



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies

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AGENDA ITEM 4a
TAC Meeting
April 3, 2025

DATE: March 27, 2025
TO: Technical Advisory Committee (TAC)
FROM: Oona Smith, Senior Regional Planner
SUBJECT: **Draft Bike and Pedestrian Level of Traffic Stress (LTS) Preliminary Scores**

STAFF REPORT

Contents:

- Staff Summary
- “Methodology for Calculating & Mapping Bicycle and Pedestrian Levels of Traffic Stress (LTS) in the Greater Humboldt Bay Area,” amended March 20, 2025
- Bike LTS Scores (screenshots)
- Pedestrian LTS Scores (screenshots)

1. Introduce the item as a discussion item.
2. Allow staff to present the item.
3. Receive public comment.
4. Discuss item.

Staff Summary:

The preliminary Level of Traffic Stress scores are being presented to the TAC for review and comments. We are at this point in the LTS scoring after completing the following:

- HCAOG staff requested existing data from TAC member jurisdictions within the project area¹;
- After receiving available data from jurisdictions, the project team refined what data we could collect, and what assumptions would need to be applied;
- CRTP developed the draft Methodology and revised it per TAC direction, and the TAC approved the final Methodology;
- GHD consultants, primarily Zach Porteous, Location Intelligence Analyst, created the geospatial tool (ArcGIS Platform) for calculating pedestrian and bicycle LTS scores based on Methodology assumptions and collected data;
- HCAOG and CRTP staff collected and entered data, foremost for arterial and collector roadways (segments and intersections). We mostly used satellite imagery (Google Maps’

Streetview) to assess conditions, and actually measured streets in some instances. We measured bikeways and sidewalks on arterials and collectors. Per the Methodology, the lane and sidewalk widths are defined by the narrowest section of the facility. For example, sidewalk width may reflect where there is a tree well or fire hydrant. Or, bike lane width may reflect where there is a gutter grate within the designated lane; and

- The project team problem-solved where LTS scores seemed to not fit known conditions, including by refining some criteria for assumptions. We modified two criteria/assumptions due to how the original guidance was skewing LTS results. The changes relate to crossing one-way versus two-way streets, and prevailing and posted speeds.

Please refer to the Methodology for the details on assumptions and the basis of scores. If you do not have the online link and your agency would like to view the online maps, please send me an email or call the HCAOG office.

Two members of the GHD consultant team will be attending the TAC meeting remotely (Zach Porteous and Todd Tregenza, Senior Transportation Planner & Project Manager).

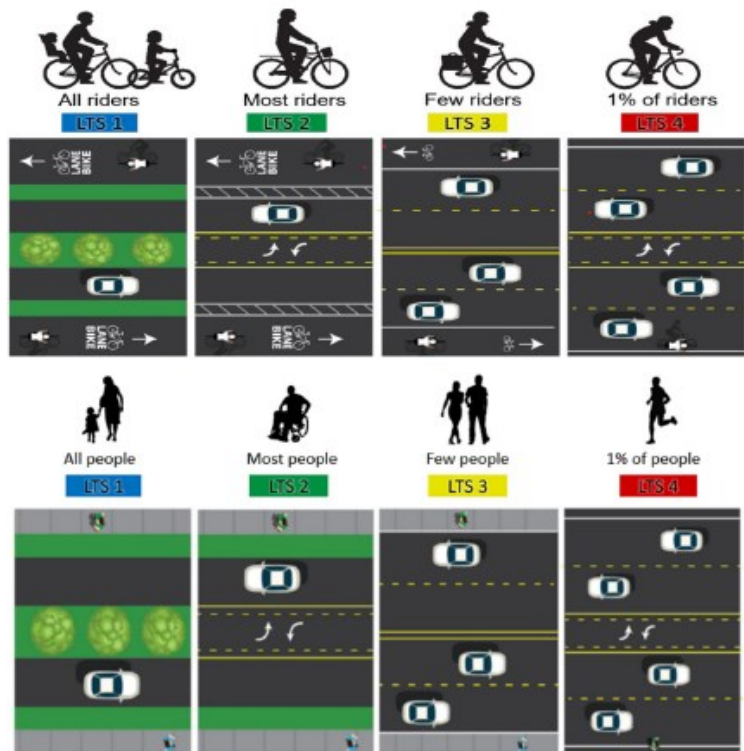
Below is a summary refresher on “What is Level of Traffic Stress”?

With this project, we will assess roads and streets in the greater Humboldt Bay/Wigi* Area.¹ We will assess other areas in a second phase, after phase one is accomplished and lessons learned.

To recap (from previous TAC meetings), LTS is a metric for assessing the level of comfort or stress that people would feel when they are bicycling and/or walking on streets/roads.

LTS categorizes travel facilities by the level of discomfort or stress different kinds of users will, or will not, tolerate. Typically, LTS ratings use a scale of 1 to 4, where LTS 1 “is meant to be a level that most children can tolerate,” LTS 2 can be “tolerated by the mainstream adult population,” and LTS 3 and 4 represent levels of stress that a minority of users will tolerate.

The LTS assessment is part of the “Humboldt Multimodal and Vibrant Neighborhoods Planning,” funded by a Caltrans Sustainable Transportation Planning Grant and local matching funds from TAC member agencies and other partners.



Example from Washington State DOT

¹ Eureka (*Jaroujiji**), Arcata (*Goudi'ni**), Bayside, McKinleyville (*Dalhagali**), Fortuna (*Vutsurwitk Da'l**), Manila, Samoa, Fairhaven, Cutten, King Salmon, and Loleta (*Gudurwalha't**) including the Wiyot Tribe Table Bluff Reservation (*Rraloughugu'w**). *Place name in Wiyot language, Soulatluk.