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Annual Progress Report

HUMBOLDT REGIONAL BICYCLE PLAN

HCAOG adopted the current *Humboldt Regional Bicycle Plan* in August of 2012. This is the third annual progress report on implementing the plan and was approved by the HCAOG Board on July 21, 2016. The Progress Report covers Fiscal Year 2015-16. An ad-hoc Bicycle Advisory Committee (aBAC) directs and develops each progress report and recommends actions for the next year. This year's aBAC members were: Doby Class, City of Arcata (TAC member) and David Caisse, GHD (TAC member), and Emily Sinkhorn, RCAA-NRS Division (stakeholder/member of the public). HCAOG staff member Oona Smith facilitated the aBAC.

The **Regional Priority Programs** endorsed in the *Regional Bike Plan* are:
(numbers do not denote priority)

- #1. Regional Bikeway and Trails Signing Program
- #2. Regional Bicycle Parking Program
- #3. Regional Non-Motorized Education & Outreach Program
- #4. Regional Bicycle Guide & Map
- #5. Bicycle Facility Maintenance Program
- #6. Regional Loop Detector Installation & Maintenance Program
- #7. Humboldt Bay Trail: Arcata to Eureka Segment
- #8. Regional Bicycle Facility Projects by Jurisdiction



The following summarizes Bike Plan progress and aBAC recommendations. Details for each program follow on pages 4 through 12.

GLOSSARY			
ATP	Active Transportation Program	STIP	Surface Transportation Improvement Program
HSIP	Highway Safety Improvement Program	RPA	Rural Planning Assistance
OTS	Office of Traffic Safety	TDA	Transportation Development Act
ROW	Right of way	TIGER	Transportation Investment Generating Economic Recovery
SRTS/SR2S	Safe Routes to School		

SUMMARIES:

2015-16 progress –

With respect to building regional bicycle facilities (programs #7 and #8), 2015-16 saw the City of Arcata open up its City Trail (Rail With Trail Connectivity Trail, Phase 1, from the Arcata Skate Park to Samoa Boulevard). Additionally, there was progress on planning, studies, and/or design for four projects:

- Eureka Waterfront Trail (Eureka)
- Humboldt Bay Trail South (County)
- Annie & Mary Trail (Blue Lake)
- John C. Campbell Memorial Parkway (Fortuna)

Also, HCAOG staff assisted the City of Fortuna and the City of Blue Lake with pedestrian and bike counts.



With respect to the Bike Plan’s Regional Non-Motorized Education & Outreach Program (#3), HCAOG staff time was concentrated on putting on Bike Month Humboldt. With other Bike Month Coalition members, we initiated two new events this year: Wheelin’ Wednesdays bike-commuter group rides; and the Humboldt Bicycle Challenge as part of the National Bike Challenge. As part of the Humboldt Bike Challenge we started a Bay Trail Team that raised funds for the construction and maintenance of the future Humboldt Bay Trail.

Progress last four years –

The Bike Plan proposes a total of 515 miles of bikeways; 37.5 miles are slated as 5-year priority regional projects (i.e., listed as Proposed Regional Bicycle Facility Projects (#8)). In the four years since the Plan was adopted, a total of 4.05 miles have been built: one mile of 5-year priority projects, plus 3.05 miles of other regional and local projects (see below). Lack of adequate funds is the number one factor limiting implementation.

Jurisdiction	Project	miles
5-year priority projects (program #8) constructed		
City of Arcata	Foster Avenue Extension — Class I & II	0.5
City of Rio Dell	Center Street — Class II	0.3
City of Rio Dell	School Access Trail — Class I	0.2
		<i>subtotal 1.0</i>
Other projects constructed		
City of Arcata	Rail with Trail Connectivity–Phase 1 — Class I & II	1.00
City of Eureka	Hikshari’ Trail — Class I, part of the Eureka Waterfront Trail	1.50
City of Rio Dell	Wildwood Avenue — Class II	0.55
		<i>subtotal 3.05</i>
		TOTAL 4.05

Other progress on short-term priority projects includes the City of Fortuna conducting planning/design studies for Rohnerville Road, and the County of Humboldt conducting

planning/design for Central Avenue in McKinleyville. The last four years have also seen real progress on planning, designing, and permitting the Humboldt Bay Trail: Arcata to Eureka Segment (#7).

It has been easier to implement Bike Plan programs that could be carried out with HCAOG staff time, compared to facility projects that require sizeable funds for construction and associated costs. HCAOG staff has implemented the Regional Non-motorized Education & Outreach Program (#3), the Regional Bicycle Guide & Map (#4); and components (planning, not installing) of the Regional Bicycle Parking Program (#2).

There has been scant progress on implementing three programs: the Regional Bikeway and Trails Signing Program (#1), the Bicycle Facility & Maintenance Program (#5), and the Regional Loop Detector Installation & Maintenance Program (#6).

Recommendations –

The aBAC recommends that HCAOG continue implementing the following programs in the next fiscal year:

- #2. Regional Bicycle Parking Program
- #3. Regional Non-Motorized Education & Outreach Program
- #4. Regional Bicycle Guide & Map

The aBAC recommends that HCAOG continue to support local jurisdictions finding ways and means to implement:

- #7. Humboldt Bay Trail: Arcata to Eureka Segment
- #8. Regional Bicycle Facility Projects by Jurisdiction



The aBAC recommends waiting for the regional trail system to be closer to completion before committing resources to the Regional Bikeway and Trails Signing Program (#1). They recommend discontinuing these two Bike Plan programs for their lack of relevance and need:

- #5. Bicycle Facility Maintenance Program
- #6. Regional Loop Detector Installation & Maintenance Program

Updating the Humboldt Regional Bicycle Plan:

The Fixing America's Surface Transportation (FAST) Act¹ does not require an agency to have an adopted bike plan in order to be eligible for funds for bicycle projects. Neither has the California Department of Transportation set new rules requiring bike plans for State Active Transportation Program funds. Nevertheless, HCAOG wants to keep the *Humboldt Regional Bike Plan* current and relevant; therefore, HCAOG will be updating the Bike Plan in 2016-17, when the current plan will turn five-years-old. The aBAC's recommendations, if approved by the HCAOG Board, will be followed in the update.

Details on each program's progress and aBAC recommendations follow.

¹ The FAST Act authorizes funding for surface transportation infrastructure (planning and investment) for federal Fiscal Years 2016 through 2020 (signed into law by President Obama on December 4, 2015).

#1



Regional Bikeway and Trails Signing Program

REGIONAL BIKE PLAN:

"Develop a signing program using 'custom' Caltrans-approved SG45 bike route signs in conjunction with way-finding and bicycle warning signs for the Regional Bikeway System."

Responsibility:	HCAOG, member agencies, Caltrans District 1
Type:	Signage
Approximate Cost:	\$250-\$1,000 per installation
Potential Funding Sources:	ATP, OTS, TDA
Required Actions/Studies:	None identified

Progress in 2015-16

City of Arcata:

Created a logo for the bicycle boulevard signs on 10th Street and I Street.

Caltrans District 1:

Caltrans is evaluating signage and route for the Pacific Coast Bicycle Route.

aBAC Recommendation:

Await further progress or completion of the Humboldt Bay Trail to develop a custom logo/signage design for the regional trail system.

#2



Regional Bicycle Parking Program

REGIONAL BIKE PLAN:

"The program consists of 3 basic components:

- o Acquire and install bicycle parking in public places;
- o Encourage local businesses to provide bicycle parking for their customers and employees;
- o Update ordinances or policies to ensure bicycle parking is provided in new developments."

Responsibility:	HCAOG, member agencies, Caltrans District 1, local businesses, school districts, developers
Type:	Parking
Approximate Cost:	\$250-\$1,000 per installation
Potential Funding Source:	ATP, OTS, RPA
Required Actions/Studies:	A formal or informal survey could be performed to better understand localized parking needs. It could recommend upgrades for rack designs, transit stops, etc.

Progress in 2015-16

HCAOG:

Staff worked lightly on disseminating the "Regional Bicycle Parking Guidelines"; there are still opportunities to expand outreach.

Staff time was also budgeted for coordinating informal surveys of localized bicycle parking needs in commercial areas, with the objective of helping local jurisdictions prioritize where to add/upgrade bicycle parking. HCAOG did not make progress on any surveys and did not receive any requests to date.

aBAC Recommendation:

HCAOG staff should continue disseminating the “Regional Bicycle Parking Guidelines” to more entities around the County, and assist jurisdictions in codifying bike parking standards, as requested.

HCAOG staff should continue to coordinate with the TAC and others to assist with surveying bike parking in central business districts, commercial areas, or other high-use areas. HCAOG staff’s primary role would be as a resource coordinator, helping compile data and enlisting volunteers, as appropriate.

Efforts to encourage and improve bicycle parking should include communicating and building cooperative relationships with residents, business owners, renters, property owners, and other stakeholders in the subject neighborhood.

#3



Regional Non-Motorized Education & Outreach Program

REGIONAL BIKE PLAN:

“Coordinate efforts, appropriate for the region, to deliver consistent safety and education programs to children and adults, in order to get even more residents bicycling and walking more often.”

Responsibility:	HCAOG, member agencies, Caltrans District 1, school districts, local bicycle organizations, community members
Type:	Education and encouragement
Approximate Cost:	\$1,000 - \$5,000 per year
Potential Funding Sources:	ATP, OTS, RPA, TDA, private sources
Required Actions/Studies:	None identified

Progress in 2015-16

HCAOG:

HCAOG donated, for the second year, \$400 worth of bike-themed books to the Humboldt County Library system. The library received 27 more books (four in Spanish) for early, junior, or young adult readers.

As in years past, the bulk of the Education & Outreach Program was implemented through HCAOG’s participation in the Bike Month Coalition/Bike Month Humboldt. HCAOG, with Caltrans District 1, continued the second year of the Bike-Friendly Business program. Fifty-five “BFBs” in Eureka and Arcata offered perks to customers who biked to their shops during Bike-to-Work Weeks.

With the County Department of Health & Human Services and other Bike Month Coalition volunteers, we initiated the



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Humboldt Bike Challenge as part of the National Bike Challenge. One-hundred and three (103) people signed up for the Humboldt Bike Challenge. Our goal for our first year was to collectively ride 5,000 miles in May. We exploded past our mileage goal: 49 riders logged over 8,600 miles (54 riders didn't log their miles). We also created a Bay Trail Team whose riders opted-in for raising funds for building and maintaining the future Humboldt Bay Trail. The 11-member team rode 1,900 miles and raised over \$1,500, which was deposited in the Humboldt Bay Trail Fund at the Humboldt Area Foundation.

Also new to Bike Month Humboldt this year were three free bike clinics, provided by local bike shops in Arcata, Eureka, and Fortuna.

Continuing/Ongoing Bicycle Education & Encouragement:

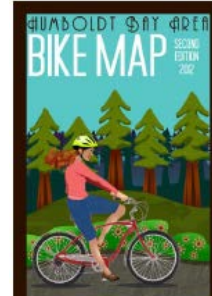
(see 2013-14 Annual Progress Report for details)

- Bike Month Humboldt
- Bike education in public schools & after-school programs
- International Bike to School Day
- International Walk to School Day
- Kids' Bike Rodeos (in spring 2016, the St. Joseph's Community Resource Center held rodeos in Blue Lake, Loleta, and Rio Dell)
- Community Bike Kitchen at Jefferson Community Center in Eureka
- Greater Eureka SR2S Task Force and Humboldt County SR2S Task Force
- Bike Bookmobile
- Ride for Reading (free books for elementary school students, delivered by bike)

aBAC Recommendation:

The aBAC recommends continuing efforts, including, but not limited to, maintaining HCAOG's role in the annual Bike Month Humboldt; expanding outreach and education partnerships with the Bike Month Coalition and others; and continuing the library bike book program (\$400 book budget).

#4



Regional Bicycle Guide & Map

REGIONAL BIKE PLAN:

“Keeping the *Humboldt Bay Area Bike Map* readily accessible and up-to-date are keys to maximizing its effectiveness. The map should be promoted regularly and continuously, and distributed countywide. Map marketing efforts could also be expanded.”

Responsibility:	HCAOG, member agencies, Caltrans District 1
Type:	Education and encouragement
Approximate Cost:	\$5,000 - \$15,000 for map update and reprints as needed.
Potential Funding Sources:	ATP, TDA, OTS, RPA, private sources
Required Actions/Studies:	None identified.

Progress in 2015-16

HCAOG: The Overall Work Program for Fiscal Year 2016-17 includes a project for planning and researching elements of developing an online active transportation/trails map, which would also include the regional transit network, recreational trails, and open space areas. (Programmed as *Work Element 20: Humboldt County Bicycle Facilities & Trail Map*, \$6,800.)

aBAC Recommendation:

The consensus among the last three aBACs has been to eventually update the Bike Map (2012, 2nd ed.) to a web-based version, which will also be print-friendly/printed.

#5



Bicycle Facility Maintenance Program

REGIONAL BIKE PLAN:

“Developing a dedicated maintenance request/response program can help to address low-cost, small-scale maintenance issues... The premise of the program would be to simply identify a staff member who could act as a clearinghouse and report to the TAC so that requests could be routed to the appropriate department.”

Responsibility:	HCAOG member agencies, Caltrans District 1
Type:	Maintenance
Approximate Cost:	To be determined
Potential Funding Sources:	General Funds, TDA
Required Actions/ Studies:	None identified.

Progress in 2015-16

No new progress to report. The proposed program is performed locally by each jurisdiction using its own method for recording, tracking, and responding to maintenance requests.

aBAC Recommendation:

Discontinue this program objective; do not carry it over in the updated Bike Plan next year.

The aBAC is of the opinion that the Bike Plan’s proposed program would not improve existing methods.

#6



Regional Loop Detector Installation & Maintenance Program

REGIONAL BIKE PLAN:

“HCAOG and its member agencies should work together to ensure that all traffic signals in the region are equipped with bicycle-sensitive signal loop detectors. Primary responsibility, however, is with Caltrans, because most traffic lights in Humboldt are on State Route 101, in Caltrans jurisdiction.”

Responsibility:	Caltrans, Humboldt County, Eureka
Type:	Bicycle facilities at intersections
Approximate Cost:	\$2,500-3,000 per detector
Potential Funding Sources:	ATP, OTS, TDA
Required Actions/Studies:	None identified.

Progress in 2015-16

No new progress to report. For the last three years there has been no progress on implementing this program regionally.

aBAC Recommendation:

Discontinue this program objective; do not carry it over in the updated Bike Plan next year.

The aBAC believes the City of Eureka, the County, and Caltrans can best take (sustain) the lead on maintaining their traffic lights. The aBAC also sees that the program, as described, is too narrow considering the array of treatments—from paint to traffic lights—that are available for improving intersections for bicycle users and multi-modal use.

#7



Photo credit: North Coast Journal

Humboldt Bay Trail: Arcata to Eureka Segment

REGIONAL BIKE PLAN:

“Multi-jurisdictional support is critical to develop a long-term management and financing structure for the Bay Trail. ... A multi-jurisdictional management agreement between agencies with jurisdictional relationship to the project corridor could be brokered.”

Responsibility:	HCAOG, City of Arcata, City of Eureka, County of Humboldt, Caltrans District 1
Type:	Class I facility
Approximate Cost:	\$16 million (estimate in 2014 for right of way, planning, environmental studies, bridges, and construction) \$20.3 to \$23.9 million for ROW, construction, and environmental mitigation
Potential Funding Sources:	ATP, OTS, STIP, TDA, TIGER Grant, Coastal Conservancy, General Funds
Required Actions/Studies:	<ul style="list-style-type: none"> • Development plans, regulatory permits (Public Utilities Commission, Coastal Commission, U.S. Army Corps of Engineers, U.S. FWS) • Identify “lead agency.” Broker Study feasibility of a multi-jurisdictional management agreement.

Progress in 2015-16

Jurisdictions continue to seek and secure funds. The ad-hoc 101 Corridor-Bay Trail Committee meets regularly to plan and coordinate building the trail. (HCAOG facilitates the Committee’s meetings.)

The Regional Trails Summit: From the Mountains to the Bay was a public “open house” (June 4, 2016), which provided updates on the Humboldt Bay Trail and other Humboldt trails. The Summit was co-sponsored by the Humboldt Trails Council, County of Humboldt, the Cities of Arcata, Eureka and Fortuna, and the Natural Resource Services division of RCAA. The County prepared a “State of the Trails” report and released it in conjunction with the Summit.

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 final portion of construction funding for this segment is pending with the State Coastal Conservancy. The Coastal Commission is expected to consider the City’s coastal development permit this fall (possibly September 2016). If the Coastal Commission approves the permit, the City could start construction in early 2017.

City of Eureka—Eureka Waterfront Trail: This year, the City secured the final portion of construction funding, and the Coastal Commission approved the City’s coastal development permit. The City will start constructing Phase A in summer 2016 (from Hikshari’ Trail at Truesdale Street north to Del Norte Street). Construction on Phase B (Del Norte Street north to C Street) will start in 2016. Construction on Phase C (a 600’ boardwalk near Eureka slough) will begin in 2017.

County of Humboldt—Bay Trail South (Bayside Cutoff to Eureka): The County has been working towards engineering and permitting. The County will soon begin addressing right-of-way at Bracut Industrial Park with the private landowner.

aBAC Recommendation:

No specific recommendation.

#8



Proposed Regional Bicycle Facility Projects (by Jurisdiction)

REGIONAL BIKE PLAN:

“Building and maintaining the desired regional bicycle system over the next 20 years (the Bicycle Plan’s planning horizon) calls for adding or redesigning approximately 515 miles of bikeways connecting all of the member agencies’ jurisdictions.”

Responsibility:	All jurisdictions
Type:	Bicycle facilities (various)
Approximate Cost:	<u>In 2012:</u> \$18.5 million for 515 miles; \$4.9 million for 37.5 miles of 5-year priority projects.

Progress in 2015-16

HCAOG: As recommended in last year’s Progress Report, staff time was allocated for helping local jurisdictions do bike and pedestrian counts for proposed active transportation projects. Staff assisted with counts for the City of Fortuna (Riverwalk-101 project area), and the City of Blue Lake (near Perigot Park and the roller rink).

See table below for updates on the short-term priority projects.

#8 Proposed Regional Bicycle Facility Projects by Jurisdiction

The primary projects identified for implementing in the short-term (2012-2017) are outlined below.

Responsibility: CITY OF ARCATA

5-Year Priority Projects:	Class:	Length (miles):	Cost Estimate (2012 \$):	Required Studies:	PROGRESS 2015-16
11th Street Corridor from Janes Road to Bayview Street	II/III	1.5	22,500	Public input	
F Street 7th Street to 14th Street	I / II	0.4	7,000	Feasibility analysis	(8th-10th Street sidewalk and roadway repaved for ADA-compliant slope)
Sunset Avenue (east) from LK Wood Boulevard to Jay Street	I	0.25	137,500	Feasibility analysis	Working on a comprehensive traffic study for this area
Samoa Boulevard from Union Street to Crescent Way	II	0.25	7,500	N/A	
Humboldt Bay Trail—Arcata Segment North Arcata Skate Park to Bracut Marsh to Samoa Boulevard/SR 255	I/II	2.5	\$5.07M (2014 \$) for permitting, ROW, and construction	N/A	Finalizing studies and design. Construction planned for 2017-2018. Applied for ATP Cycle 3 funds for pedestrian Xing across Samoa Blvd/SR 255
Projects Completed:					
Foster Avenue Extension Sunset Avenue to Alliance Avenue	I and II	0.5	290,000 (plus acquisition costs)		Completed in October 2015.
Rail-with-Trail Connectivity Project – Phase 1 Samoa Boulevard to Shay Park (Foster Avenue and Alliance Road)	I	1.0			Completed in October 2015.

Responsibility: CITY OF BLUE LAKE

5-Year Priority Projects:	Class:	Length (miles):	Cost Estimate (2012 \$):	Required Studies:	PROGRESS 2015-16
Greenwood Road Blue Lake Boulevard to Railroad Avenue	III*	0.3	875	<u>CEQA, ROW, design, engineering</u>	
Annie and Mary Rail Trail Pathway from Chartin to Hatchery Road	I	1.2	410,000 <u>975,000</u> (2016 \$)	CEQA clearance, design, trail crossing design, engineering	Submitted application for ATP Cycle 3 funds.

Responsibility: CITY OF EUREKA

5-Year Priority Projects:	Class:	Length (miles):	Cost Estimate (2012 \$):	Required Studies:	PROGRESS 2015-16
H Street/Campton Road from Harris Street to City Limits	II	0.6	46,425	N/A	
C Street from Henderson Street to Waterfront Drive (Eureka Waterfront Trail: See Program #7)	III*	1.5	120,000	N/A	

Responsibility: CITY OF FERNDALE

5-Year Priority Projects:	Class:	Length (miles):	Cost Estimate (2012 \$):	Required Studies:	PROGRESS 2015-16
5th Street from Arlington Avenue to Ocean	III*	0.6	8,300	N/A	
Arlington Avenue from Main Street to 5th Street	III*	0.3	4,970	N/A	

Responsibility: CITY OF FORTUNA

5-Year Priority Projects:	Class:	Length (miles):	Cost Estimate (2012 \$):	Required Studies:	PROGRESS 2015-16
Main Street from US 101 to Rohnerville Road	II	1.2	\$61,553	N/A	
Rohnerville Road from Main Street to South City Limits <i>*Project extended to reconstruct with bike lanes and sidewalk: (i) Newell Street to Redwood Way—not funded; (ii) Redwood Way to School Jordan Street</i>	II	3.3	\$165,720 \$2.2 million (2016 \$)		Construction started on segment (ii), expected to be completed in September 2016.

Responsibility: CITY OF RIO DELL

5-Year Priority Projects:	Class:	Length (miles):			
Projects Completed:					
Center Street Wildwood Avenue to Ireland Avenue	II	0.3	Completed in 2009 as part of 2008 SR2S		
School Access Trail Pathway from back of school to Davis Street	I	0.2	Completed in 2009 as part of 2008 SR2S		
<i>Local Project (Regional Bicycle Plan, Table 4.7.1):</i>					
Wildwood Avenue Davis Street to South City Limit (Eagle Prairie Bridge)	II	0.55	Completed in 2013 as part of Wildwood Avenue TE Project		

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Responsibility: TRINIDAD

5-Year Priority Projects:	Class:	Length (miles):	Cost Estimate (2012 \$):	Required Studies:	PROGRESS 2015-16
Main Street/Westhaven Drive East city limit to Trinity Street	III*	0.2	\$1,100	N/A	
Trinity Street From Main Street to Edwards	III*	0.2	\$1,100 (construction)	Feasibility analysis, ROW, design, engineering, CEQA review	

Responsibility: COUNTY OF HUMBOLDT

5-Year Priority Projects:	Class:	Length (miles):	Cost Estimate (2012 \$):	Required Studies:	PROGRESS 2015-16
Annie and Mary Rail Trail Arcata City Limits to Blue Lake City Limits	I	3.4	\$1.2 million (based on 2004 Bike Plan's estimated cost, \$903,000)	CEQA clearance, design, engineering	
Eureka-Arcata Corridor Humboldt Bay Trail South X Street to Bracut Marsh	I	6.4	\$3,520,000 construction <u>\$9-\$12 million for construction and ROW: \$1.5-2M for envmt'l mitigation</u> (2015/16 \$)	Feasibility analysis, ROW, design, engineering, CEQA review	
Hoopa Path (SR 96)	I	5.4	\$75,000	Design Study	
Central Avenue (McKinleyville) US 101 to Railroad Avenue	II	4.1	\$310,125	Feasibility analysis	
Garberville-Redway Multi-Use Path Study	I	5.4	\$20,000		

Responsibility: KARUK TRIBE

5-Year Priority Projects:	Class:	Length (miles):	Cost Estimate (2011 \$):	Required Studies:	PROGRESS 2015-16
Red Cap Bikeway Red Cap Road to school/business districts	I &/or II	1.57	\$573,000	(tbd)	
Tishawnik Hill Bike Route & Trail SR 96 at Camp Creek Road to business districts	I	2.40	\$983,000	(tbd)	