencies to develop and implement long-term trail maintenance and operation strategies.

Goal 6: Coordination

Support regional trail planning and coordination efforts to ensure successful active transportation system development.

Policies

- 6.1 Encourage the local jurisdictions to provide local and regional trail connections and access.
- 6.2 Promote public-private-tribal partnerships for trail development, operations, and maintenance.
- 6.3 On a quarterly basis invite planning staff from HCAOG member agencies to attend a regularly scheduled Technical Advisory Committee meeting to discuss regional trail development, planning, and coordination.

Goal 7: Funding

Encourage the pursuit of active transportation system funding to implement priority trail projects identified in this plan.

Policies

- 7.1 Encourage multi-jurisdictional funding applications to increase funding competitiveness in order to implement the regional active transportation system.
- 7.2 Encourage the local jurisdictions to include trail development and improvements in their Capital Improvement Plans.
- 7.4 Encourage jurisdictions to target projects and complete the necessary environmental and engineering studies necessary to improve project readiness and competitiveness for state and federal funds.
- 7.3 Develop a transportation funding formula that gives priority to projects that incorporate active transportation system facilities into project design.

LITERATURE REVIEW RESULTS

Significant efforts to improve non-motorized transportation have already been made at the local, regional, state, and federal level. These prior efforts developed goals and policies; identified on- and off-street active transportation improvements; addressed support facilities; and developed educational and promotional programs. The plans listed below summarize the planning efforts that seek to improve non-motorized transportation in Humboldt County.

Local Plans and Studies

Avenue of the Giants Community Action Plan (1998)

The *Avenue of the Giants Community Action Plan* is a planning and resource document for nine rural communities in southern Humboldt County. These communities are linked by the Avenue of the Giants (SR 254), a 32 mile scenic drive along the Eel River that passes through over 50,000 acres of redwood groves, mostly in National and State Parks. For each community planning area, the plan provides: characteristics and trends; community vision; planning themes, goals and priorities; and community action projects for implementation. Community residents identified ‘a safe multi-use path along the Avenue and a more independent relationship with Humboldt Redwoods State Parks’ as a high priority goal for implementation.

City of Arcata General Plan: 2020 (2000)

The *Arcata General Plan: 2020* contains policies that support bicycle and pedestrian facilities in several General Plan elements. The Land Use Element encourages walking and bicycling by emphasizing mixed-use neighborhoods and infill developments. The Transportation Element

promotes transportation choices, striving to de-emphasize dependence on the automobile. The Open Space Element supports developing trails and other non-motorized corridors that link to open space, recreation areas, and coastal access. The Resource Conservation and Management Element recommends foot trails leading to and along the Humboldt Bay.

City of Arcata Parks and Recreation Plan (1994)

The *Arcata Parks and Recreation Plan* was developed as a separate document, but is an element of the Arcata General Plan and an update of the Parks and Recreation Master Plan adopted in the late 1970s. The plan encourages adequate pedestrian, bicycle, and bus transportation to all recreational facilities and programs. The City of Arcata is nearing the completion of the Parks and Recreation Master Plan update, which recommends improvements for an interconnected, multipurpose trail system with regional linkages.

City of Arcata Pedestrian and Bicycle Master Plan (2010)

The *Pedestrian and Bicycle Master Plan* evaluates existing conditions and needs of pedestrians and bicyclists in the City of Arcata and identifies a citywide system of improvements and coherent implementation strategies for walking and bicycling facilities. The plan includes mapping of the proposed bikeway network and identifies priority and conceptual bikeway corridor improvement projects. The plan's goal is "to achieve 50 percent of all trips that begin and end in Arcata being made by non-motorized modes by the year 2020."

City of Eureka General Plan (1997)

The *Eureka General Plan* provides goals and policies that support the development of the continuous Waterfront Trail and other active transportation facilities throughout the city in Section 3: Transportation and Circulation, Section 5: Recreation and Cultural Resources, and Section 6: Natural Resources.

Elk River Access Project Recommendations (2002)

The *Elk River Access Project* report was prepared for the City of Eureka to provide trail development recommendations for the Elk River Wildlife Sanctuary and adjacent City of Eureka property north of the Sanctuary and south of Truesdale Avenue. The proposed trail will connect and be a segment of the Eureka Waterfront Trail. The report addressed trail layout and design, access facilities and amenities, project funding, and project planning and implementation management.

Humboldt Coastal Nature Center Trails Plan (2010)

The Friends of the Dunes prepared the *Humboldt Coastal Nature Center Trails Plan* to assess existing access routes and determine which trails should be included in its trail system. The plan contains public access trail policies, trail maps, and visitor guidelines. The Humboldt Coastal Nature Center consists of 113 acres of coastal dune property that is dedicated for the purposes of public access and outdoor recreation, open space and habitat conservation, and the development of a coastal dune interpretive and visitor center.

Manila Community Transportation Plan – Phase II (2005)

The *Manila Community Transportation Plan* addresses traffic safety concerns on State Route (SR) 255, which runs through the center of the community of Manila. A number of SR 255 improvements were recommended to reduce traffic speeds, provide enhanced pedestrian crossings, and increase the accessibility of local streets. Recommended non-motorized trail improvements included a multi-use trail utilizing the NCRA rail corridor through Manila and new pedestrian paths that provide connectivity to important community facilities.

McKinleyville Community Plan (2002)

The *McKinleyville Community Plan* (Humboldt County General Plan Volume II) provides Circulation Plan policies that include new roadway and intersection design standards that incorporate provisions for bikeways, and funding priorities favoring safe pedestrian and bicycle access to schools.

McKinleyville Parks and Recreation Plan (2008)

The *McKinleyville Parks and Recreation Plan*, prepared by McKinleyville Community Services District (MCSD), describes existing and proposed trail facilities within the community of McKinleyville including trails maintained by the County of Humboldt and the MCSD. The plan includes policies and objectives that support the development of non-motorized transportation facilities and encourage collaboration with other agencies to maximize recreational opportunities.

Willow Creek Community Action Plan (2003)

The *Willow Creek Community Action Plan* is a strategic planning and community improvement implementation guide. Although the plan was intended primarily as an economic development tool, it also touched on issues related to recreation, transportation, and land use.

Regional Plans and Studies

Annie and Mary Rail-Trail Feasibility Study (2003)

The *Annie and Mary Rail-Trail Feasibility Study*, prepared for the State Coastal Conservancy, documents the opportunities and constraints relative to the development of a multiple-use trail on the Arcata and Mad River (or Annie and Mary) rail corridor, which stretches from the Arcata to Korbel. The study explores trail alignment alternatives, design, costs, and management and maintenance issues, and develops trail alignment recommendations based on adjacent land use conflicts.

Annie and Mary Trail – Next Steps (2008)

The *Annie and Mary Trail – Next Steps* report was prepared for Humboldt County Association of Governments (HCAOG) to identify the “next steps” in the development of the Annie and Mary Trail project. The report summarizes the ownership history of the corridor and the process of “railbanking” the corridor in order to preserve it for future railroad or trail use.

Eureka Waterfront Trail and Promenade Recommendations (2005)

The *Eureka Waterfront Trail and Promenade Recommendations*, prepared for the City of Eureka Trails Committee, provides recommendations about the location and specifications of a contiguous non-motorized recreation and transportation facility along the City of Eureka’s Humboldt Bay waterfront. The plan provides a Waterfront Trail and Promenade vision, describes existing and proposed trail segments, reviews regional trail connections around Humboldt Bay, and considers trail design specifications and directional signage facilities.

Hammond Coastal Trail Extension Analysis – Trinidad to Fortuna (2001)

The *Hammond Coastal Trail Extension Analysis – Trinidad to Fortuna* was prepared for the County of Humboldt to identify and prioritize potential trail routes for Hammond Trail extension. The study analyzed two priority trail route alternatives for the “Hole in the Hammond” (a missing segment of the Hammond Trail that was constructed in 2007) and identified conceptual trail routes for northward and southward trail extension to Trinidad and Fortuna, respectively.

Hammond Coastal Trail – South Implementation Strategy Report (2005)

The *Hammond Coastal Trail – South Implementation Strategy Report*, prepared for the State Coastal Conservancy, provides a detailed analysis of potential trail route options in southward extension of the Hammond Trail from the Mad River Bridge to the Arcata City Limits. The study analyses route alternatives on county roads, railroad corridors, and river levees and addresses best management practices relative to existing agricultural operations and trail surfacing.

Hammond Trail Extension – Next Steps (2008)

The *Hammond Trail Extension – Next Steps* report was prepared for HCAOG to identify the “next steps” in the development of the Hammond Trail project. Alternative routes were considered to extend the Hammond Trail from its southern terminus at the Mad River Bridge to downtown Arcata. The study described private property, management and environmental issues that would need to be addressed to implement alternative routes.

Humboldt Bay Trails Feasibility Study (2001)

The *Humboldt Bay Trails Feasibility Study* was prepared for the State Coastal Conservancy to encourage non-motorized access to and around Humboldt Bay. The study identified priority, potential and conceptual trail projects around Humboldt Bay, along with specific route alternatives for the California Coastal Trail. In addition, the plan addresses trail development standards, funding techniques, and regional trail planning.

Humboldt Bay Trail Feasibility Study (2007)

The *Humboldt Bay Trail Feasibility Study: Eureka to Arcata* was prepared for HCAOG to analyze the feasibility of developing a Class I facility between Arcata and Eureka on the eastern edge of Humboldt Bay. The study provides a needs analysis, trail design guidelines, opportunities and constraints by each trail segment, and estimated costs of implementation. Additionally, the study evaluates five trail route options and contains alignment alternative maps.

Humboldt County Bicycle Facilities Feasibility Analysis (1997)

The purpose of the *Humboldt County Bicycle Facilities Feasibility Analysis* was to research possible alternatives for improvement to and expansion of bicycle facilities within and between communities in the central coast of Humboldt County. The study found substantial demand for a Class I facility between the cities of Arcata and Eureka and analyzed alternative routes on Old Arcata Road, State Route 255, and NCRA rail corridors. Additionally, the study identifies advantages and disadvantages of improving other bicycle connections within the county and contains existing and proposed bikeways maps.

Humboldt County General Plan, Energy Element (Final Draft, 2005)

The *Humboldt County General Plan Energy Element* contains objectives, policies, standards, and implementation strategies that support integrated energy, land use, transportation, and air quality planning. The Energy Element supports land use patterns that reduce vehicle miles traveled (VMT), such as bicycle- transit- and pedestrian-oriented developments, and provide clear, safe, and convenient linkages between all modes of travel.

Humboldt County General Plan, Health Impact Assessment (2008)

The *Humboldt County General Plan Health Impact Assessment* examines how the various land use and development scenarios under consideration for the General Plan Update would affect health. The Health Impact Assessment brings together evidence for decision-makers to understand how their decisions on programs, projects, plans, or policies affect health, positively or negatively. The assessment also offers recommendations to enhance the positive health impacts of policy-making and development projects and to eliminate, reduce, or mitigate negative impacts.

Humboldt County General Plan, Recreation Element (1976)

The *Recreation Element* of the Humboldt County General Plan provides a framework for the provision and maintenance of county parks and recreation facilities. The plan provides policy and an action plan for the county's management of its outdoor recreation facilities.

Humboldt County Regional Bicycle Transportation Plan (2004 Update)

The *Humboldt County Bicycle Transportation Plan* was prepared for HCAOG to provide guidance on the development of a unified bicycle system throughout Humboldt County for recreational and commuting bicyclists. The plan illustrates existing and proposed bicycle facilities and prioritizes proposed projects using ranking criteria for each local jurisdiction. The plan meets Bicycle Transportation Account guidelines and is therefore eligible for state funding.

Humboldt County Regional Pedestrian Plan (2008)

The *Humboldt County Regional Pedestrian Plan* was prepared for HCAOG to provide a comprehensive assessment of pedestrian needs within Humboldt County. The plan aims at making walking an integral transportation mode in Humboldt County by proposing regional and local pedestrian improvement projects. Additionally, the plan includes maps illustrating proposed improvements to the pedestrian network, and information on public awareness and education programs, funding sources, accessibility guidelines and design treatments.

Humboldt County Regional Transportation Plan (2008 Update)

The *Humboldt County Regional Transportation Plan (RTP)* was prepared for HCAOG as a long-term transportation planning document which aims to maintain a balanced transportation system, increase transportation capacity where population growth occurs, and integrate bicycling and walking as integral transportation modes within the county. The plan includes a bicycle and pedestrian needs assessment, figures illustrating existing bicycle facilities for Humboldt County communities, an action plan for proposed non-motorized projects, and funding sources available for project implementation.

Humboldt County Trails Plan (1979)

The *Humboldt County Trails Plan* was developed as a sub-element to the Humboldt County General Plan Recreation Element. It focuses primarily on developing both transportation and recreational community trails for bicyclists, pedestrians, and equestrians. Regional, state, and national trails and bikeways are also a part of the County Trails Plan.

Humboldt County Transportation-Disadvantaged Populations Report (2006)

The *Humboldt County Transportation-Disadvantaged Populations Report* was prepared for the County of Humboldt Public Works Department to identify who, where, and generally how numerous Humboldt County populations have their lives restricted by the current level of transportation services and options. The report describes how these ‘transportation-disadvantaged’ populations suffer from transportation challenges that have significant impacts on individual and family access to daily needs and services.

Humboldt People Powered Pathways (2009)

Humboldt People Powered Pathways (HP3) is a vision to improve active transport options within and between Humboldt communities “to get more people traveling by healthy, environmentally beneficial means.” The HP3 vision and ‘case statement’ was crafted by a coalition of the County of Humboldt, cities, tribes, Caltrans, and community organizations to demonstrate Humboldt County’s active transportation needs and readiness to meet those needs.

The HP3 case statement was submitted, along with 49 other communities across the nation, as part of the ‘2010 Campaign for Active Transportation’. The aim of the campaign was to compel the federal government to reauthorize and expand non-motorized transportation funding in the next federal transportation bill.

Pacific Coast Bike Route Study (2003)

The *Pacific Coast Bike Route Study*, prepared for HCAOG and funded by a State Planning and Research Grant, provides recommendations regarding facility improvements and route alternatives for the Pacific Coast Bike Route (PCBR) through the county regions of Del Norte, Humboldt, and Mendocino. The study addresses signing, ‘Share the Road’ educational programs, agency coordination, and cooperative management of the PCBR.

Particulate Matter (PM10) Attainment Plan (1995)

The North Coast Unified Air Quality Management District (consisting of Humboldt, Del Norte, and Trinity Counties) is classified as a nonattainment area for particulate matter under 10 microns (PM10). Under the California Clean Air Act, air quality districts must develop control measures to achieve and maintain ambient air quality standards. Among the control measures mentioned in the Attainment Plan are programs to accommodate bicycle use and land use development practices that enable people to walk to more destinations and reduce automobile use.

Redwood Pathways Implementation Strategy (2002)

The *Redwood Pathways Implementation Strategy* was developed to evaluate the overall feasibility of developing multi-use trails along the Avenue of the Giants. The plan identified 32 conceptual projects and further analyzed two priority projects, which included: the South Fork High School Trail and the Garberville-Benbow River Trail. Preliminary environmental analysis was completed and next steps of project development were addressed for both priority projects.

Trail Projects on the NWP Line Rights-of-Way (2009)

Trail Projects on the NWP Line Rights-of-Way: Design, Construction, Safety, Operations, and Maintenance Guidelines was adopted in 2009 by the North Coast Railroad Authority (NCRA). The trail guidelines are intended to provide minimum standards and general requirements for the design, construction, safety, operations, and maintenance of trails on the NWP rail rights-of-way in a manner that is compatible with the safe operation of NCRA's owned and used railroad rights-of-way and with the current rail capacity needs and future rail capacity expansions envisioned for those rights-of-way.

Federal and State Plans, Policies, and Regulations

Accommodating Bicycle and Pedestrian Travel (2000)

The United States Department of Transportation (USDOT) adopted a policy entitled, *Accommodating Bicycle and Pedestrian Travel: A Recommended Approach*, which provides direction for States and local agencies involved in improving bicycle and pedestrian facilities.

California Blueprint for Bicycling and Walking (2002)

The *California Blueprint for Bicycling and Walking* report, prepared by Caltrans in 2002, sets goals towards increasing bicycling and walking trips by 50 percent, decreasing bicycle and pedestrian fatality rates by 50 percent by 2010, and increasing funding for bicycle and pedestrian-related programs. The report influences the integration of non-motorized transportation in transportation planning by emphasizing the fact that the maximization of "opportunities for bicycling and walking, shifts the focus from safely moving the maximum number of passenger vehicles to safely moving the maximum number of people."

California Complete Streets Act (2008)

AB 1358 (Leno), the California Complete Streets Act, was adopted in 2008. The Complete Streets Act requires that the “legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for 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. By requiring new duties of local officials, this bill would impose a state mandated local program.”

California Global Warming Solutions Act (2006)

Assembly Bill (AB) 32, the Global Warming Solutions Act requires the California Air Resources Board (CARB) to develop regulations and market mechanisms that will ultimately reduce California's greenhouse gas emissions to 1990 levels by the year 2020 and to 20% of 1990 levels by the year 2050. Increasing trips made by foot and by bicycle and decreasing trips made by motorized vehicles reduces greenhouse gas emissions.

California Sustainable Communities and Climate Protection Act (2008)

California Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act, is the first bill to link transportation and land use planning with global warming. SB 375, which is part of AB 32's implementation strategy, aims to reduce greenhouse gas (GHG) emissions by discouraging sprawl development, fostering land use patterns that reduce the need to drive, and by promoting more alternative transportation options. The bill directs that housing planning be coordinated and integrated with Regional Transportation Plans.

On August 13, 2008, the Senate amended the bill so that it applies only to federally-designated metropolitan planning areas, thus eliminating some small counties. As such, the bill only requires the 18 Metropolitan Planning Organizations (MPOs) in California to prepare a "sustainable communities strategy" to reduce the amount of vehicle miles traveled (VMT) in their respective regions and demonstrate the ability for the region to attain ARB's targets.

California Transportation Plan 2025 (2006) & 2030 Addendum (2007)

The California Transportation Plan (CTP) is the State's long-range transportation plan. The plan has a vision of “The 3 E's of Sustainability”:

California has a safe, sustainable, world-class transportation system that provides for the mobility and accessibility of people, goods, services, and information through an integrated, multimodal network that is developed through collaboration and achieves a Prosperous Economy, a Quality Environment, and Social Equity.

The current CTP 2025 is now being updated for a 2035 planning horizon. The CTP 2035 “addresses transportation as a focal point for sustainability and quality of life.” It is slated to be approved in September 2010.

Caltrans Deputy Directive 64-R1 (2008)

Effective October 2008, Caltrans revised Deputy Directive 64 (DD-64-R1), entitled “Complete Streets – Integrating the Transportation System.” DD-64-R1 explicitly embraces Complete Streets as the policy covering all phases of state highway projects, ensuring that Caltrans routinely plans, programs, designs, constructs, operates and maintains the entire right-of-way to enable safe access for all users.

Caltrans Director’s Policy 22 (2001)

In November 2001, Caltrans adopted a policy on *Context Sensitive Solutions* (Director’s Policy No. 22) to support an approach towards managing the transportation system by balancing transportation needs with community goals. The policy will ensure accommodation of community goals for non-motorized transportation needs in the transportation planning, design, construction, maintenance and operations processes.

Caltrans Highway Design Manual (2006)

Caltrans Highway Design Manual - Chapter 1000, ‘Bikeway Planning and Design’ discusses minimum planning and design criteria for bikeway facilities. This chapter defines bikeway facility types (Class I, II, and III), bikeway facility selection applications, and design criteria for bikeways and multipurpose trails.

Caltrans Project Development Procedures Manual (1999)

Caltrans Project Development Procedures Manual - Chapter 31, ‘Nonmotorized Transportation Facilities’ outlines pertinent statutory requirements, planning policies, and implementing procedures regarding nonmotorized transportation facilities. The manual discusses existing nonmotorized routes severed by freeways, new corridors where nonmotorized facilities do not exist, cooperative and state projects, nonmotorized planning and design guidelines, and project approvals.

Completing the California Coastal Trail (2003)

Completing the California Coastal Trail, prepared by the State Coastal Conservancy, analyzes opportunities and constraints associated with the State’s objective to complete a continuous public multi-use trail along the California coastline. The study assesses land acquisition and trail construction costs, describes trail development challenges including private ownership and public recreational access, and provides recommendations for creating a coordinated signing program and for implementing coastal trail projects.

Guide for the Development of Bicycle Facilities (1999)

The *Guide for the Development of Bicycle facilities*, prepared by American Association of State Highway and Transportation Officials (AASHTO), provides information to help accommodate bicycle traffic in most riding environments. The document provides an overview of planning considerations for bicycles; describes the various bicycle facilities types; presents design guidelines to follow when constructing, improving, or designing highways and bicycle facilities; and provides recommendations for the operation and maintenance of bicycle facilities.

Main Streets: Flexibility in Design and Operation (2005)

Main Streets: Flexibility in Design and Operation was prepared by Caltrans to identify Context Sensitive Solutions and Livable Community concepts that can assist communities and Caltrans in balancing community values with transportation concerns for safe and efficient operations for all users. The booklet discusses traffic calming measures that may be used in the planning and design of community main streets on state highways.

Rails with Trails: Lessons Learned (2002)

The *Rails with Trails: Lessons Learned* report was prepared for the USDOT for the purpose of examining safety, design, and liability issues associated with the development of shared-use paths and other trails within or adjacent to active railroad rights-of-way. The report explores lessons learned from the experience of completed rails-with-trails and suggests practices to enhance safety and security for railroads and trail users

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