

## BIKE NETWORK GOALS & POLICIES

# 2.

As the regional transportation planning agency, HCAOG wants Humboldt's transportation infrastructure to provide access for all, a real choice of modes, and safety in equal measure for each mode of travel.<sup>1</sup> Having a robust active transportation system that includes a comprehensive regional bicycle network is one part of achieving this goal. To this end, HCAOG fully considers the needs of bicyclists in all programming, planning, and project development activities.

HCAOG shall program, plan for, and help develop the regional transportation system consistent with these policies:

- The design and development of transportation infrastructure shall improve conditions for bicycling through: planning projects for the long-term; addressing the need for bicyclists to cross corridors as well as travel along them; and consistently providing timely review periods for the public.
- In all urbanized areas, bikeways shall be established in new construction and reconstruction projects unless bicyclists are prohibited by law from using the roadway or the cost of establishing bikeways would be excessively disproportionate to the need or probable use; or where sparse population or other factors evidence an absence of need.
- In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to travel.

*"If we are to meet the goals of doubling the current levels of bicycling and walking in the United States while decreasing by 10% the number of crash-related injuries and deaths, coordinated and committed effort must be put forth at every level of government."*

-National Cycling and Walking Study, Federal Highway Administration 1994

### Five Things Cyclists Want:

- Space
- Low vehicle speed
- Low traffic volume
- Smooth surfaces
- Minimal conflicts at intersections

<sup>1</sup> From US DOT Policy "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach."

## VISION, GOAL & OBJECTIVES

The vision is what we aspire to achieve.

***Vision:** Create a regional bicycle network in which people of all ages and abilities feel safe bicycling, bicycle within and between communities, and choose bicycling as an attractive and practical mode of travel for more trips.*

**Goal:** Create the safest conditions for bicyclists by providing infrastructure and non-infrastructure projects that eliminate barriers to bicycle travel.

### OBJECTIVES:

- ◆ Increase the percentage of people in Humboldt who commute by bicycle.
- ◆ Increase the annual number of non-recreational bicycle trips in Humboldt.
- ◆ Increase the number/miles of regional bikeways that connect Humboldt communities.
- ◆ Increase the number of major destinations and public transportation stops that can be accessed directly via a designated bikeway.
- ◆ Increase the number and quality of bicycling amenities.
- ◆ Decrease the number of injuries and fatalities from bicycle collisions towards zero deaths.
- ◆ Increase the number and reach of bicycle education and encouragement programs.

## POLICIES

The policies below include policies from VROOM, HCAOG'S Regional Transportation Plan, that are especially pertinent to the goals and objectives of the Regional Bicycle Plan. Although we are retaining the original VROOM policy numbers, the policies also apply to the Bike Plan.

### I. DEVELOP COMPREHENSIVE REGIONAL BICYCLE NETWORK

**Policy 1.1** HCAOG will work with and support local jurisdictions and local Native American Tribes to plan, install and maintain local bikeway networks, as well as to collaborate to build a comprehensive regional bicycle network linking cities, unincorporated areas, counties, the California Coastal Trail, and the Pacific Coast Bike Route. Humboldt's regional bicycle network shall have:

- regional bikeways that link communities and connect to local bicycle networks and facilities;
- local bikeways that link to major activity centers, public transportation, recreation, and other destinations;
- bicycle-friendly streets, as consistent with "Complete Streets"<sup>2</sup> policies, designed with best current practices, and innovative treatments where appropriate;
- comprehensive facilities that support bicycle travel, including, but not limited to, directional signage, bike maps, sheltered parking, and changing stations; and

<sup>2</sup> See Chapter 1, California Complete Streets Act of 2008 (California Assembly Bill 1358).

- bicycle facilities integrated to access other modes of transportation (e.g. driving, carpooling, public transit)

**VROOM Policy CS-2** HCAOG recognizes the planned Humboldt Bay Trail as a regional priority multi-use trail and supports multi-jurisdictional, public, and private efforts to develop it.

**Policy 1.2** HCAOG encourages local jurisdictions to adopt the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide as the primary guide for designing innovative bicycle facilities.

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

**VROOM Policy CS-12** 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 (Class I, II, or III) within one mile of all public schools and public transit connections.

**Policy 1.6** HCAOG will coordinate local and regional bicycle signage and amenities to be consistent with a regional trails signage and amenities plan, when adopted, per Regional Trails Master Plan-Goal 4.5.

**Policy 1.7** HCAOG encourages and will assist local jurisdictions to adopt ordinances that require bicycle facilities in new development and redevelopment. Recommended ordinances include:

- Onsite bicycle parking and/or storage in all new public, multi-family residential, commercial, industrial, and mixed-use development and redevelopment.
- Installing and maintaining safe bicycle links to the existing bikeway network and/or to other modes.
- Shower and locker facilities for new developments and redevelopments over 15,000 square feet.
- Incentives for large-scale developments and employers to provide indoor bicycle parking and on-site bike share systems for tenants and/or employees.

HCAOG encourages local jurisdictions to use HCAOG's "Countywide Bicycle Parking Guidelines" and "Bike Parking Sourcebook" (both 2015) as references for codifying bike parking standards

**VROOM Policy Trails-1** HCAOG shall coordinate and support local jurisdictions in developing a regional trails network. HCAOG shall support lead agencies in completing a contiguous California Coastal Trail (CCT) in Humboldt County. HCAOG supports implementing "Complete Streets" projects and policies for the California Coastal Trail (CCT) along the shoreline of Humboldt's coastal communities.

## **II. BICYCLE EDUCATION, PROMOTION, & SAFETY**

**Policy 2.1** HCAOG will collaborate with organizations and grassroots efforts countywide to provide incentives and support to promote bicycling and its benefits. HCAOG will promote

bicycling as a healthy transportation choice that benefits physical and environmental health and enhances community interactions.

**Policy 2.2** HCAOG will help coordinate and collaborate with local jurisdictions and stakeholders across agencies and disciplines to improve safety and awareness through bicycle skills and safety education to students, bicyclists, and motorists.

**Policy 2.3** HCAOG will support programs that promote and enforce legal and respectful bicycling and driving.

### III. FUNDING COMMITMENTS

**Policy 3.1:** HCAOG shall fund projects and programs that plan, build, maintain, and promote Humboldt's comprehensive regional bicycle network. HCAOG shall include in the annual Overall Work Plan staff time and funding to implement the Regional Bicycle Plan. HCAOG shall prioritize funds for Complete Streets projects that eliminate barriers to bicycle travel, such as widening roadway shoulders, closing gaps, improving access on bridges, and designating bikeways within one mile of public schools and between transit stops and nearby public facilities.

**Policy 3.3** HCAOG shall encourage local jurisdictions to include bikeway improvements in their Capital Improvement Plans, consistent with adopted Complete Streets policy in the Regional Transportation Plan VROOM.

**VROOM 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-R2.

**VROOM Policy CS-#** HCAOG will accelerate programming for regional projects that retrofit existing roads to provide safe and convenient travel by all users.

**VROOM Policy CS-3** HCAOG shall pursue grants and public-private partnerships to augment funding for infrastructure and non-infrastructure projects and planning for pedestrian, bicycle, and transit facility improvements. HCAOG shall identify and 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*.

### IV. BICYCLE PLANNING & MONITORING PROGRESS

**Policy 4.1** HCAOG shall coordinate planning documents and updates to consistently support building a comprehensive regional bicycle network. The adopted Regional Bicycle Plan may serve as the Bicycle Element of the Regional Transportation Plan at least annually in the years between updates, HCAOG shall review the status of implementing the Regional Bicycle Plan. HCAOG shall

facilitate an ad hoc bicycle advisory committee to participate in this annual monitoring and progress report.

**Policy 4.2** HCAOG will assist local jurisdictions and agencies in developing and implementing active transportation plans.

**Policy 4.3** HCAOG shall use the Bicycle Level of Service and Quality of Service (BLOS/BQOS) and the Bicycle Compatibility Index or Bicycling Level of Traffic Stress as tools for assessing bicycle facility needs and prioritizing projects.

**Policy 4.4** HCAOG will support and offer assistance to local jurisdictions, Native American tribes, and agencies in planning and conducting bike and pedestrian audits to improve project planning, design, community input, and funding competitiveness.

**Policy 4.5** HCAOG shall lend staff support and leverage funds as feasible to institute a bike count program with the goal of conducting annual counts. *(From 2015-16 Bike Plan Progress Report)*

**Policy 4.6** HCAOG shall support and facilitate jurisdictions in surveying bike parking needs in central business districts, commercial areas, or other high-use destinations. HCAOG staff's primary role will be as resource coordinator. *(From 2015-16 Bike Plan Progress Report)*

**Policy 4.7** HCAOG Performance measures based on Bike Plan objectives may include, but are not limited to, the following.

<u>Performance measures</u>	<u>Data</u>
Increase the percentage of people in Humboldt who commute by bicycle by _____% by year _____	<u>TBD</u>
Increase the annual number of non-recreational bicycle trips in Humboldt by _____% by year _____	
Increase the number [miles?] of regional bikeways that connect Humboldt communities by _____% by year _____	
Increase the number of major destinations and public transportation stops that can be accessed directly via a designated bikeway by _____% by year _____	
Increase the number and quality of bicycling amenities by _____ by year _____	
Decrease the number of injuries and fatalities from bicycle collisions by _____% by year _____	
Increase the number and reach of bicycle education and encouragement programs by _____% by year _____	