

APPENDIX A.

**PUBLIC OUTREACH AND
ENGAGEMENT PROGRAM**

List of stakeholders who were contacted about the HCAOG RTP 2021 Update

1. A1AA Advisory Council
2. A1AA Senior Action Coalition (General Member meeting)
3. A1AA Steering Committee
4. Affordable Homeless Housing Alternatives (AHHA)
5. Amanda Mager, Blue Lake City Manager
6. Andrew Whitney, County of Humboldt (Housing & Grants)
7. Arcata Library Bikes
8. City of Arcata–Transportation Safety Committee
9. Big Lagoon Community Services District
10. Melanie Williams, BikesThere
11. Bob Russell, County of Humboldt (Planning and Building)
12. Caitlin Castellano, City of Eureka (Development Services)
13. California Network of Mental Health Clients
14. City of Trinidad, Planning & Building
15. Colin Fiske, Coalition for Responsible Transportation Priorities
16. Dan Phillips
17. Daniel Larkin, retired Emergency Services Manager
18. David Loya, City of Arcata (Community Development)
19. David R, McKinleyville CSD
20. Delo Frietas, City of Arcata (Community Development)
21. Dennis Mayo, McKinleyville CSD
22. DHHS (County Public Health)
23. Don Ehnebuske, RREDC
24. Elaine Astrue
25. Eli Naffah, City of Trinidad, City Manager
26. Donna Wright, CEO/President Eureka Chamber of Commerce
27. City of Eureka–Transportation Safety Commission
28. Ferndale Chamber of Commerce
29. Fieldbrook-Glendale Community Services District
30. Fly Humboldt
31. Fortuna Chamber of Commerce
32. Garry Rees, City of Blue Lake–Contract City Planner (SHN)
33. Goselin Transportation
34. Greenway Partners
35. Healthy Humboldt
36. Humboldt Bay Harbor, Recreation & Conservation District
37. Humboldt County Aviation Advisory Committee
38. Humboldt County Office of Emergency Services
39. Humboldt Coalition for Property Rights (CPR)
40. Cybelle Immitt, County of Humboldt (Natural Resource Planning)
41. Humboldt Association of Realtors (4 contacts)
42. Rick Knapp, Humboldt Bay Bicycle Commuters Assoc
43. Humboldt Bay Working Group
44. Terence Williams, Humboldt Community Services District
45. Humboldt County Office of Education
46. Michael Proulx, Humboldt Trails Council (Board President)
47. Jay Parrish, City of Ferndale (City Manager)
48. Jen Rice, Humboldt Area Foundation (Community Strategies)
49. Jennifer Dart, City of Arcata (Community Development)
50. Joe Mateer, City of Arcata (Community Development)
51. John Ford, County of Humboldt (Planning and Building)
52. John Miller, County of Humboldt (Planning and Building)

53. Johns Trucking
54. Kelly Deutermann
55. Kevin Caldwell, City of Rio Dell (Community Development)
56. Kidical Mass
57. Kim Bergel, City of Eureka Councilmember
58. Kristen Goetz, City of Eureka (Development Services)
59. Kristen Raymond, Housing Technician
60. Kristene Hall, City Clerk's Office Ferndale
61. Lighthouse of the Northcoast
62. Liz Shorey, City of Fortuna (Community Development)
63. Loleta Community Services District
64. Manila Community Services District
65. Connor McGuigan, County of Humboldt
66. McKinleyville Community Services District
67. McKinleyville Municipal Advisory Committee
68. Melanie Williams, BikesThere
69. Michelle Nielsen, County of Humboldt (Long Range Planning)
70. Nancy Trujillo, Riverside Ferndale CSD
71. Jolie Harvey, North Coast Co-p (Outreach Coordinator)
72. Emily Walter, North Coast Co-op
73. Palmer Creek Community Services District
74. Phillipsville Community Services District
75. Redway Community Services District
76. Redwood Coast Mountain Bike Association
77. Redwood Community Action Agency--NRS
78. Rev. Diane Mettam
79. Riverside Community Services District (Ferndale)
80. Gregg Foster, RREDC
81. Nancy Ihara, SafePATHs (Safe Peninsula Areawide Trails, Highways and Streets Coalition)
82. Shelter Cove RID #1 (Resort Improvement District)
83. Susanna Munzell
84. Morgan King, HSU (Mgmt. Sustainability
85. Mark Mueller (Bike Month Humboldt Coalition)
86. Tatiana Ahlstrand, Caltrans
87. The Honorable Barry Brenard, Bear River Band
88. The Honorable Byron Nelson, Jr., Hoopa Valley Tribe, Chairman
89. The Honorable Claudia Brundin, Blue Lake Rancheria, Chairperson
90. The Honorable Garth Sundberg, Cher-Ae Heights Indian Community of the Trinidad Rancheria, Chairman
91. The Honorable Joe James, Yurok Tribe, Chairman
92. The Honorable Russell Attebery, Karuk Tribe, Chairman
93. The Honorable Ted Hernandez, Wiyot Tribe, Chairman
94. The Honorable Virgil Morehead, Big Lagoon Rancheria, Chairman
95. Thea Stewart (participated in previous RTP public review)
96. Timothy Daniels (Bike Month Humboldt Coalition)
97. 16 contacts who commented in HCAOG's previous Unmet Transit Needs process
98. Alison Sterling Nichols, Community Organizations Active in Disaster (COAD)
99. Wendy Ring (participated in previous RTP and other HCAOG planning)
100. Weott Community Services District
101. Westhaven Community Services District
102. Willow Creek Community Resource Center
103. Willow Creek Community Services District
104. Zabel Trucking
105. 9 INDIVIDUALS (no affiliation)
106. Anna Petersen
107. Aundrea Stuckey
108. Ben Iberle
109. Brian Pike

111. C. Wyland
112. Caleb Smith
113. Daniel Wango
114. Delo Freitas
115. Dwight Winegar (participated in previous RTP public review)
116. Twenty-six Bike Month Coalition Stakeholders
117. Tamara McFarland, Cooperation Humboldt
118. David Cobb, Cooperation Humboldt
119. Chant'e Catt, HSU (Humboldt Tenant Landlord Collaboration)
120. Ali Ong Lee, Access Consultants
121. Merritt Perry, City of Fortuna, City Manager
122. Rebecca Price-Hall
123. 52 Contacts from College of the Redwoods' Disaster Response List
124. 26 Fire Contacts from CR Disaster Response List
125. Save the Redwoods League
126. Willow Creek Chamber of Commerce
127. Mark Rowley, Chair Humboldt County Visitors Bureau
128. Terrence McNally Emergency Preparedness Program Coordinator, DHHS
129. Sean Meehan, County of Humboldt (Facilities Mgmt, Public Works)
130. Michele Stephens, County of Humboldt, Director Public Health
131. Meriah Miracle, Assistant PIO at Joint Information Center
132. Sofia Pereira, County of Humboldt (Public Health)
133. (Environmental Services, Public Works)
134. Tony Seghetti, County of Humboldt (Engineering, Public Works)
135. Cody Roggatz, County of Humboldt, Aviation Director
136. Hank Seemann, County of Humboldt
137. Jo Wattle, Chair Humboldt Bay Fire Board of Directors
138. Emily Stokes, Blue Lake Rancheria (Tribal Transportation Assistant)
139. Michelle Vassel
140. Arcata Family Resource Center
141. Big Brothers Big Sisters of the North Coast
142. Boys and Girls Club of the Redwoods
143. Centro del Pueblo
144. College of the Redwoods - Multicultural & Diversity Center
145. Comunidad Unida del Norte de Arcata (CUNA)
146. College of the Redwoods - Veteran Resource Center
147. Equity Arcata
148. Ferndale Senior Resource Agency
149. First 5 Humboldt
150. Fortuna Senior Center
151. Healy Senior Center of Southern Humboldt, Inc.
152. HSU - Native American Center (ITEPP)
153. HSU - African American Center
154. HSU - Asian Desi Pacific Islander Collective
155. HSU - Bicycle Learning Center (WRRAP)
156. HSU - Cultural Centers for Academic Excellence
157. HSU - El Centro Académico Cultural de HSU
158. HSU - El Leñador Newspaper
159. HSU - Hermanas Unidas de Humboldt State
160. HSU - MultiCultural Center
161. HSU - Student Veterans Association
162. HSU - Tribal & Educational Personnel Program-Club
163. Humboldt Community Access and Resource Center (HCAR)
164. Humboldt County Veterans Service Office
165. Humboldt Health Foundation
166. Humboldt Network of Family Resource Centers
167. Humboldt Senior Resource Center (HSRC)

VROOM 2022-2042

FLYERS



Humboldt County Regional Transportation Plan Update

We Need Your Input!

Humboldt County Association of Governments (HCAOG), our Regional Transportation Planning Agency, is seeking public feedback to keep Humboldt County's transportation networks safe, convenient, connected and equitable. Be a part of shaping transportation programs and strategies that support mobility, environmental health, social equity, and improve quality of life standards for all residents.

Visit the project website at: <http://bit.ly/HumboldtRTP2021>

Take the survey and stay tuned for more public outreach events including a community meeting this fall.



http://bit.ly/RTP2021_Survey <http://bit.ly/RTPEncuesta>

Informational Pop-Up Events

Blue Lake Annie & Mary Days
Sunday July 11 11am to 2pm

Fortuna Farmers Market
Tuesday July 13 3pm to 6pm

Willow Creek Community Health Center
Wednesday July 21 10am to 1pm

Garberville Farmers Market
Friday July 23 11am to 3pm

Downtown Hoops
Wednesday July 28 10am to 1pm

Arcata Farmers Market
Saturday August 7 10am to 2pm

McKinleyville Farmers Market
Thursday August 26 3pm to 6pm

Bayshore Mall (near Ross/DMV)
Saturday August 28 11am to 2pm



Plan de Transportación Regional del Condado de Humboldt

¡Necesitamos su opinión!

La Asociación de Gobiernos de Humboldt (HCAOG), nuestra Agencia de Planificación de Transporte Regional, está buscando la opinión de la comunidad sobre todo relacionado con la transportación para mantener el transporte del condado de Humboldt seguro, conveniente, conectado y equitativo. Sea parte del proceso que ayuda a planear programas y estrategias de transporte que apoyen la movilidad, la salud ambiental, la equidad social y mejoren la calidad de vida de todos los residentes.

Visite el sitio web del proyecto en:
<http://bit.ly/HumboldtRTP2021>

Tome la encuesta y manténgase atento a más eventos comunitarios, incluyendo una junta comunitaria en otoño.



http://bit.ly/RTP2021_Survey <http://bit.ly/RTPEncuesta>

Eventos informativos públicos

Blue Lake Annie & Mary Days
Domingo 11 de julio 11am to 2pm

Fortuna Farmers Market
Martes 13 de julio 3pm to 6pm

Willow Creek Community Health Center
Miércoles 21 de julio 10am to 1pm

Garberville Farmers Market
Viernes 23 de julio 11am to 3pm

Downtown Hoops
Miércoles 28 de julio 10am to 1pm

Arcata Farmers Market
Sábado 7 de agosto 10am to 2pm

McKinleyville Farmers Market
Jueves 26 de agosto 3pm to 6pm

Bayshore Mall (Ross/DMV)
Sábado 28 de agosto 11am to 2pm

Actualización del Plan de Transportación Regional del Condado

¿Está funcionando el transporte? Acompáñenos para una Taller y diálogo comunitario Lunes 13 de septiembre de 6:00 a 8:00 p.m.

La Asociación de Gobiernos de Humboldt (HCAOG) está buscando la opinión de la comunidad para mantener el transporte del condado de Humboldt seguras, convenientes, conectadas y equitativas. Ayuda a planear programas y estrategias de transporte que apoyan la movilidad, la salud ambiental, la equidad social y mejoren los estándares de calidad de vida de todos los residentes.

Únase a la reunión por computadora: <https://us06web.zoom.us/j/84928415662>
o llamando 1-253-215-8782 y usa ID de la reunión: 849 2841 5662



¿No puede ir a la reunión?
¡Responda una encuesta!

Para más información:
Visita la página web del proyecto:
<http://bit.ly/HumboldtRTP2021>



Inglés

http://bit.ly/RTP2021_Survey



Español

<http://bit.ly/RTPEncuesta>

Humboldt County Regional Transportation Plan Update

Is Transportation Working? Join us for an online Community Dialogue & Workshop Monday, Sept. 13th 6:00 to 8:00 PM

Humboldt County Association of Governments (HCAOG), our Regional Transportation Planning Agency, is seeking public feedback to keep Humboldt County's transportation networks safe, convenient, connected and equitable. Be a part of shaping transportation programs and strategies that support mobility, environmental health, social equity, and improve quality-of-life standards for all residents.

Join the meeting by computer at: <https://us06web.zoom.us/j/84928415662>
or by calling 1-253-215-8782 and use Meeting ID: 849 2841 5662



Can't Make the Meeting?
Take a Survey!

For more information:
Visit the project website at:
<http://bit.ly/HumboldtRTP2021>



English

http://bit.ly/RTP2021_Survey



Spanish

<http://bit.ly/RTPEncuesta>

Humboldt County Locations where HCAOG RTP Update Flyers were Posted:

Redway/Garberville

Shopsmart
Redway Liquor & Deli
Redway CSD
DMV
Chataqua Natural Foods
Redway/Garberville Chamber of
Commerce Woodrose Café
The Lost Frenchman

Arcata

Emerald City Laundry
City Hall
Arcata Transit Center
Speed wash
Arcata Open Door Clinic
Tin Can Mailman
Northtown books
Art center
Solutions
Murphy's at Sunny Brae
Revolution Bikes
Hutchins Market
Wildberries
HSU
Mosgo's
Murphys Alliance
Bus stops (LK wood, HSU)

Fortuna

City Hall
Fortuna Library
Taco Loco
Shotz Coffee
Fortuna Chamber of Commerce
La Chapparitta Market
El Buen Gusto Market
Eel River Brewing Co.

Trinidad

Trinidad Library
Trinidad Post Office
Murphy's Market Trinidad
Trinidad City Hall
Char ae Heights Casino

Blue Lake

Glendale Murphy's
Blue Lake Rancheria community center and tribal office
City hall
Blue Lake Community Resource Center
Blue Lake Parks and Roller Rink
Blue Lake Post Office Kiosk outside
Dell Arte

McKinleyville

McKinleyville Federal Building
McKinleyville Airport
Smugs Pizza
Smoke Shop Flyer Board
Papa Wheelies
A and L feed
The Club
McKinleyville Library
Sheriff's Office Board
Boys and Girls Club
Starbucks
Joyful healer
McKinleyville Family Resource Center
McKinleyville Community Services District
McKinleyville Parks Office

Eureka

Eureka Launderland
Self-Serve Laundromat
Burre Center Laundromat
Cutten Plaza Laundromat
Eureka Co-op
Revolution Bikes
Pacific Outfitters
Eureka Library
Adorni Center
F and 3rd Bulletin Board
Ramones in Old Town
Little Shop of Hers
Seamoors
Eureka Natural Foods

VROOM 2022-2042

PRESS RELEASES AND OTHER MEDIA

Regional Transportation Plan Update Gets “Going”

The Humboldt County Association of Governments (HCAOG), our regional transportation planning agency, is requesting input from the community to help shape the future of Humboldt County’s transportation priorities through its Regional Transportation Plan (RTP) update. The RTP is an important policy document that prioritizes local transportation projects and spending, and in this way impacts residents’ transportation choices, the environment, and public health. Your feedback will help create strategies to increase safety, efficiency, and mobility for all modes of transportation with an emphasis on protecting the roadways’ most vulnerable users: seniors, all pedestrians, youth, people with disabilities, bicyclists, and transit users.

“Transportation is all about connecting people—connecting people to people, to places, and to activities they need for a good quality of life”, said Beth Burks, Executive Director for HCAOG. “HCAOG wants to connect to people in Humboldt—so they can tell us how the transportation system could help their quality of life. People have different reasons for their transportation priorities. They may want to drive less, have better access to trails, see more potholes filled, or see a bus stop in front of their kids’ school. We want to know so the HCAOG Board can respond to their needs in our long-term goals and actions. I’m excited to hear what people have to say.”

Whether you’re passionate about fostering solutions for reducing greenhouse gas emissions, reducing traffic congestion, eliminating traffic fatalities and severe injuries, improving public transit, or making goods delivery and shipping more efficient, participating in this process will only strengthen our transportation system and create safer, more seamless travel options for all.

The project team, made up of staff from HCAOG, Planwest Partners and Redwood Community Action Agency, is committed to reaching populations often under-represented by transportation planning processes. Through robust public outreach the team hopes to receive as much participation as possible. Input opportunities include a survey (available in [English](#) and [Spanish](#)), informational “Pop-Up” booths for receiving feedback at various outdoor events throughout the county this summer, and a community outreach meeting being planned this fall for all residents and stakeholders. The schedule for informational Pop-Up booths is as follows:

- Annie & Mary Days in Blue Lake: Sunday July 11 from 11 a.m.-2 p.m.
- Fortuna Farmers Market: Tuesday July 13 from 3 p.m.-6 p.m.
- Willow Creek Community Health Center: Wednesday July 21 from 10 a.m -1 p.m.
- Garberville Farmers Market: Friday July 23 from 11 a.m -3 p.m.
- Downtown Hoopa: Wednesday July 28 from 10 a.m -1 p.m.
- Arcata Farmers Market: Saturday August 7 from 10 a.m -2 p.m.
- McKinleyville Food Pantry: Monday July 26 from 10 a.m -1 p.m.

- Bayshore Mall (Ross/DMV entrance): Saturday August 28 from 11 a.m -2 p.m.

In addition, HCAOG staff has developed a presentation on the RTP update that they are taking on the road this summer. Any civic club or service organization interested in scheduling a presentation should contact HCAOG at 707-444-8208. The RTP Update is scheduled to be completed by December 2021. For the survey and more information about the RTP Update, please visit the project website at <http://bit.ly/HumboldtRTP2021>.

Regional Transportation Plan Update Gets “Going”

The Humboldt County Association of Governments (HCAOG), our regional transportation planning agency, is requesting input from the community to help shape the future of Humboldt County’s transportation priorities through its Regional Transportation Plan (RTP) update. The RTP is an important policy document that prioritizes local transportation projects and spending, and in this way impacts residents’ transportation choices, the environment, and public health. Your feedback will help create strategies to increase safety, efficiency, and mobility for all modes of transportation with an emphasis on protecting the roadways’ most vulnerable users: seniors, all pedestrians, youth, people with disabilities, bicyclists, and transit users.

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Participate in the Regional Transportation Plan Update and Help Move Transportation Priorities Forward

The way we choose to move ourselves through the community can have major impacts on the local economy, public health and our environment. That is why the Humboldt County Association of Governments (HCAOG), our Regional Transportation Planning Agency, is seeking input from residents on the Regional Transportation Plan (RTP) update currently underway. The purpose of the RTP is to establish regional goals, identify present and future transportation needs and understand local deficiencies and constraints so that transportation investments can be proposed and fulfilled.

HCAOG encourages all the public to participate in the RTP update, especially those who have traditionally been underserved by the transportation system that serves our region. By providing input on this important policy document, you will help prioritize spending on local transportation projects and programs. HCAOG's goal is to create strategies to increase mobility and accessibility for all modes of transportation, with safer and healthier outcomes for the whole community, especially the most vulnerable users: seniors, all pedestrians, youth, people with disabilities, bicyclists, and transit users.

HCAOG invites the public to participate in several ways. There is a virtual Community Dialogue & Workshop on Monday, Sept. 13, from 6 p.m. to 8 p.m. (with Spanish translation available). This is an opportunity for residents to share transportation viewpoints and visions, and to discuss how we can best plan and meet short-term and long-term priorities. The public may also provide input by completing an online survey in English or Spanish.

Whether you are most passionate about creating a robust public transit system, improving the state of our roads and bridges, increasing opportunities for active transportation, or delivering goods to local stores efficiently and reliably, your participation in this project will help influence Humboldt County's transportation system to improve quality-of-life standards for all. To access the project survey or online meeting link, or to learn more, please visit the project website at <http://bit.ly/HumboldtRTP2021>.

Spanish HCAOG RTP UPDATE PSA

30 segundos:

La Asociación de Gobiernos del Condado de Humboldt (HCAOG), nuestra agencia regional de planificación de transportación, solicita comentarios de la comunidad para ayudar a formar el futuro de las prioridades de transporte del Condado de Humboldt.

Acompáñenos para un Taller y Diálogo Comunitario en línea el lunes 13 de septiembre de 2021 de 6:00 a 8:00 p.m. para compartir información sobre la Actualización del Plan de Transporte Regional que se está en proceso y ayudarnos a comprender las necesidades y prioridades del transporte comunitario. Para información sobre la reunión en línea, tomar una encuesta del proyecto o para obtener más información, visite el sitio web del proyecto en:

<http://bit.ly/HumboldtRTP2021>.

60 segundos:

La Asociación de Gobiernos del Condado de Humboldt (HCAOG), nuestra agencia regional de planificación de transportación, está solicitando comentarios de la comunidad para ayudar formar las futuras prioridades de transporte del Condado de Humboldt a través de la actualización del Plan de Transporte Regional, que está sucediendo ahora.

Este importante documento prioriza los proyectos y gastos de transporte local, afectando las opciones de transporte de los residentes, el medio ambiente y la salud pública. Sus comentarios ayudarán a crear estrategias para mejorar la seguridad, la eficiencia y la movilidad para todos los modos de transporte, con énfasis en proteger a los usuarios más vulnerables de las carreteras: personas mayores, todos los peatones, jóvenes, personas con discapacidades, ciclistas y usuarios del tránsito público.

Acompáñenos para un Taller y Diálogo Comunitario en línea el lunes 13 de septiembre de 2021 de 6:00 a 8:00 p.m. para compartir sus comentarios y ayudarnos a comprender las necesidades y prioridades del transporte comunitario. También hay una encuesta en línea para compartir sus opiniones. Para información sobre la reunión en línea, tomar una encuesta del proyecto o para obtener más información, visite el sitio web del proyecto en:

<http://bit.ly/HumboldtRTP2021>.

Participe en la actualización del Plan de Transportación Regional y ayuda a mover las prioridades de transporte adelante

La forma en que elijamos gobernar a través de la comunidad puede tener un impacto importante en la economía local, la salud pública y nuestro medio ambiente. Es por eso que la Asociación de Gobiernos del Condado de Humboldt (HCAOG), nuestra Agencia de Planificación de Transportación Regional, está buscando comentarios de los residentes sobre la actualización del Plan de Transportación Regional (RTP) que está en curso. El propósito del RTP es establecer metas regionales, identificar las necesidades de transporte presentes y futuras y comprender las deficiencias y limitaciones locales para que las inversiones en transporte se puedan proponer y cumplir.

HCAOG anima a todo el público a participar en la actualización de RTP, especialmente a aquellos que tradicionalmente han estado desatendidos por el sistema de transporte que sirve a nuestra región. Al compartir su opinión sobre este importante documento de política, ayudará a priorizar el gasto en proyectos y programas de transporte local. El objetivo de HCAOG es crear estrategias para aumentar la movilidad y la accesibilidad para todos los modos de transporte, con resultados más seguros y saludables para toda la comunidad, especialmente los usuarios más vulnerables: personas mayores, todos los peatones, jóvenes, personas con discapacidades, ciclistas y usuarios del tránsito público.

HCAOG invita al público a participar de varias formas. Hay un taller y diálogo comunitario virtual el lunes 13 de septiembre a partir de las 6 p.m. a las 8 p.m. (con traducción al español disponible). Esta es una oportunidad para que los residentes compartan puntos de vista y visiones de transportación, y para discutir cómo podemos planificar mejor y cumplir con las prioridades a corto y largo plazo. El público también puede compartir información completando una encuesta en línea en inglés o español.

Ya sea que le apasiona crear un sistema de transporte público sólido, mejorar el estado de nuestras carreteras y puentes, aumentar las oportunidades de transporte activo o entregar productos a las tiendas locales de manera eficiente y confiable, su participación en este proyecto ayudará a influir el sistema de transporte del condado de Humboldt para mejorar los estándares de calidad de vida para todos. Para información sobre la reunión en línea, tomar una encuesta del proyecto o para obtener más información, visite el sitio web del proyecto en:
<http://bit.ly/HumboldtRTP2021>.

Social Media Posts and HCAOG RTP Update in the News:

Redwood Community Action Agency RCAA
July 15 · 🌐

The Humboldt County Association of Governments is refreshing the Regional Transportation Plan, Variety in Rural Options of Mobility (VROOM), in 2021. The policies in the RTP VROOM serve to guide the development of a sustainable transportation landscape in which people can safely, comfortably, and reliably get to the places they want to go. This Plan is intended to identify and document specific actions to address the region's needs for connectivity, mobility, equity, and access... See More

Informa Pop-Up

Blue Lake Annie
Sunday July 11

Fortuna Farm
Tuesday July 13

Willow Community H
Wednesday July 14

Garberville Farm
Friday July 23

Downtown
Wednesday July 28

Arcata Farm
Saturday August 7

McKinleyville F
Thursday August 12

Bayshore Mall (n
Saturday August 21

Plan de Transportación Regional del Condado de Humboldt

Necesitamos su opinión!

El Gobierno de Humboldt (HCAOG), nuestra Organización de Transporte Regional, está buscando la opinión de la comunidad sobre todo relacionado con la forma de mantener el transporte del condado de Humboldt seguro, conveniente, conectado y equitativo. Sea parte que ayuda a planear programas y estrategias de apoyo que apoyen la movilidad, la salud ambiental, la equidad y mejoran la calidad de vida de todos los residentes.

Visite el sitio web del proyecto en:
<https://bit.ly/HumboldtRTP2021>

Encuesta y manténgase atento a más eventos de encuesta, incluyendo una junta comunitaria en octubre.

Eventos de información pública

Blue Lake Annie
Domingo 11 de julio

Fortuna Farm
Martes 13 de julio

Willow Community H
Miércoles 14 de julio

Garberville Farm
Viernes 23 de julio

Downtown
Miércoles 28 de julio

Arcata Farm
Sábado 7 de agosto

McKinleyville F
Jueves 12 de agosto

Bayshore Mall
Sábado 21 de agosto

Humboldt County Regional Transportation Plan Update

We Need Your Input!

The Humboldt County Association of Governments (HCAOG), our Regional Transportation Planning Agency, is seeking public input to keep Humboldt County's transportation network safe, connected and equitable. Be a part of shaping transportation programs and strategies that support mobility, health, social equity, and improve quality of life standards for all residents.

Website at: <https://bit.ly/HumboldtRTP2021>

Survey and stay tuned for more public outreach including a community meeting this fall.

RTP2021_Survey <https://bit.ly/RTPEncuesta>

Humboldt County Association of Governments
June 17 · 🌐

Today we kicked off the outreach process to get input on HCAOG's Regional Transportation Plan update! The Henderson Center Farmers Market in Eureka was hopping, and our booth got a lot of foot traffic. Thank you to everyone who stopped to provide comments on how the transportation system can be improved in Humboldt County! More pop-up events and a community meeting are planned through the summer and fall and we hope to hear from you! Stay tuned for the full list of dates and ... See More

3 Shares

Redwood Community Action Agency RCAA
September 7 at 1:25 PM · 🌐

Humboldt County Association of Governments (HCAOG), our Regional Transportation Planning Agency, is seeking input from residents on the Regional Transportation Plan (RTP) update currently underway. The purpose of the RTP is to establish regional goals, identify present and future transportation needs and understand local deficiencies and constraints so that transportation investments can be proposed and fulfilled.

HCAOG invites the public to participate in several ways. The... See More

Humboldt County Regional Transportation Plan

Transportation Workfunctionando el transporte

Join us for an online
Community Dialogue & Worker y diálogo comunitario

Monday, Sept. 13th 6:00 to 8:00 de septiembre de 6:00 a 8:00

Association of Governments (HCAOG), our Regional Gobierno de Humboldt (HCAOG) está buscando su opinión pública para mantener el transporte del condado de Humboldt seguro, conveniente, conectado y equitativo. Ayuda a planear programas y estrategias que apoyen la movilidad, la salud ambiental, la equidad y mejoran la calidad de vida de todos los residentes.

Joining by computer at: <https://us06web.zoom.us/j/84926d1-253-215-8782> and use Meeting ID: 849 26d1-253-215-8782 and use ID de la reunión: 849 26d1-253-215-8782

Plan de Transportación Regional del Condado de Humboldt

funcionando el transporte

Acompáñenos para una
reunión y diálogo comunitario

el día lunes, 13 de septiembre de 6:00 a 8:00

Asociación de Gobiernos de Humboldt (HCAOG) está buscando su opinión pública para mantener el transporte del condado de Humboldt seguro, conveniente, conectado y equitativo. Ayuda a planear programas y estrategias que apoyen la movilidad, la salud ambiental, la equidad y mejoran la calidad de vida de todos los residentes.

Unirse por computadora: <https://us06web.zoom.us/j/84926d1-253-215-8782> y usar el ID de la reunión: 849 26d1-253-215-8782

Can't Make the Meeting? Take a Survey!

For more information: Visit the project website at: <http://bit.ly/HumboldtRTP2021>

¿No puede ir a la reunión? ¡Responda una encuesta!

Para más información: Visita la página web del proyecto: <http://bit.ly/HumboldtRTP2021>

Humboldt County Association of Governments
July 19 · 🌐

The Regional Transportation Plan Update is moving forward, and we want to hear what you have to say! Public input is crucial to help understand where Humboldt County residents and visitors would like to see transportation investments. That's why HCAOG is bringing our pop-up info table to a community near you. People in Eureka, Blue Lake and Fortuna enjoyed the "Funding Priority" game, where we give you \$500 to split between different transportation buckets according to your preferences. See More

2 Shares

Social Media Posts and HCAOG RTP Update in the News:

Humboldt County Association of Governments
September 1 at 11:46 AM

We are looking forward to talking transportation with community members! Join us for this interactive virtual meeting on Monday September 13 at 6 PM. The feedback we get from the live polling questions and small group breakouts will help HCAOG craft a vision for what our regional transportation system should aspire to be.

The Zoom link is <https://us06web.zoom.us/j/84928415662> or you can call 1-253-215-8782 and use Meeting ID: 849 2841 5662... See More

Humboldt County Regional Transportation Plan Update

Is Transportation Working?

Join us for an online **Community Dialogue & Workshop**
Monday, Sept. 13th 6:00 to 8:00 PM

Humboldt County Association of Governments (HCAOG), our Regional Transportation Planning Agency, is seeking public feedback to keep Humboldt County's transportation networks safe, convenient, connected and equitable. Be a part of shaping transportation programs and strategies that support mobility, environmental health, social equity, and improve quality-of-life standards for all residents.



HCAOG.NET

Regional Transportation Plan-2021 Update | HCAOG
HCAOG is refreshing the Regional Transportation Plan, Variety in Rural Optio... [Learn More](#)

52 6 Comments 19 Shares

Like Comment Share

LoCO Staff / MONDAY, SEPT. 13 @ 1:45 P.M. / TRANSPORTATION

How's Getting Around Humboldt Working for You? They're Working on a New County Regional Transportation Plan, and They'd Like to Hear Your Beefs and Kudos at a Workshop Tonight



File photo of a bad moment in Humboldt County traffic history.

###

Press release from the Humboldt County Association of Governments:

Participate in the Regional Transportation Plan Update and Help Move Transportation Priorities Forward

The way we choose to move ourselves through the community can have major impacts on the local economy, public health and our environment. That is why the Humboldt County Association of Governments (HCAOG), our Regional Transportation Planning Agency, is seeking input from residents on the Regional Transportation Plan

press release from the Humboldt County Association of Governments:

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The way we choose to move ourselves through the community can have major impacts on the local economy, public health and our environment. That is why the Humboldt County Association of Governments (HCAOG), our Regional Transportation Planning Agency, is seeking input from residents on the Regional Transportation Plan (RTP) update currently underway. The purpose of the RTP is to establish regional goals, identify present and future transportation needs and understand local deficiencies and constraints so that transportation investments can be proposed and fulfilled.

HCAOG encourages all the public to participate in the RTP update, especially those who have traditionally been underserved by the transportation system that serves our region. By providing input on this important policy document, you will help prioritize spending on local transportation projects and programs. HCAOG's goal is to create strategies to increase mobility and accessibility for all modes of transportation, with safer and healthier outcomes for the whole community, especially the most vulnerable users: seniors, all pedestrians, youth, people with disabilities, bicyclists, and transit users.

HCAOG invites the public to participate in several ways. There is a virtual Community Dialogue & Workshop on Monday, Sept. 13, from 6 p.m. to 8 p.m. (with Spanish translation available). (LINK HERE). This is an opportunity for residents to share transportation viewpoints and visions, and to discuss how we can best plan and meet short-term and long-term priorities. The public may also provide input by completing an online survey in English or Spanish.

Whether you are most passionate about creating a robust public transit system, improving the state of our roads and bridges, increasing opportunities for active transportation, or delivering goods to local stores efficiently and reliably, your participation in this project will help influence Humboldt County's transportation system to improve quality-of-life standards for all. To access the project survey or online meeting link, or to learn more, please visit the project website at this link:

Eventos informativos públicos

Rita Lake Annie & Mary Days
Domingo 11 de julio 11am to 2pm

Fortuna Farmers Market
Martes 13 de julio 5pm to 8pm

Willow Creek Community Health Center
Miércoles 21 de julio 10am to 3pm

Cashewville Farmers Market
Viernes 23 de julio 11am to 3pm

Downtown Hoop
Miércoles 28 de julio 10am to 3pm

Arcoata Farmers Market
Sábado 7 de agosto 10am to 2pm

McKinleyville Farmers Market
Jueves 20 de agosto 3pm to 6pm

Hayshore Mall (RockIMV)
Sábado 28 de agosto 11am to 2pm

Plan de Transportación Regional del Condado de Humboldt

¿Necesitamos su opinión?
La Asociación de Gobiernos de Humboldt (HCAOG), nuestra Agencia de Planificación de Transporte Regional, está buscando la opinión de la comunidad sobre todo relacionado con la transportation para mejorar el transporte del condado de Humboldt seguro, conveniente, conectado y equitativo. Sea parte del proceso que ayuda a planear programas y estrategias de transporte que mejoran la movilidad, la salud ambiental, la equidad social y mejoran la calidad de vida de todos los residentes.

Visite el sitio web del proyecto en:
<http://bit.ly/HumboldtRTP2021>

Tome la encuesta y asistamos atento a más eventos comunitarios, ¡Incluyáse usted para comentar en un círculo.

http://bit.ly/RTP2021_Survey <http://bit.ly/RTPEncuesta>

Spanish Regional Transportation Plan Community Survey - 2 pages

Encuesta Comunitaria para el Plan de Transportación Regional del Condado de Humboldt - 2 páginas

¡Dales tu opinión!
Give 'em your opinion!

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Join the meeting by computer at: <https://us06web.zoom.us/j/84928415662> or by calling 1-253-215-8782 and use Meeting ID: 849 2841 5662



Can't Make the Meeting? Take a Survey!

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English http://bit.ly/RTP2021_Survey Spanish <http://bit.ly/RTPEncuesta>

Preparing For Wildfire Season

Caroline Griffith, EcoNews Journalist

Wildfire season is upon us. As of press time, the Monument Fire in Trinity County had burned 119,280 acres and was 10% contained and the McFarland Fire had nearly doubled in size in one day. As more and more evacuation orders are issued, many of us in fire-prone areas, as well as those in areas that folks are likely to evacuate to, are wondering what we can do to care for each other.

Mutual aid is the idea and practice of people getting together to meet each other's basic survival needs with a shared understanding that the systems we live under are not going to meet our needs, but that we can do it together. As climate change progresses, we can expect wildfire season to last longer and be more extreme, making it more necessary than ever that we work together to keep each other safe and meet all of our needs. In the process, we can start to change the systems that are harming us in the first place.

These organizations are working to shelter and support wildfire evacuees. Get in touch if you need support or if you have some to give.

- Pay It Forward Humboldt is an all-volunteer nonprofit organization that works to get supplies and support to those in need. Check out their Facebook page (facebook.com/payitforwardhumboldt) to find drop-off locations or find a relief pop-up.
- Cooperation Humboldt exists to develop a solidarity economy on the north coast. Its Disaster Response and Resilience Team has developed a survey to assess the needs of wildfire evacuees and get them the support they need. It can be found at facebook.com/cooperationhumboldt
- The Red Cross of Northern California provides assistance and emergency shelter. To find a shelter near you visit redcross.org/get-help/disaster-rdof-and-recovery-services/find-an-open-shelter.html
- If you are not in the Humboldt area, searching social media for mutual aid organizations can start you in the right direction.

For those looking to track fires and evacuations, following your local Sheriff's Department on social media is a good place to start. To see topographical maps of fire activity visit caltopo.com. Stay safe.

Community Input Needed: Regional Transportation Plan

Humboldt County Association of Governments

The Humboldt County Association of Governments (HCAOG), our regional transportation planning agency, is requesting input from the community to help shape the future of Humboldt County's transportation priorities through its Regional Transportation Plan update happening now. This important policy document prioritizes local transportation projects and spending, therefore impacts residents' transportation choices, the environment, and public health. Your feedback will help create strategies to increase safety, efficiency,

and mobility for all modes of transportation with an emphasis on protecting the roadway's most vulnerable users: seniors, all pedestrians, youth, people with disabilities, bicyclists, and transit users.

Please join us for an online Community Meeting on Monday, September 13th, 2021 from 6:00 to 8:00 PM to provide input and help us understand community needs and priorities. An online survey is also available as a means to provide feedback. To access the project survey, online meeting link, or for more information, please visit the project website at <http://bit.ly/HumboldtRTP2021>.

ALL WE CAN SAVE

"Look around and you will see on the rise climate leadership that is more characteristically feminine and more faithfully feminist, rooted in compassion, connection, creativity, and collaboration. There is a renaissance blooming in the climate movements, and it has a few important characteristics:

First, there is a clear focus on making change rather than being in charge. We see women and girls moving beyond ego, competitiveness, and control, which are rampant in the climate space (as elsewhere) and impede good work. We see joyful following where wise leadership appears, listening instead of duplicating, giving one another credit, sharing resources, passing the mic, and celebrating one another's successes. It is shine theory in practice!"
-Ayana Elizabeth Johnson & Katharine K. Wilkinson, All We Can Save

Have You Seen a River Otter?

River otters are important top predators in the North Coast aquatic food chain. You can help track ecosystem health by reporting sightings of river otters in Humboldt, Del Norte, and adjacent counties for an ongoing study. Record date, time, map location, # of otters, and submit your observations to:

otters@humboldt.edu or 707-826-3439



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VROOM 2022-2042

INFORMATIONAL POP-UP OUTREACH EVENTS

Informational Pop-Up Outreach Events

Staff hosted nine informational pop-ups throughout Humboldt County to talk with the community about their transportation priorities. The pop ups were hosted in Blue Lake, Garberville, Fortuna, Eureka x2, Mckinleyville, Arcata, Hoopa, and Willow Creek. The Informational Pop Ups included outreach activities such as surveys, spinning wheel with trivia, giant maps for comments, a transportation investment activity, and an opportunity to provide general feedback on transportation needs. Below are the activities with more information:

- Maps and Comments: There were two maps at each Pop-Event. One map showed all of Humboldt County and the other showed the local area that we were located for the outreach event. Participants were able to write their suggestions on post-it notes and add them to the map. Some of the comments were map specific while other comments were about transportation in general.
- Surveys: Staff encouraged people to take the HCAOG RTP Update Survey at all events. The survey was also available online and people were encouraged to take it online if they did not have time to do it in person. Staff provided the link on slips of paper and a QR code. Surveys were available in both English and Spanish.
- Transportation Investment Activity: Participants were given \$500 to invest in the transportation topic that they felt was most important. The seven topics were Active Transportation, Public Transportation, Climate Change Adaptations, Aviation, Goods Movement, Health and Safety, and Roads and Bridges. We made a graph of each location's investment priorities and the results are below.
- Spinning Wheel: There was a spinning wheel that participants could spin, answer a question, and get a prize. All questions were transportation themed and were used to gather additional transportation priority information.
- Message Activity: Participants were asked to write down a comment and have their picture taken with their comment.



Eureka residents sharing their input at the Henderson Center Pop-Up Event



The Safety Cone made an appearance at the Blue Lake Annie and Mary Days Pop-Up Outreach Event

Henderson Center, Eureka Pop-Up

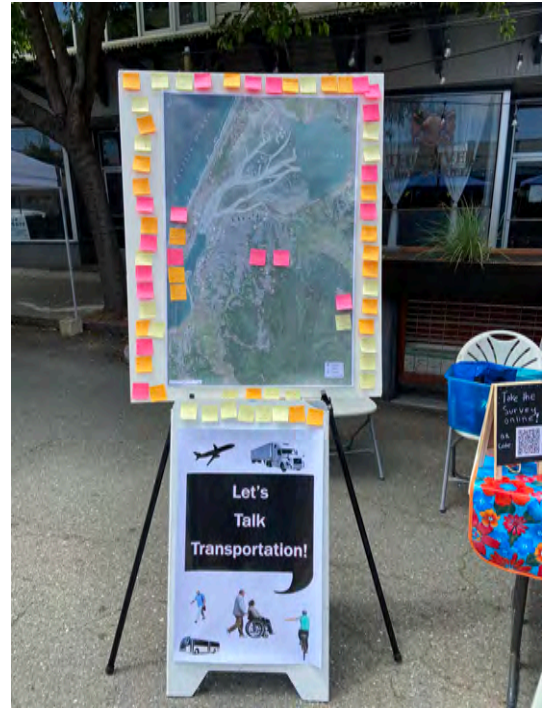
Comments 6-17-21

Walking and Biking

- More walking facilities
- Easily walkable trails
- More bike facilities
- Improve cycling in Eureka
- Improve air quality on the bus
- Buses should be more eco friendly. Less pollution
- More pedestrian facilities
- Improve roads and bike lanes
- Safer roads for cycling
- V Street needs bike lanes. It's too narrow
- Normalize active transportation
- Better connected bikes lanes please
- Safer and walking and biking facilities
- Make bike lanes more vibrant and noticeable (green)
- More pedestrian friendly facilities
- More bike lanes
- Communicate transportation options better
- Encourage people to (Seniors) walk/bike instead of driving
- Fewer car trips
- Create friendlier bike culture. Encourage people to give it a try
- Increase bus routes and stops for public transportation
- Finish humboldt bay trail
- More integrated walking and biking facilities

Public Transportation

- More public transportation- more stops and more frequent
- Expand public transportation for accessibility
- Run the bus on Sundays and later in the evenings in Eureka
- HSU/CR Students live in Fieldbrook and Blue Lake. No bus access there.
- Blue Lake and Fieldbrook public transportation
- More frequent and later service to Scotia and Trinidad
- More user friendly public transit between HSU and CR
- More seamless public transport between school
- More public transit, more access, more stops in rural areas
- Buses are expensive compared to the Bay area. Please decrease costs and create seamless County pass



Eureka Map with public comments on transportation at Pop-Up Outreach Event



Safety Cone with cyclist resident at a Pop-Up Outreach Event

Roads

- Road improvements by repaving
- Improve roads like Scenic Drive
- Myrtle and Henderson need road improvements, paving
- Repave roads by Winco
- Slow down traffic on Ist and Hst in Eureka
- Roads in terrible shape. Repair them
- Roads in terrible shape
- Roads in terrible shape
- Improve roads
- Repave roads
- Improve the roads
- Improve the roads on and around cooper gulch
- Better road separation near southern Redwood State Park
- CVS and Central Avenue in McKinleyville is dangerous intersection
- Improve roads and fill in potholes (hodgson)
- F Street and hodgson needs pedestrian improvements
- Improve hodgson street and between E and F ... POTHOLES
- T street and Hodgson: crosswalk needed, lots of people traffic
- Traffic calming on 5th and M street
- Fix the roads
- Eureka 14th Street and West is Sketch
- Improve 14th street in Eureka
- Improve from ridgewood to elk river road for cycling.

Other

- Better transportation (for seniors) from/to Freshwater
- Educate drivers further
- Don't reroute Broadway
- Don't close 101 (last chance grade)
- Go back to horses
- Dial a ride beads to provide better services. Often late or no-shows
- No money for climate change
- Trai system down coast to Ft. Bragg
- Albuquerque to Eureka flights
- More access to medical transportation
- Digitally connected route planning
- On demand transit service in Eureka-only taxi service
- Traffic and parking by zoo is increasing. Add meters
- Keep public parking in Eureka

Henderson Center, Eureka

Transportation Investment Activity

Game Participants: 17

Active Transportation: \$1000

Climate Change: \$1950

Roads/Bridges: \$1650

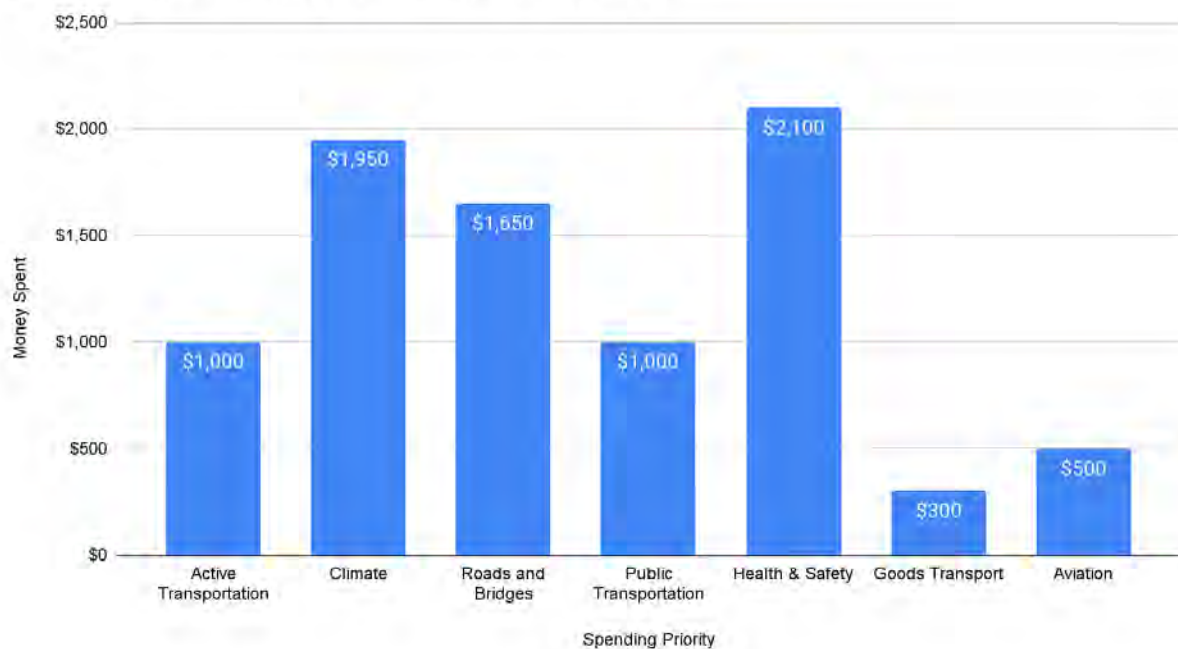
Public Transportation: \$1000

Health & Safety: \$2100

Goods Transport: \$300

Aviation: \$500

Henderson Center Transportation Investment Activity



Blue Lake: Annie and Mary Days Pop-up

Comments 7-11-21

Walking and Biking

- Invest in ped and bike infrastructure
- I live on Warren Creek. A Bike Lane on West End Road and Annie and Mary Trail!
- I like that there are very little sidewalks in Humboldt
- For pedestrian safety, Mow Golf Course Road more often!
- Use gas tax investments for active transportation
- Add a gas tax to de-incentivize driving
- More funding for Active Transportation
- Wider improvements shoulder on herrick
- Trails are good for the economy! Encouraging people to escape the heat and cycle the coast
- Speeder cars are a good attraction for Tourists
- Blue Lake Elementary has a school traffic problem
 - Trucks go slow, good
 - School bus blocks movement on street
- Bad sidewalks in Arcata - tripping hazards
- Better signage for Hammond Trail bridge in Arcata
- Need paved separated path on Samoa in Manila
- E Bike signs on Hikshari Trail - Be courteous and ride slow
- Calm traffic in Blue Lake while keeping Bike Routes open
- Bike Route Safe Crossing Over Mad River Blue Lake to Arcata
- More bike lanes and better connectivity for bikes
- Finish Annie and Mary Trail



Two photographs from the Blue Lake: Annie and Mary Days Pop-up Outreach Event

Public Transportation

- Better access routes for transit
- Need more bus route to Blue Lake
- Collaborate with between jurisdictions for improved transit service

Roads

- I wish people would respect the safety corridor
- Central Avenue exit is worse now. Less visibility from Mckinleyville to North Bank Road
- Improve roads
- Get ready for self driving cars and taxis

Other

- Trains
- Train
- Train transportation for goods movement
- Improve the ports
- Make a port
- More access for ADA community (Paths to water, paths at parks,)
- EV Charger at Costco (x2)
- Improve land uses and zoning so people live closer to work and destinations
- Happy to see new fog lines on Fairway (Near golf course road)

Blue Lake: Annie and Mary Days Transportation Investment Activity

Game Participants: 51

Active Transportation: \$6450

Climate Change: \$3700

Roads and Bridges: \$3400

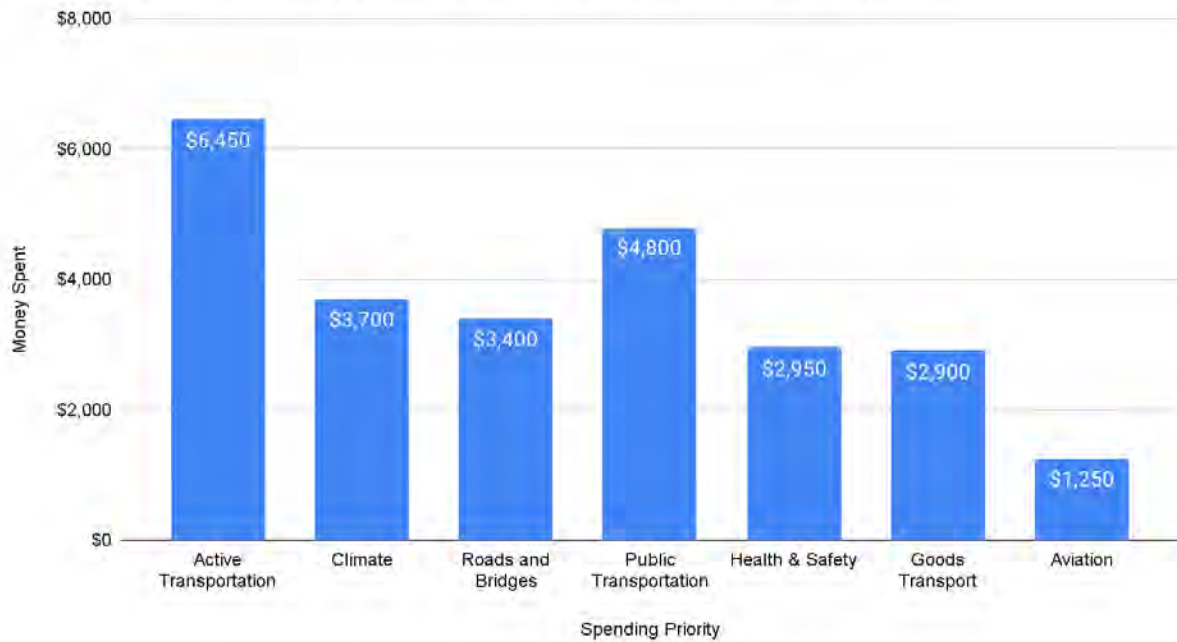
Public Transit: \$4800

Health and Safety: \$2950

Goods Transport: : \$2900

Aviation: \$1250

Blue Lake Annie and Mary Days Transportation Investment Activity



Fortuna Farmer's Market

Comments 7-13-21

Walking and Biking

- More bus stops in Mckinleyville and Fortuna
- Bay Trail is a gift that the community needed
- Finish the Bay Trail x3

Public Transportation

- Humboldt Hill needs Public Transportation stops for seniors
- Huge need for bus stops in Ferndale
- Bus to Hydesville! Difficult to live in Hydesville as a senior with mobility problems
- Ferndale always gets left out. Bus to Ferndale!
- The buses don't always make full stops when they don't see people but sometimes there are people waiting in cars to take the bus but get left behind because the bus did not stop

Roads

- Keep repairing the roads
- Mattole Road needs improvements

Other

- Safer park and rides parking lot so people feel safe parking their cars. More people would use the bus pool services if they felt they had a safe place to park their cars while they use the service
- Incentive programs to get off gasoline vehicles
- Ferry across the Bay from Arcata to Eureka
- Electric train from Trinidad to Fortuna
- Salt Lake City, Utah connection to Humboldt Airport
- People skip going to the doctor's because they lack transportation

Fortuna Farmer's Market Transportation Investment Activity

Game Participants: 16

Active Transportation: \$1450

Climate Change Adaptations: \$2150

Roads and Bridges: \$1100

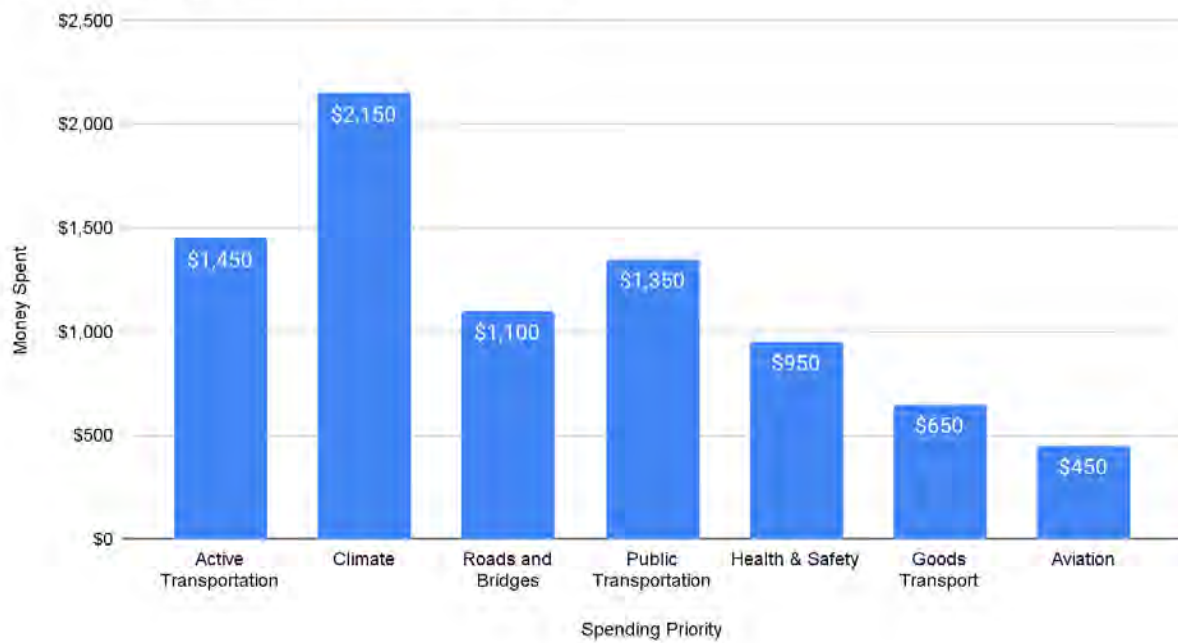
Public Transportation: \$1350

Health and Safety: \$950

Goods Transportation: \$650

Aviation: \$450

Fortuna Transportation Investment Activity



Willow Creek Outreach Event

Comments 7-21-21

Walking and Biking

- Need bike lands in Hoopa
- Better options for elderly to get around willow creek area - taxi or rideshare service
- Need a crosswalk on 96 in Hoopa!
- Focus on improving walking facilities for transportation and not just trails
- Need bike lanes in Hoopa

Public Transportation

- Collaboration on Public Transit with tribes + KNet + HTA
- More Trinity County buses. It's hard to be disabled!
- Need more buses to and from Orick! And Humboldt Bay
- Need Buses to Hoopa
- Need Public transportation Willow Creek to Hoopa and beyond
- SAFE public transportation for youth to get around and build independence
- Public transportation is most important!
- More public transportation! No more loop lines!
- More pleasant shady spots and seating in Willow Creek, and bus stops

Roads

- Fix potholes
- Lots of drunk driving in and around Hoopa. Restriping Hoopa Fog Lines and willow creek could help prevent more tragedies
- Restripe shoulders (fog lines) especially in Hoop to increase safety
- Restripe shoulders on roads. Need clear paths for walking and biking in Hoopa
- Need maintenance between Hoopa and Willow Creek (missing signs, trash, potholes)
- Fog lines, and lines on Fickle Hill Road!
- More maintenance on mowing roads for visibility (Fickle Hill)

Other

- Groceries are too high because of goods transportation infrastructure
- Groceries in Hoopa are expensive and there is not a lot of fresh produce. Even Ray's in willow creek is expensive too so people go to the coast to shop
- Use Horse power to move around
- The climate is going to change no matter what but humans do have an impact
- Make trails and walking paths visible for personal safety in natural areas. More lighting
- Moving more frequently for safety
- Consume less petroleum and be kinder to the planet we have
- Need flight from Arcata to Eugene Oregon



Talking with the Willow Creek community about Transportation priorities

Willow Creek Outreach Event Transportation Investment Activity

Game Participants: 26

Active Transportation: \$1250

Climate Change: \$1300

Roads and Bridges: \$3,200

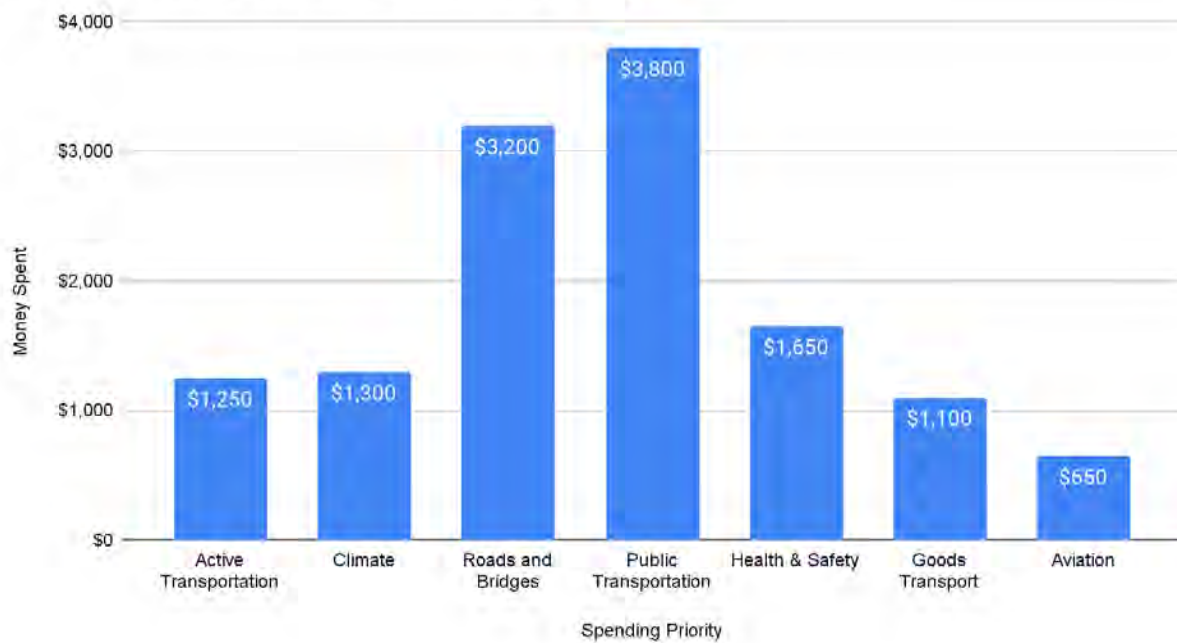
Public Transportation: \$3800

Health and Safety: \$1650

Goods Transport: \$1100

Aviation: \$650

Willow Creek Transportation Investment Activity



Garberville Farmer's Market

Comments 7-23-21

Walking and Biking

- Safer crosswalk for Redwood Dr

Public Transportation

- Provide bus shelters at bus stops
- Better located bus stop for SoHum line (the one in Rio Dell is not even in town)
- Need rest stops/bathroom breaks on long bus routes to Eureka. Several older people he knows choose not to ride bus because their bladder can't take it.

Roads

- Fix stormwater drainage issues on Wilder Road / French Road because there are too many potholes

Other

- Consider reducing percent types that add to climate change



Garberville Farmer's Market Transportation Investment Activity

Game Participants: 13

Active Transportation: \$900

Climate Change: \$1000

Roads and Bridges: \$2050

Public Transportation: \$950

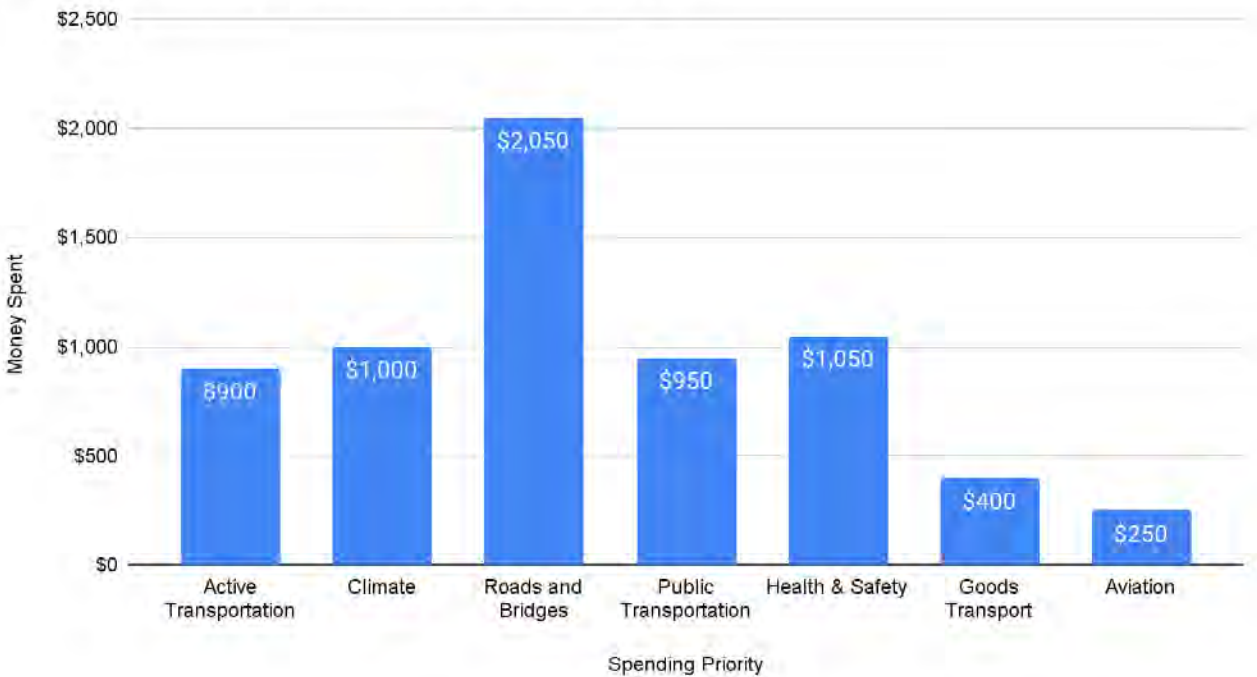
Health and Safety: \$1050

Goods Transport: \$400

Aviation: \$250



Garberville Transportation Investment Activity



Hoopa Outreach Event Comments 7-28-21

Walking and Biking

- Provide reflective gear to pedestrians
- More trails. More walking and biking facilities. Reduce fatalities.
- More lighting along the main road.
- Can't ride bikes on bridge. More walking facilities.
- Gas vouchers, safer walking, no mechanics in town.

Public Transportation

- Public transportation.
- Lack of public transport impacts job opportunities.
- Where's the bus?
- Bus, please bring back the bus at least 3x a day.
- Bus shelters for Willow Creek.
- Add transit loops in both ways to cut time.
- Many people work in Willow Creek and when the bus stopped it made it very difficult.
- K-T net needs to come back.
- Public transportation
- Better access for those using strollers on buses.
- Bus line needs to start again.
- Public transport good, getting better. A local bus going up and down this road (Hoopa to Willow Creek) would be good.
- Bus in Hoopa. I walk everywhere.
- Post schedules of the bus when it comes back and make it reliable.

Roads

- County roads were not paved well (Tish Tang). There are big bumps that are hazardous.
- Roundabout at Pacific & 255 in Manila. Biggest trail need is Manila to Arcata.
- Gas vouchers. A system to help students to get around.
- Paved areas, bumps, Pine Creek Rd.
- Paved areas, bumps, Tish Tang Rd.
- Traffic calming on Tish Tang.
- More transportation assistance for seniors.
- Tish Tang road could use lighting
- Hay trucks overrated (to heavy) ruining roads. Caltrans is supposed to address it.

Other

- It's hard to get around without a vehicle.
- Car broken, need to get to doctor's visits.



Pop-up Outreach Event in Hoopa
to talk about transportation
priorities

Hoopa Outreach Event Transportation Investment Activity

Game Participants: 13

Active Transportation: \$1100

Climate Change: \$900

Roads and Bridges: \$550

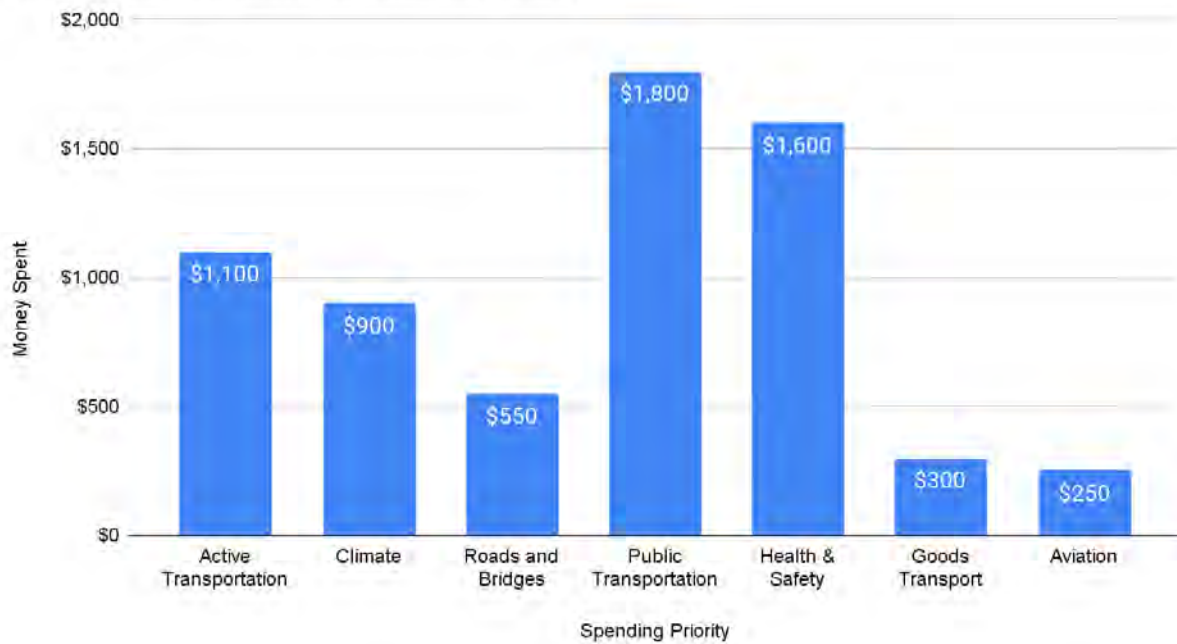
Public Transportation: \$1800

Health and Safety: \$1600

Goods Transport: \$300

Aviation: \$250

Hoopa Transportation Investment Activity



Arcata Farmer's Market

Comments 8/7/21

Walking and Biking

- Need safer bike route on Old Arcata Road
- I'd put all my money toward the Great Redwood Trail and Bay Trails. That'll be really cool.
- Hard to bike to Eureka because it's so scary close to cars. Walked to Eureka via Manila, too. That was so scary. Looking forward to Bay Trail to Eureka
- Bikes are 99% at the heart of how we travel.
- Bicycling- thumbs up on multi-use trails. They're good for everybody. It's so nice to see families out with kids on the back of bikes.
- Bicycling- thumbs up on multi-use trails. They're good for everybody. It's so nice to see families out with kids on the back of bikes.

Public Transportation

- Public transit has improved since I've been here.
- Willow Creek service passed us up and left 4 people. Sign didn't change East to West. No complaints about bus companies. The drivers are courteous and know peoples names. I can see why riders in Eureka like it.

Other

- I want a Tesla because: I'm tired of gas, my car costs a fortune at \$5/gallon. Can't afford to keep it. Good pilot: To have EV cars to rent for a day to test out.



Arcata Farmer's Market Transportation Investment Activity

Game Participants: 25

Active Transportation: \$3075

Climate Change: \$4675

Roads/Bridges: \$1000

Public Transportation: 1625

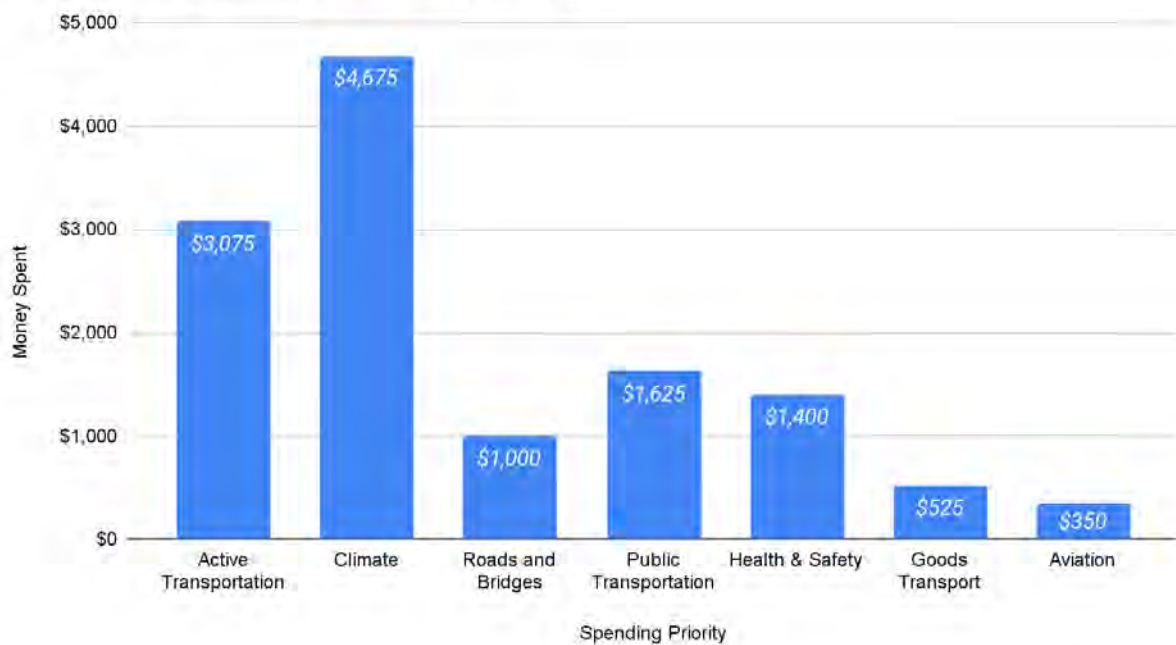
Health & Safety: \$1400

Goods Transport: \$525

Aviation: \$350



Arcata Transportation Investment Activity



Bayshore Mall Outreach Comments 8/28/21

“Do you have a few minutes to talk about transportation in Humboldt County?”

- No, I am going to a football game. But it does suck.
- Would like more bike lanes and the ability to connect easier via bikes and public transit
- City Cab employee did not have feedback but was interested in the opportunity to share the flyer about the meeting and surveys with his work.
- The bus system is inconvenient. I live in Eureka and it takes an hour by bus to get from my house to work at the other end of town. It shouldn't take that long.
- I drive, and it works great.
- I feel vulnerable as a pedestrian in Eureka. Cars (drivers) sometimes act threateningly with their vehicles and treat pedestrians like they don't belong.
- Fernbridge needs better bus service. Ferndale too.
- We have to drive everywhere because we live in the mountains (Willow Creek area). (Spanish speaking couple). Will take a survey.
- Please re-pave Henderson in Eureka and Mattole Road.
- Improve public transit. Make electric cars more affordable (offer rebates/other incentives)
- I like the roundabouts in Arcata. I have seen roundabouts designed in a way that allows pedestrians/bicyclists to use it separately (as a different time) from motorized vehicles. It would be cool to have that here.
- We live too far to be able to let my kids walk to school. Improving walking and bicycling infrastructure would help. Also, all my kids go to different schools that start at the same time which is inconvenient and makes it difficult for me. Makes me in a hurry when I am driving.
- Cars are our only option in rural southern Humboldt.
- I am pro increasing access to safe bike infrastructure. We also need better bus service on weekends and evenings. We need a way to connect underserved communities with farmers markets.
- Spanish speaking family was interested in taking the survey.
- Bikes are faster than cars in Eureka, so please prioritize bike safety and increased infrastructure for bike commuting. Its good for my health. I have COPD, asthma and want to continue to bike for good health.

HCAOG RTP Update 2021 Outreach - Informational Pop-Up Photos



Henderson Center Informational Pop-Up



Henderson Center Informational Pop-Up



Henderson Center Informational Pop-Up



RCAA staff Jenny Weis and Supervisor Steve Madrone at the Willow Creek Informational Pop-Up

HCAOG RTP Update 2021 Outreach - Informational Pop-Up Photos



"I shared my suggestions to improve transportation!"
Blue Lake Annie and Mary Days Informational Pop-up



"I shared my suggestions to improve transportation!"
Blue Lake: Annie and Mary Days Informational Pop-up



Blue Lake: Annie and Mary Days Informational Pop-up



"I want safer roads" Henderson Center Informational Pop-Up

HCAOG RTP Update 2021 Outreach - Informational Pop-Up Photos



"I want fewer traffic lanes for slower vehicle speeds"
Henderson Center Informational Pop-Up



"Safer roads for cycling"
Henderson Center Informational Pop-Up



Comments at the Henderson Center Informational Pop-Up



"Centralized parking so people can park and walk everywhere"
Henderson Center Informational Pop-Up

HCAOG RTP Update 2021 Outreach - Informational Pop-Up Photos



Henderson Center Informational Pop-Up



"I shared my suggestions to improve transportation!"
Blue Lake: Annie and Mary Days Informational Pop-up



"I shared my suggestions to improve transportation!"
Blue Lake: Annie and Mary Days Informational Pop-up



Hoopa Informational Pop-Up

VROOM 2022-2042

DIRECT STAKEHOLDER FEEDBACK

Comments Received From Stakeholders

Vin Weldon - Morris Elementary Afterschool program - Safety Concerns

Would benefit MMS families:

Modular Housing complex off of Central between Railroad Drive and Reazor Road. Adding a cross walk like the one put by high-school and little pond.

Would benefit Dow's Prairie Families:

Grange and central has a county bus stop with no sidewalks leading to school. I have seen families and school employees maneuvering on how to get there during busy pick up and drop off times also leads to housing duplexes on grange.

Trinidad Rancheria Housing on Archer no sidewalks or foot path to get to school on Dows Prairie road.

The curve on Norton and Dow's Prairie Road by golf course is very dangerous and awkward. I've seen MMS and other community families have trouble getting from Norton to Dow's Prairie Road.

A lot of families use Dow's Prairie as a hub to get to Morris, and MMS the High School also has a stop in front of the school.

They walk to catch the bus and the bus drops off at Dow's Prairie and they have to walk home.

Promotores Meeting - Provider Comments - August 2021

- Potholes in the roads, who to contact? Public Works.
- Bilingual ads on the buses in Spanish, Hmong
- All bus stops should have rain shelters to create a safer environment to travel in during the rainy season
- Potholes make it hard to drive
- Trash cans on trails would be helpful. Who do we contact to request these
- Some roads get fixed but not all roads get fixed. How do we request a specific road get fixed?
- PG&E is doing work but they don't fix it. Is there a plan to fix it?
 - PG&E has been doing work on the roads but have not repaved them well after they are done. Is there a plan to fix them?
- Flyers in Spanish for public transportation
- More information in Spanish on trails, and information on local tribes
- More information on trails in Hmong and Indigenous languages
- The schedule of buses is not convenient. They have to wait a long time. They start too late and end too early.
- Transfer service gets complicated between cities
- Very difficult to get to the hospital in Eureka from Fortuna and get there while sick
- Lots of people don't have access to cars
- People aren't able to go get tested for COVID
- Make public transportation safer for COVID
- Gas is very expensive and it should be reduced in Humboldt County to improve quality of life

The image shows a Zoom meeting interface. The main content is a presentation slide with the following text:

Puestos Informativos en Eventos Locales

- ❖ Proximos eventos:
 - McKinleyville Farmers Market
Jueves 26 de agosto 3pm to 6pm
 - Bayshore Mall (Ross/DMV)
Sábado 28 de agosto 11am to 2pm

Below the text is a photograph of two people standing in front of a whiteboard, looking at it. To the right of the slide is a vertical stack of five video thumbnails showing participants in the meeting. At the bottom of the Zoom window, there is a toolbar with icons for Stop Video, Mute, Chat, Screen Sharing, Record, Unmute, Share Screen, and a red 'Leave' button.

Presentación a la reunión mensual de Promotores (Presentation at the Promotores monthly meeting.)

Mitch Higa - Comments - September 2021

I have some comments, which I didn't raise on Monday since they may or may not be germane and time was limited. Also my comments are my own and do not necessarily reflect views of the Humboldt Bay Bicycle Commuters Association.

I'm curious about the survey results tabulating commuting bicyclists, recreational bicyclists, and people who basically want safer non-motorized transit conditions in McKinleyville. David Morgan asked what is the specific problem he needs to address. I think it's an important question because the more specific the question, the better we understand the problem the easier it is to develop a meaningful solution. I would guess most recreational riders like traveling between Arcata and McKinleyville using the Hammond Trail Mad River Bridge since they generally are not in a hurry (don't need a direct route) and travel on the Arcata Bottoms is more scenic. Let's say only 10% of the survey respondents are bicycle commuters who want a safer, more direct connection between MCK and Arcata. If that's the case, is it cost effective to spend most of the money for commuters to widen Central between 101 and Turner Road if 90% recreational riders would prefer to use the more scenic and less steep Hammond Trail river bridge even if Central was widened?

I'd like to know about the progress for the replacement of the Hammond Bridge across the Mad River. My understanding is that this bridge has basically reached the point where it can no longer be repaired or retrofitted and must eventually be replaced. In the past I know there was consideration of replacing the bridge on a different alignment. If the replacement bridge was closer to Central, it could provide an opportunity for a better alternative to the 101 bridge for non-motorized transit and solve the current need for a safer, direct connection for non-motorized transit between Arcata and MCK.

I personally don't like traveling on Central between Turner Road and 101 because of the steep ascent to reach Bella Vista both from both the north or south. This hill climbing on a bicycle is unpleasant and unnecessary for recreational bicyclists. Also the shoulders are narrow or non-existent on Central with high traffic speeds. I also disagree that the Bella Vista area is the center of McKinleyville—especially compared to the Pierson shopping center area. You asked what could be done if money were no object. I would ask for an extension of Turner Road to connect with Wymore with a new river bridge and crossing under 101.

Regarding interim solutions I have a few suggestions:

PSAs, signage, e.g. speed limit signs on North Bank Road and 3' minimum passing signs on Central and Azalea.



Establish park and ride lots, transit hubs/center. For example I don't like to commute from McK and Eureka because it's a 3 hour round bike trip and it usually involves biking against the afternoon headwinds. My best, but imperfect solution is to load my bike on my car and drive from McK to Health Sport in Arcata, unload my bike and ride to Eureka; that's about an 18 mile roundtrip, but it's a much more pleasant ride.

Shuttles that could carry bikes and riders between McK and Arcata during peak commute periods.

If you noticed on Highway 255 (Samoa Blvd) in Manila, the roadway striping has optical bars, which are short, regularly spaced painted lines arranged perpendicular to the lane markings; these optical bars are designed to create a visual perception that the lanes appear narrow and thus encourage drivers to slow down.

I think it would be helpful to the public if the website included a project study map showing the project study area, the two existing Mad River crossings, bus stops, gaps in the existing trail system, and the existing and planned bikeway connections to the Annie & Mary and Humboldt Bay trails. Overall I think a map could show a future vision of a complete bikeway and complimentary bus transit system while indicating the existing deficiencies.

Mitch

Mark Schaffner- Comments - 2021

A SRTS project was completed 2 years ago and included widening of Mckinleyville Ave, including a Bike Lane and, a walking lane, both a grade, alongside the road. **There is a field on the East side of Mckinleyville Ave that would be great for a separate bike/walk path. I would like speed humps/ bumps installed on McKinleyville Ave north of Murray Road.**

Same with LaurelTree Charter School. They just showed up last Jan. The site has the Hammond Trail cut from Murray directing in front. The posted speed limit is 35MPH. There are no cross walks, signage, etc. They need safety improvements to encourage kids to walk.

We just became aware of this proposed project last week from a neighbor. There has been no notice from the COH. There has been no community scoping or Needs Assessment done that would show public interest or support of these 2 projects

I found the following in the McKinleyville Community Plan:

McKinleyville Community Plan December, 2002

D-8

24. North McKinleyville Avenue Bike and Pedestrian Trail

When North McKinleyville Avenue is improved and extended from Murray Road, provide a off-street trail for bike and pedestrian travel along the east side. [Source: 1998 Draft McKinleyville Circulation Plan

Conversation Jenny Weiss had with Oscar Mogollon - CUNA - July 2021

oscar.g.mogollon@gmail.com

Oscar is a community organizer for Community United of North Arcata (CUNA) a project of Cooperation Humboldt - Their belief is that by focusing on community engagement and strategic collaboration we can collectively work towards building a better represented Valley West. They recently completed the process with the City of Arcata to 'Adopt a Park' at Carlson Park and held an event on Sunday July 25.

CUNA has been invited to be part of a People for Bikes grant led by CRTP for community engagement. They want to create a **bike shelter in Valley West**, an infrastructure development for locking bikes to keep bikes safe. Bike theft is a huge issue in Valley West. However there should also be a focus on making the infrastructure safer in the Valley West area if they invest in a bike shelter so that it is accessible. It would be inadequate to have a bike shelter without additional improvements.

There was a community meeting with a presentation on planning a Valley West Community Resource Center. The proposed center would include a food bank, preschool, after school programs, adult education, library, Health clinic, and recreation. They evaluated resident safety and accessibility concerns in Valley West as:

Traffic collisions, missing sidewalks, and poor sidewalk conditions - there are only 2 sidewalks to cross Guintoli Ln. (Giuntoli Lane and Valley East Blvd and Giuntoli and Carlson Park Drive). There are also challenging and unmarked crossings, inadequate street lighting, homelessness and violence. Potential improvements include: increased signage, unified street lighting, and a traffic light to further consider parcels north of Guintoli for accessibility to the proposed Community center. Need bus benches, and would like a bike sharing program for Spanish speaking and low income residents. Potential locations for community center were identified after considering accessibility to public transit and safety.

A new traffic study would also be warranted to determine the best site for a Community Center. There is a clear disparity in terms of access in the Valley West community and needs more resources.

The two sites chosen to explore for further consideration of a Valley West Community center are the current location of Laurel Tree Charter at 4555 Valley west (they are relocating to McKinleyville) or a parcel between the Hampton Inn and the Valley West Shopping Center. Safe walking and bicycling infrastructure should be prioritized for safe access to the proposed Community Center.

----- Oscar brought to my attention a report developed by HSU students of the Environmental Science and Management Department. They reviewed the report and data from the 2018 Calwalks Community Pedestrian and Bicycle Safety Training and Workshop conducted in Valley West. Data from the study was from 2012-2016 so is getting old. Giuntoli Lane is a hot spot for traffic collisions and there are no signals at Guintoli and Carlson Park Drive or at Giuntoli and Valley East lane which are desired. Opportunities to improve walking and bicycling safety include:

Community programs, policies, campaigns (bike education campaign, neighborhood speed watch education campaign/program)

Infrastructure Priorities include crossing enhancements and temporary infrastructure demonstrations

Expand Bike Share programs to Valley West that includes Spanish language outreach and low-income access to the system

Lighting assessment - to identify light fixtures in need of repair/replacement

Wayfinding and additional signage (to park, and/or trail/sidewalk through Carlson Park

Tiffany Maher - Principal Morris Elementary School - July 2021

During Covid, school buses are at limited capacity so more parents are driving their kids to school. The parking lot and arrival/dismissal area was very congested the first day of school. There are also lots of “inexperienced” families because the children had not had a lot of time on campus before Covid.

She would like to encourage more students to be able to walk and bike to school to help alleviate congestion that is dangerous and make it safer for kids to walk!

McKinleyville Avenue feeds onto Murray and it gets a lot of use as a short cut. There are also a lot of young (new) drivers on the road going to/from the High School. There is also a lot of vegetation encroaching on the sidewalks on McKinleyville Avenue that should be trimmed.

The trailer park on the east side of Central just north of Murray Road has lots of Morris students living there. The access road to Morris is directly across Central Avenue but there is no immediate crossing there. Students often dart across Central rather than backtrack to Railroad Avenue. Could a mid-block crossing with RRFB be installed there?

August 8, 2021

Beth Burks,
Jennifer Weiss,

RE: Recommendations for the HCAOG Regional Transportation Update 2021 and McKinleyville Multimodal Connections Project.

Dear Beth Burks and Jennifer Weiss:

Thank you for the opportunity to comment on the HCAOG Regional Transportation 2021 Update and McKinleyville Multimodal Connections Project. Below are several recommendations to improve bike-pedestrian transportation in the greater McKinleyville area.

If implemented, I believe these recommendations will:

- Enhance non-motorized commuter, recreational, and tourist transportation
- Increase mobility for the less mobile and ADA reliant
- Improve local transportation safety and enjoyment
- Facilitate community cohesion, resilience, and public health, and
- Reduce community greenhouse gas emissions.

Several of these recommendations are simple, inexpensive improvements, e.g. painting crosswalks and signage. Others require substantial investments in community effort, vision, permitting, CEQA review, and substantial funding. Some are already in the planning stages, others may not be well incorporated into regional planning and vision.

A recurring theme is that bicycle parking is typically absent from many public locations. However, effective and optimal bike parking is much more than the mere presence of bike racks. It is a dedicated place to lock bikes that is ideally in a visually conspicuous location so as to prevent bike and personal item theft and vandalism.

Bike racks should also be spaced at an adequate distance from each other and from other structures such as park benches. Bike racks should also be sturdy enough to support a bike and work with a variety of standard bike locks. Ideally, at community hubs and other high-traffic locations, bike parking should also be covered and with transparent fencing to minimize theft. See Photos 20-21.

Transportation Projects of Local and Regional Significance

Replacement of the Hammond Trail Mad River Bridge

Replacement of the Mad River Bike Bridge should be a regional high priority transportation and community connectivity project.

Little River Bike-ped Bridge

Connecting Clam Beach Drive with Moonstone, Westhaven, and Scenic Drive/Trinidad Will be a major coastal trail expansion and valuable bike-ped destination, thus should be a regional transportation update priority.

Bike-Ped Connectivity to Fieldbrook and Blue Lake

As plans continue to evolve for a McKinleyville Community Forest and Possible Fieldbrook Conservation easement, bike-ped connectivity should be an important component of that planning process. Local agencies should envision and plan for a bike-ped trail connecting McKinleyville with Fieldbrook, Blue Lake, and, ultimately, the Annie and Mary Trail to Arcata.

McKinleyville Potawot (Mad River) Non-Motorized Boat Launch

A community the size and stature of McKinleyville should have non-motorized boat access to a community waterway as prevalent and significant as the Potawot (Mad River). Folks should be able to canoe and kayak the river's estuary and between McKinleyville, Blue Lake and Clam Beach County Park. An optimal place for this canoe/kayak launch would be at the Mad River Bridge. Ideally, when the bridge is replaced, a boat launch would be installed there along with adequate bike parking, improved car parking, and a gate to be locked at night to prevent camping and refuse dumping.

County Bike Parking Ordinance

The County has detailed car parking standards but I do not believe there is a bike parking ordinance or building requirement. Consistent with the 2018 Humboldt Regional Bike Plan, there should be one. Many public spaces and businesses in McKinleyville have no bike parking, while at others, bike parking is clearly a post-construction afterthought with little attention to design, placement, or functionality.

Bike-Ped, ADA Improvement Recommendations (+/- From North to South)

Clam Beach State Park

- North Beach Trailhead and parking area.
Bike Parking needed. There is parking for about 12 cars, but no bike parking.
- South Beach Trailhead and parking area
Bike Parking needed. There is parking for about 12 cars, but no bike parking.

Clam Beach County Park

- North Day Use Parking. Bike Parking needed. There are about 30 car parking places, restrooms, and a trailhead, but no bike parking.
- Campground. There are about 30 car parking places, restrooms, a campground, and a trailhead, but no bike parking.
- South Day Use Parking Area.
There are about 30 car parking places, trailhead, beginning of the Coastal Bike Trail, but no bike parking.
- South Day Use Parking Area.
Crosswalk needed across Clam Beach Drive. This is a busy intersection, County Park parking lot entrance, Hwy 101 on and off ramps, and the beginning of the Coastal Trail. **Photo 1.**
- Strawberry Creek Bridge. The south footing has sunk and created about an 8-inch, curb-like bump that creates an access barrier for those with limited mobility, wheelchairs, and small bikes. This could be easily fixed with the installation of a rubber or wood wedge-shaped ramp. **Photo 2.**
- Paving the coastal trail. There is about a 900-foot section of the coastal trail from the base of the Vista Point Hill north to the Hwy 101 service vehicle entrance that is unpaved. This trail section is exceedingly rough with angular rock and not suitable for strollers, walkers, wheelchairs, and small bikes. It could likely be paved like the rest of the northern section of the trail with minimal environmental review and permitting. **Photo 3.**

Caltrans 101 Vista Point Access to the Hammond Trail

- The Vista Point parking area is not a designated coastal access site, but in fact it is an important one. There is little and poor connectivity between the Vista Point parking area and the Hammond Trail. At the parking lot south end there is an unmaintained and weedy footpath connection to the Hammond Trail. At the Vista Point north end, there is a two-foot-high chain link fence and a short retaining wall to access the coastal trail. I have seen parents hoisting their small children over this fence to gain access to the coastal trail. Adequate surfaced, and signed trail access should be installed at each end of the Vista Point parking area.
Photos 4-5.
- Install Bike Parking. The Vista Point has parking for over 50 cars, and coastal trail access, but no bike parking.

Airport Avenue Trail

- There is an old paved road and de facto trail on the south side of Airport Drive running from Hwy 101 to Halfway Road. If in the County right of way, could this old road grade

be paved or maintained as a trail connecting the Halfway Rd., Barnett Ave., Silverado Place neighborhood to the Hammond Trail? **Photo 6.**

Airport Business Park Neighborhood Connectivity

- The south end of the Airport Business Park should have a bike-ped connection to Halfway Road or an adjacent side street.

Letz Avenue Trailhead Pinchpoint

- At the south end of Letz Ave. Hammond Trail entrance is a service vehicle gate and a very narrow trail entrance between the gate, a utility pole, and a mound of dirt. This is a needlessly narrow and at times dangerous trail constriction for pedestrians, cyclists and equestrians. The Service vehicle gate and trail entrance should be reconfigured to widen the trail and eliminate this pinchpoint. **Photo 7.**

Murray Road Hammond Trail Entrance Crosswalk

- A crosswalk should be installed across Murray Road at the Hammond Trail entrance and Daffodil Ave. **Photo 8.**

Hammond Trail Failing Culvert

- A failing culvert threatens to close or damage the Hammond Trail between Murray Rd. and Knox Cove Avenue.

West Bates Road and Thiel Ave. Connectivity

- There is a creepy and needlessly difficult to cross bike-ped barrier between West Bates Road and Thiel Ave. that should be removed or modified to allow reasonably easy access. **Photo 9-10.**

Hiller Park

- A barrier such as bollards, a fence, or large rocks should be placed along the trail running between the two parking areas to prevent people from parking on the trail. **Photo 11.**
- Three sections of this trail should be paved, the south end, the north end, and the sidewalk connection to the eastern parking lot where the bike pump is installed.
- There is a congested pinchpoint at the kiosk and vehicle exclusion fence at the north end of Hiller Park. MCSD should consider extending the western trail that runs along the playground and past the restrooms straight (north) and to the west of the service vehicle gate to connect with the other trail just north of the treatment plant entrance. Perhaps signage could be installed to send bikes on the one trail and pedestrians on the other? **Photo 12.**
- More and better bike parking needed. Hiller Park has parking for about 150 cars, but only one out-of-the-way four-bike rack near the kiosk. The ball field and playground areas should have adequate bike parking. There is a bike rack-looking contrivance near the ball fields but it would neither hold a bike up nor easily allow a bike to be locked to it, so its purpose is unclear. **Photo 13.**

Pierson Park and Azalea Hall

- Bike parking needed. Pierson Park has parking for approximately 100 cars, but a thorough search did not reveal any bike parking or bike racks.
- Azalea Hall has what appears to be a bike rack, but it is in a cramped space, will not support a bike, and is not lockable with most common locks. **Photo 14.**
- The sidewalk on the south side of Pickett Rd. is disconnected at Pierson Park.

School Road Missing Sidewalk Segment

- School road is missing a sidewalk/footpath just east of Hwy 101 to Windsor Ave. Complete the sidewalk or pedestrian path on the north side of School Rd. **Photo 15.**

Central Avenue Sidewalk/ Footpath

- There should be a sidewalk or footpath installed along Central Avenue between Bella Vista Ave. and the Mill Creek Shopping Center.

Cochran Road and Bartow Road Trail Connection

- This narrow trail is more of a rutted gully and needs surfacing between the fences all the way to Bartow Rd. Bartow Rd. should be a curb cutaway at the trail-road intersection.

Mad River County Park

- Bike parking needed. There are about 30 car parking places, at the boat ramp parking area and parking for another 30 cars at the Mad River Beach parking area, but neither site has any bike parking.

Thank you for your consideration.
Gordon Leppig

See enclosed photos below

Photos from Gordon Leppig



Photo 1. Hammond Trail and Clam Beach Drive, crosswalk needed.



Photo 3. Clam Beach County Park, unpaved trail segment.



Photo 2. Strawberry Creek Bridge South Footing. Wood or rubber ramp needed.



Photo 4. Vista Point Parking Lot, North End, Access needed to the Hammond Trail.



Photo 5. Vista Point Parking Lot, South End, Improved Access to the Hammond Trail needed.



Photo 6. Abandoned Road Grade along Airport Road. Could this be a trail?



Photo 7. Letz Avenue Trailhead Pinchpoint, Gate can be reconfigured to allow greater access and safety.



Photos 9-10. West Bates Road and Thiel Ave. Barrier should be modified to allow bike-ped access.



Photo 8. Murray Road Hammond Trail Entrance Crosswalk Needed.



Photo 11. Hiller Park. A barrier separating the trail from the parking lot is needed for safety and to prevent people from parking on the trail. Sections should be paved.



Photo 14. Pierson Park and Azalea Hall. The only apparent bike rack at Pierson Park is at the Azalea Hall front door, but is unsuitable for parking or locking most bikes. The library has an excellent bike rack.



Photo 12. Hiller Park, South View. A congested pinchpoint to the trail (left) could be mitigated by continuing the trail west of the parking area north and to the right of the service vehicle gate. Perhaps traffic could be directional or bikes encouraged to use one path, pedestrians, the other.



Photo 15. School Road Missing Sidewalk Segment should be rectified.



Photo 13. Hiller Park Sports Fields. The only apparent bike rack-type device, but unsuitable for parking or locking most bikes.



Photos 16-17. Examples of Cryptically placed Bike Parking. McKinleyville Shopping Center, hidden behind flower bed; far back on the side of Safeway.



Photos 18-19. Examples of highly visible, functional, and lockable Bike Parking.



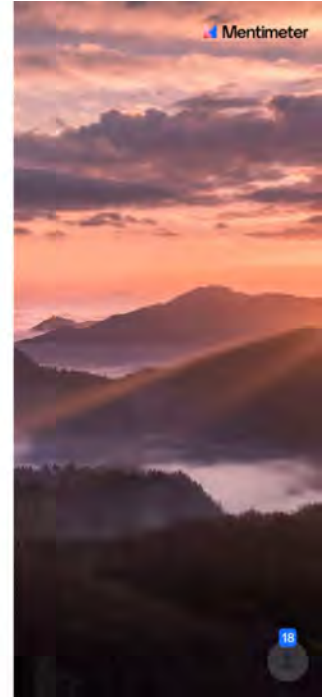
Photos 20-21. Morris School and McKinleyville Middle School. Examples of dedicated bike parking with transparent fencing that deter theft and vandalism. These would be suitable for the McKinleyville Town Center.

VROOM 2022-2042

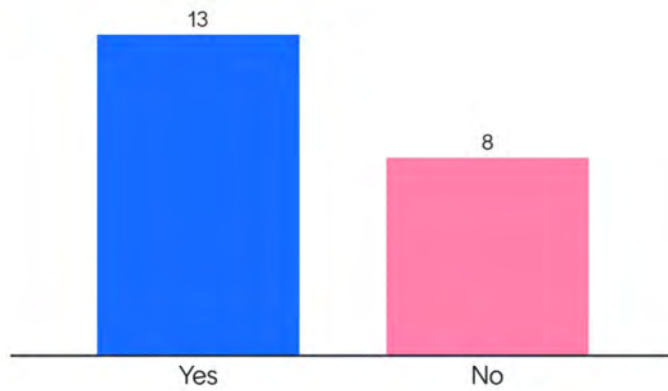
COMMUNITY DIALOGUE AND WORKSHOP

Monday, September 13th 2021

Where do you live?



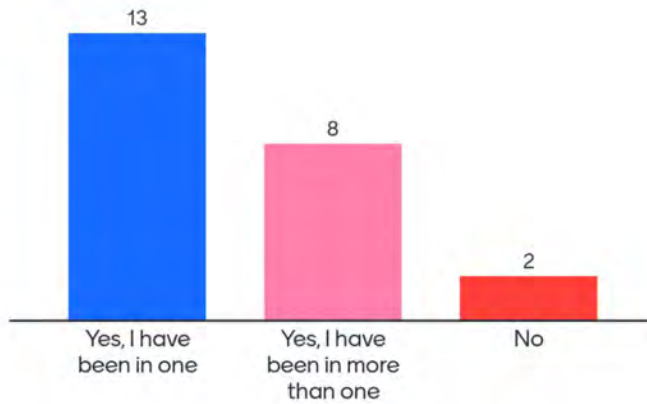
Have you ridden the bus in Humboldt County?





Have you ever been in a car collision?

Mentimeter



23

Who taught you to ride a bike? Please use one word/ name in your answer.

neighbors
sibling
dad
brother
self
mom
parents
trial and error
nobody



Mentimeter

How did you get to school as a kid?
Please aim to use few words in your response.



Community Dialogue and Workshop Powerpoint Presentation from the virtual community meeting in September. The presentation is followed by notes from the breakout groups' discussions.

Regional Transportation Plan Update 2021 Survey Feedback...

“Working: my family owns two vehicles that run well.

Not working: I live close to work, but I don't feel safe riding my bike because there is no bike lane and there are two narrow spots.”

Humboldt County Association of Governments (HCAOG)

Regional Transportation Plan VROOM 2021 Update




Welcome and Introductions

Humboldt County Association of Governments (HCAOG):


- ❖ Oona Smith (She, her, hers)
- ❖ Beth Burks (She, her, hers)
- ❖ Stevie Luther (He, him, his)

Redwood Community Action Agency (RCAA)


- ❖ Jenny Weiss (She, her, hers)
- ❖ Carla Avila (She, her, hers)
- ❖ Denise Newman (She, her, hers)
- ❖ Ashley Shannon (She, her, hers)
- ❖ Matt Drummond (He, him, his)

County Public Health

- ❖ Elaine Hogan (She, her, hers)




Menti Code: 4737 6253



Land Acknowledgement

We would like to acknowledge that we are living, working and recreating on the unceded, traditional lands of Indigenous People. We would like to pay our respects to elders both past and present, as well as future generations. We are using this statement as a commitment to continue to raise awareness and inspire further action.




www.honortax.org

Tonight's timeframe:

1. 6:15-6:30 - Purpose & Intended Outcomes
2. 6:30-6:45 - Long Range Planning
3. 6:45-6:55 - Poll
4. 6:55-7:25 - Breakout Groups
5. 7:25-7:40 - Report Out on Breakout Group Discussions
6. 7:40-7:45 - Next Steps
7. 7:45-8:00 - Q&A

To see the detailed agenda, click on the link in the chat box.
<http://hcaog.net/documents/regional-transportation-plan-2021-update>



Conversation Guidelines

- Be respectful
- Speak one at a time
- Share air time
- All ideas and points of view have value
- Stay on topic
- Be patient with the technology and each other!



*Slides and recording will be available after tonight.



What is HCAOG?

- ❖ It is the designated **Regional Transportation Planning Agency**.
- ❖ HCAOG is a **Joint Powers Agency**
 - Arcata
 - Blue Lake
 - Eureka
 - Ferndale
 - Fortuna
 - Rio Dell
 - Trinidad
 - County of Humboldt



Why care about HCAOG?



If you care about...



ECONOMIC DEVELOPMENT



JOBS



Housing



Rising Sea Levels



What we do...



HUMBOLDT COUNTY SAFE ROUTES TO SCHOOL



What do we do with all this planning?



Wordcloud poll:

How did you get to school when you were a kid?



What is the Regional Transportation Plan?

- Establish regional goals, identify present and future needs, deficiencies and constraints, analyze potential solutions, estimate available funding, and propose investments.
- Variety in Rural Options of Mobility (VROOM)



Transportation planning: What's important?

- Climate change
- Land use
- Safety and Health
- Economic effects
- Housing and Vibrant Neighborhoods
- Transportation Equity



Purpose of Tonight's Workshop

- Share information about HCAOG and the Regional Transportation Plan
- Hear your thoughts about critical transportation planning topics



What do we do with your input?

- ❖ Gets incorporated into the Regional Transportation Plan
- ❖ Areas of consensus are brought to the Board to inform policy-making
- ❖ Informs staff of what priorities are most important to our community



State Directives & Funding Aims



Per California law, RTPs are meant to:

Create a regional transportation system for goods and people that is:

- ❖ intermodal
- ❖ safe
- ❖ efficient
- ❖ linked with land use planning



California's Global Warming Targets

Statewide Goals

Reduce GHG emissions:

- **By 2030** to 40% below 1990 levels;
- **By 2050** to 80% below 1990 levels.

Renewable energy:

- **By 2030** is 60% of procurement portfolio;
- **By 2045** is 100% of procurement portfolio.

* Executive Order B-55-18 (Governor Brown 2018); Senate Bill 100 (De León 2018)
 * Executive Order S-3-05 (Gov. Schwarzenegger 2005)
 * California Global Warming Solutions Act of 2006 (AB 32 (Nunez), SB 32 (Pavley))

California's Global Warming Targets

Statewide Goal

By 2035:

- **100% zero-emission vehicle sales**
(passenger cars and trucks)

* Executive Order N-79-20 (Governor Newsom 2020)

California's Global Warming Targets

Statewide Goal:

By 2045

- **Carbon neutrality** statewide and net-negative emissions thereafter.

* Executive Order B-55-18 (Governor Brown 2018)
 * Senate Bill 100 (De León 2018)

California's Transportation Goals



- ★ Safety
- ★ Climate
- ★ Equity
- ★ Accessibility
- ★ Economy
- ★ Environment
- ★ Infrastructure
- ★ Quality of life and public health

Climate Action Plan for Transportation Investments (CAPTI)

State will fund infrastructure based on the **State's climate, health, and social equity goals**, and the "fix-it-first" approach.

CAPTI Investment Framework



Building towards an integrated, statewide rail and transit network



Investing in networks of safe and accessible bicycle and pedestrian infrastructure



Including investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure



Climate Action Plan for Transportation Investments (CAPTI)

10 Guiding Principles for State transportation investments:

4. Commitment to social and racial **equity**
5. Reduce fatalities and severe injuries **towards zero**
6. Assess physical **climate risk** for infrastructure projects
7. Do not significantly increase passenger **vehicle travel**
8. Compact **infill development** while protecting from displacement
9. **Zero-emission** freight transportation system
10. Protect natural and working lands



HCAOG's 20-Year RTP:
**Variety in Rural Options of
 Mobility (VROOM) 2022-2042**

Click on the link in the chat box to see current update drafts.
<http://hcaog.net/documents/regional-transportation-plan-2021-update>

VROOM 2022-2042 Overall Goal:

For Humboldt County to have a carbon-neutral, multi-modal transportation system that is comprehensive, safe, sustainable, and equitable, 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.

Para que el condado de Humboldt tenga un sistema de transporte multimodal y neutral en carbono y que sea integral, seguro, sostenible y equitativo, de modo que las personas en la región puedan viajar y mover mercancías de manera segura y eficiente en las modalidades que mejor se adapten al individuo o negocio/industria y sociedad en general.

VROOM 2022-2042

Complete Streets Element

Required element?

- Yes* (*roads, bicycling, walking).

HCAOG has discretionary funding available?

- Yes (Regional Transportation Improvement Program; Ped & Bike Set-Aside Fund (Federal funds))

VROOM 2022-2042

Example of a Complete Streets project

2021 Arcata Paving Project

Engineer's estimate: \$1.3 M - \$1.4 M

10 residential streets

Funded mostly through the City's local sales tax (Measure G) funds and grant monies.

VROOM 2022-2042

Stoplights at Broadway and Vigo St., Eureka (In-N-Out)

\$450,000

Funded through the City's General Funds.

VROOM 2022-2042

Public Transportation Element

Required element?

- Yes.

HCAOG has discretionary funding available?

- No. But HCAOG does have fiscal oversight.

Peak-period express bus between Arcata and Eureka during school year: \$78,000*

Hydrogen Fuel Bus: \$1.1M
 Battery Electric Bus: \$0.5M

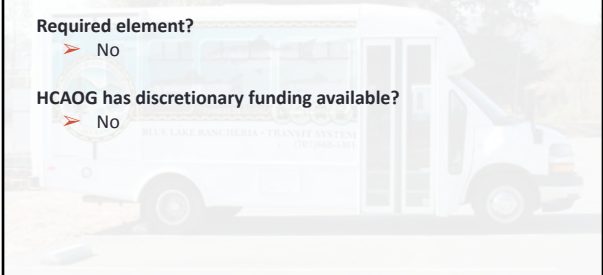
Tribal Transportation Element

Required element?

- > No

HCAOG has discretionary funding available?

- > No



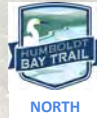
Commuter Trails Element

Required element?

- > No.

HCAOG has discretionary funding available?

- > Yes.



\$1M per mile, avg
 (\$3M for 3 miles including lighting;
 \$4M for 3 miles + bridges)

Commuter Trails Element



View during work of railroad crossing at Seward Slough (Project 3)

\$5.3M per mile
 (\$22.6M for 4.25 miles)

Funded through grant monies, Caltrans SHOPP funding, County staff time. *Plus Humboldt Bay Trail Fund donations (matching funds for grants; funds for future maintenance/upkeep).

Aviation Element Goods Movement Element

Required elements?

- > Yes.

HCAOG has discretionary funding available?

- > No.



Global Climate Crisis Element

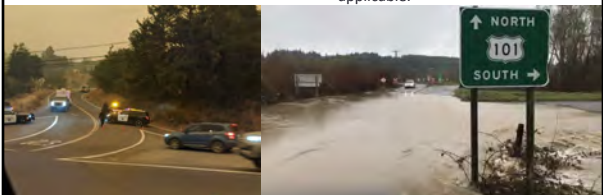
Emergency Evacuation Element

Required elements?

- > No.

HCAOG has discretionary funding available?

- > Not specifically, yet projects are applicable.



Land Use-Transportation Element

Required element?

- > No. (But must consider together.)

HCAOG has discretionary funding available?

- > No.



What will \$30 million buy?

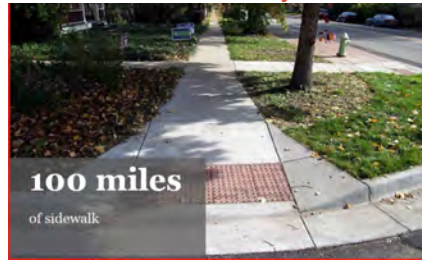
One mile
of Street
Widening



Source: Tulsa Bicycle/Pedestrian Advisory Committee, 2013

What will \$30 million buy?

100 miles
of sidewalk



Source: Tulsa Bicycle/Pedestrian Advisory Committee, 2013

What will \$30 million buy?

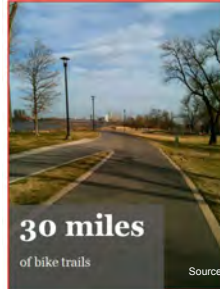
300 miles
of buffered
bike lanes



Source: Tulsa Bicycle/Pedestrian Advisory Committee, 2013

What will \$30 million buy?

30 miles
of bike trails



Source: Tulsa Bicycle/Pedestrian Advisory Committee, 2013

What will \$30 million buy?

2,000
Rapid Flashing Beacons

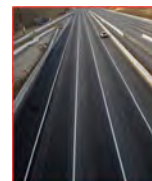
Rectangular Rapid Flashing Beacon System



Source: Tulsa Bicycle/Pedestrian Advisory Committee, 2013

What will \$60 million buy?

Portland's entire bikeway network for the cost of one mile of urban freeway



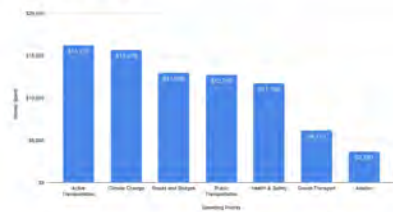
<http://www.portlandoregon.gov/transportation/article/370893>

If you had a million dollars...



Overall Spending Priorities

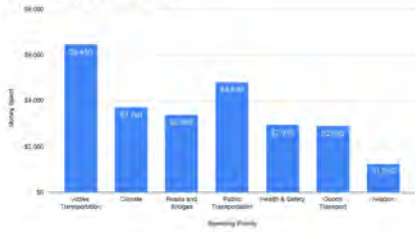
Priority-Activity Money Spending



158 total participants over 7 events

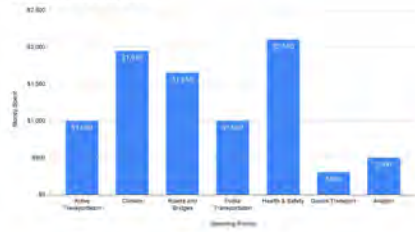
Blue Lake Loves Trails

Annie and Mary Days Priority Activity



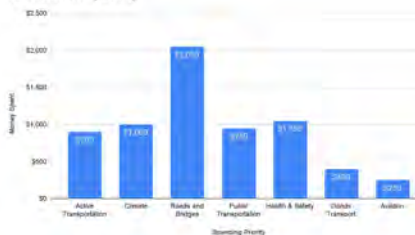
Safety First

Henderson Center Priority Activity



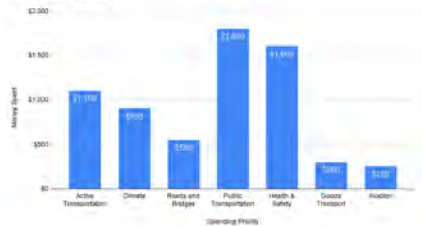
Rural Roads

Garberville Priority Activity



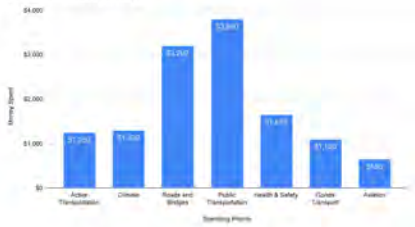
Rural Health

Hoopa Priority Activity



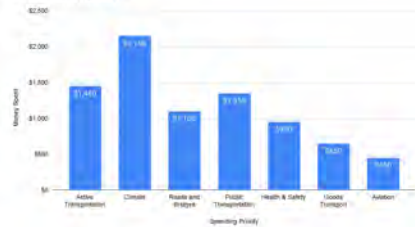
Public Transportation

Willow Creek Priority Activity



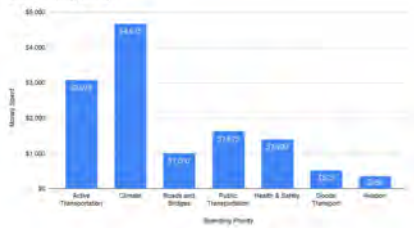
Youth for Climate

Fortuna Priority Activity



Arcata Prioritizes Climate and AT

Arcata Priority Activity



What are your priorities? Choose top 3

Getting where you need to go (accessibility)	Choices beyond driving, proximity of destinations, traffic congestion
Responding to the Climate Change Crisis	Carbon-neutral transportation; sea level rise & extreme weather
Regional Land Use	Infrastructure, housing policies, jobs and housing balance
Economy	Supporting commerce, jobs, and business attractors
Investments & Financial Viability	Cost of maintenance / operation, stable funding sources, prioritizing investments
Vibrant Neighborhoods & Places	Inclusive public spaces, attractive places, "good neighborhoods," diverse uses
Safety & Public Health	Less sedentary travel, more active travel, reduced traffic-related deaths/injuries, threats to safety, driver behavior

Menti Code: 4737 6253

Poll Question:



Breakout Groups

- You will be automatically placed in a small breakout group. If not, click the blue button that will appear on your screen to join a breakout group.
- Small groups will answer 4 region wide questions:
 1. What is your biggest concern?
 2. What is your aspiration regarding the future?
 3. How can HCAOG help achieve those aspirations equitably?
 4. What two key regional policies or actions do you want reflected in VROOM 2022-2042?

Report out



Ways To Stay Engaged and Provide Input

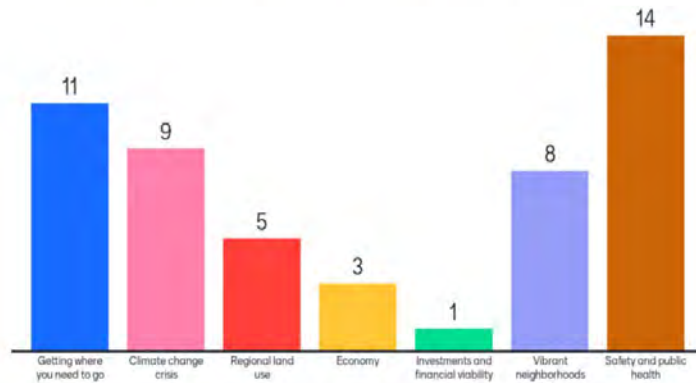
- > Visit our interactive webpage at the following link: <https://www.hcaog.net>
- > Take the Survey at the following link:
 - o <https://surveymonkey.com/r/rtpupdate>
- > Invite us to provide an RTP Overview presentation to your group or agency
- > For any additional feedback or questions you may have please contact
 - o Email: oona.smith@hcaog.net
 - o Call: (707)444-8208



Top 3 Priorities

Of the 7 transportation topics listed below, please select the top 3 issues you would like to discuss and recommend equitable actions or policies for:

Mentimeter



Community Dialogue and Workshop Breakout Group 1 Feedback

1. Safety and Public Health Comments

- Having great sidewalks is crucial
- Education on how to share the road
 - More education on/in more places and accessible to everyone
- “I know many people that would love to ride their bikes but they don’t feel safe on the roads”
 - SEPARATE BIKE LANES
- Provide more education to jurisdictions before listing out the projects
- Biggest Concern
 - Motorists drive too fast!
 - More efficient, plentiful public transportation including additional options in the morning and late evenings
 - “We’re creating a system where driving is the only option”
 - “I won’t let my kids bike past our road because of speeding/distracted drivers
- **Aspirations**
 - Aspiration is for people to have real convenient options beyond a car
 - Focus on vibrant town centers that are more walkable so people can function in their own neighborhoods
 - Large employers should be a part of the conversation on how to encourage employees to use other options beyond the single use car
 - “We are the 5th largest economy, we’re not poor. Let’s fund this”
 - Connectivity is important
 - “Recreational trails should not be the primary focus”- walkable trails to real destinations (shopping, doctors) should be the focus
 - Systemic Approach
 - We want to include all plans even though there is no money to do them all
- To access trails, you have to drive to them
 - Have buses that take people to trails
- Getting to eureka/arcata is not enough. There needs to be options to get around a place once you get here
- More public outreach!
- More information on HCAOG to the public
- We are a collection of small towns so there needs to be more cohesive planning between locations
- HCAOG should become more centralized center of expertise
- Less “each town for itself”
- America walks, Transportation for America
- More links and information to learn about transportation on the HCAOG website
- Education and outreach!
- Centralized, publicised , education!

2. Getting where you need to go

- Limited bus hours means that people will drive
- “Last mile” initiative- we’re going to need to get creative
 - Tech based improvements
 - Apps to make it as easy as possible
 - HCAOG needs to be more insistent in transportation planning
 - We need to make it as easy as possible to walk and bike
 - Make it the convenient option
 - 2 policies
 - We need genuinely walkable sidewalks
 - Parking, more street space for cyclists
 - Parking more vertical

Community Dialogue and Workshop Breakout Group 2 Feedback

BIGGEST CONCERN FOR REGION SAFETY AND HEALTH/ GETTING WHERE YOU NEED TO GO

- Drivers and cyclists see things differently; drivers need more education on cyclists and vice versa
- Considering personal safety in public transportation & that people need to feel comfortable.
- People are choosing not to take public transport because they do not feel safe, comfortable and secure with their public transportation
- Many people depend solely on the use of public transport and in doing so are relinquishing control to the others in the public transport and the driver while when you're in your car, you have direct control of passengers and direct experiences
- There are limited places for pedestrians to walk, like crosswalks, and it's not equitable as a walking citizen.
- When walking it is obvious how the roads are biased towards vehicle movement, drilled into us as children to watch for cars and the streets are for cars, and the crosswalks are dangerous in eureka.
- People put their trash cans on the sidewalk, and people have to go around their trash cans and into the street, risking themselves and their safety for a trash can...
- Public health is more in public transportation than people realize.
- We need cleaner vehicles, better tech, and ramp up cycling accessibility, reduce carbon emissions, **lower county emissions and encouraging walking and biking**
- **If we encourage more walking and biking by making those options safe and effective, there will be less drivers and hence less emissions overall**
- More effort to keep the bus systems cleaner, safer, and more sanitary to prompt use of them, these issues could have a connection to low rideability

DIRECT EFFORTS FOR HCAOG

- Do more bike valet events, encouraging riding and create more divided bike lanes for the cyclist to feel secure and confident in a street
- Informative boards with credit to HCAOG and entities responsible for being there and a QR code so people can trace the source of the effort and use it as a passive outreach effort to gain more subtle sustainable support
- **More outreach and awareness of the entities doing these significant changes for our county, "how did this come to be?" What group did this? More branding the efforts as a way to give citizens awareness of the source and movement for change, create connections between efforts**
- Examine land use, pedestrian bike networks, and cycling networks; how do you get to the trail? Many people drive to the site, then bike versus biking to the trail, **creating solid, simple, dependable networks**

BIGGEST CONCERNS FOR CLIMATE CHANGE

- Noticing all the impact of extreme weather events happening at the moment, very urgent and apparent

- Having a car is essential across the county, but specific to which town in the county you live in presents more or less transportation access challenges
- Explaining a linkage between the different categories, recognizing the interconnectedness of these issues
- Land-use affects our efforts to climate change and use of vehicles
- all the free parking encourages driving

ASPIRATIONS

- Worried about sea-level rise and the 101 between Arcata and Eureka, sea walls and levees are not a permanent solution, and the alternative would be required very soon
- Cleaning out/green moving the fleet vehicles
- There may be a more significant impact if we can convince people to walk and bike more than trying to make the busses greener because the individual car is more influential than the limited fleet of vehicles in our county
- Land use is the permanent and long term solution than changing the fleet to electric vehicles and especially if there is still a personal dependence on fossil fuel
- Since the students are back and the commuters are no longer working from home, there needs to be a better awareness of a rural area versus the big city style of driving spot to spot, a reflection of migrating students
- Traffic forces the use of public transport

What could HCAOG do?

- Partner more with HSU to promote accessibility and understanding
- Identify significant employers and traffic patterns and see how we can encourage inner employee and private industry to encourage better modalities

Direct message during Q&A “Hey, if you are approaching business to mitigate traffic, please look at the cannabis processing area in Arcata. they're making out their parking and moving to street parking at a high rate.”

Community Dialogue and Workshop Breakout Group 3 Feedback

Safety and Public Health

Korina Johnson- Arcata- transitioning out of vehicles to other modes of transportation (Walking, bike riding). Increase in active transportation. Shifting priority to walking and biking.

Joanne McGarry-Arcata- Events that are ongoing like the Farmers Market in Arcata. Street side vendors. Vehicles driving on the plaza during the Arcata Farmers Market. Increasing access to those who cannot access the market without a car.

Nancy: Manila- 55mph is being surpassed by most drivers. Broadway is where many cyclists and pedestrians are struck by vehicles. More access for cyclist and peds in these areas that cater to drivers. Create an environment that accommodates bikes and peds. She visited German and saw many examples there.

Sierra Braggs-Redwood Coast Regional Center: Transportation comes up everyday. Services and supports for everyone. Most of their clients rely on public transportation and can not bike. Better public transportation infrastructure for those with disabilities. Pedestrian safety for walking to work. More accessible, more times, more places for all.

Guy: feel like i can't trust that any of my younger siblings would be safe taking public transit.

Aspirations Public:

Korina: Not adequate. One bus once per hour. More buses, more pick up times. Give a ton of money to HTA and fix the system. Work with the public. Work on the perception of the bus system and make it more appealing to all classes.

Joanne: All of the cars outside of arcata High dropping off kids. School bus only had 3 kids aboard. Coordinating multi-person transport in a way that is divisive and channeled. Size of buses. Certain times certain days should use smaller busses and vans that are more appealing than a large bus. Dogs: ways to get dogs out of cars.

Nancy: More frequent buses. 5 hour gap between buses! Have to plan everything out when taking the bus. Maybe Manila should not have a bus. Concentrate on McKinleyville to CR and forget about Manila and Trinidad to provide more access for the main route. Parking lots at CR and Humboldt, so many students are using cars to get to school. Increase public transportation for students. Have neighborhood buses that drop off at multiple schools.
More bike lanes.

Sierra: consolidating the systems of bussing. Micro transit: smaller shuttles merging Uber and Lyft technology, making for more frequency and geographic coverage. Create a pedestrian and bike friendly community. Traffic calming. Creating buffers between cars and peds, decrease space for cars.

Buffered bike lanes, concrete protection for bikes.

Participant: does not trust public transportation for his younger siblings. Homeless population, drug activity on busses. Train station that goes from Eureka to Arcata would lower the volume of traffic on 101. Good for the economy, stations, restaurants, and jobs.

Community Dialogue and Workshop Breakout Group 4 Feedback

Safety & Public Health (Less sedentary travel, more active travel, reduced traffic related deaths/injuries, addressing real/perceived safety threats and driver behavior)

Response to Oona's quote:

"Safety and safer ways to travel between communities. An alternate safer way to travel, like Bay to Zoo Trail. Research shows if you build safer SEPARATED trails, people will use them. Ties to climate change, strong correlation."

"Quote may be about potholes and paving (nature's speed bumps!)"

Motor vehicle drivers are too predictable: want to go fast and are distracted. Much less predictable where we walk/bike...

Good sidewalks/crosswalks. Safe access on rural roads, like Scenic Drive. Find ways to slow traffic down.

Careless/misbehaving drivers. Poor design choices in pedestrian infrastructure (barriers, crosswalks to nowhere).

Right design for the right occasion. Not having the right infrastructure for all modes. **Having to work with landscapes built out for cars. Cars are predictable: drive fast and oftentimes distracted or irresponsibly. Public infrastructure design should work for non-motorized uses as well, and need to strike a balance (sidewalks, barriers, crosswalks, slowing motorists down).**

Higher income people should try taking the bus sometime. Make sure low wage earners can have transit service to fit work schedules. **How can funding be subsidized to allow for more frequency of service? Uber could help people at the 'end of the transportation lines'**

COMBO Getting Where You Need to Go with Climate Change Topic:

Getting Where you need to go Accessibility, multi-modal travel, convenient options beyond driving, proximity of destinations, traffic congestion **Responding to the Climate Change Crisis** (Creating a resilient carbon-neutral transportation system in the face of sea level rise and extreme weather)

Oona: What can HCAOG advocate about making transit more available equitably (ie night service, remote locations)?

Added frequency and extended hours (later/earlier hours) & more ride options (like vans & Uber) could increase ridership and lessen cars on the road.

More creative ways to get people places (ie. 5 busses to Trinidad), but open up ideas for use of vans or Uber. More quicker connections.

VROOM 2022-2042

COMMUNITY OUTREACH SURVEY



The following survey was available and distributed widely online. Hard copies of the survey were also available at Pop-Up Outreach Events and at several organizations. The survey was available in both English and Spanish. A total of 350 people responded, 337 in English and 13 in Spanish.

Humboldt County Regional Transportation Plan - VROOM 2021 – Community Outreach Survey

The Humboldt Association of Governments is seeking input from the community **on all things transportation-related** to determine what changes are needed for the Humboldt County Regional Transportation Plan (RTP) Update. HCAOG’s goals are to reduce greenhouse gas emissions, increase transportation choices beyond single occupancy car trips, improve public health and build equitable communities that are safe for walking and bicycling. Please share your thoughts by taking this short survey.
Thank you!

1. What is working transportation wise for you in Humboldt County? What is not working?

2. How do you think countywide transportation funding should be prioritized? (Rank from 1 to 6 with 1 being highest funding priority and 6 being lowest funding priority)

- Resurface, repair and improve roads and bridges
- Build/improve sidewalks, bike lanes, pedestrian-scale lighting, traffic calming
- Make it easier/more convenient to use public transportation
- Support housing development and planning efforts that reduce single-occupancy vehicle trips
- Install zero-emission charging stations and support fleet transition to zero-emission vehicles
- Increase opportunities for transporting goods into/out of Humboldt (via trucks, ships, or planes)

3. Considering how long-range transportation planning affects human health, which of the following are you most concerned with? (Please rank from 1 to 4 with 1 being ‘most concerned’ and 4 being ‘least concerned’)

- Improving road safety. Reducing injuries and fatalities by making travel safer for pedestrians, cyclists, and motorists.
- Reducing vehicle pollution to lessen severity of extreme weather events
- Increasing opportunities for walking and bicycling that would allow for more physical activity
- Expanding access to medical, health and wellbeing appointments by public transit and other modes of travel

4. Does anyone in your household own an electric car? (circle one) Yes No

5. How do you typically travel out of the county and how often? (Circle your choices))

Commercial flights	Never	1-4 trips/year	5-10 trips/year	11+ trips/year
Personal Vehicle	Never	1-4 trips/year	5-10 trips/year	11+ trips/year
Car Share	Never	1-4 trips/year	5-10 trips/year	11+ trips/year
Greyhound/Amtrak	Never	1-4 trips/year	5-10 trips/year	11+ trips/year
Other	Never	1-4 trips/year	5-10 trips/year	11+ trips/year

(If Other, please describe) _____

6. Please rate how important each of the following is to you:

	Not important	Neutral	Important	Very Important
- Reduce greenhouse gas emissions in the air district	_____	_____	_____	_____
- Increasing percentage of car-free trips	_____	_____	_____	_____
- Reducing vehicle miles traveled (VMT) by car	_____	_____	_____	_____
- Building zero-emission vehicle infrastructure	_____	_____	_____	_____
- Transitioning public fleets to electric vehicles	_____	_____	_____	_____
- Coordinating housing to be where people can get to destinations via walking/biking/transit	_____	_____	_____	_____
- Pursuing "Vision Zero" goals (achieve zero ped/bike traffic fatalities each year)	_____	_____	_____	_____
- Establishing/increasing walking/biking education	_____	_____	_____	_____
- Increasing local funding for "complete streets" (roadways that enable safe, convenient travel and access for all users and modes of transportation)	_____	_____	_____	_____

7. How does your child/ren typically get to and from school? (circle one)

- A. School Bus B. Walk C. Bike/Skate/Scooter D. Public transit E. Private vehicle F. N/A

8. Ideally, how would you prefer your child/ren get to school? _____

9. What specific areas that you travel to, or would like to travel to, are inaccessible, inconvenient or dangerous? _____

10. Please describe any other unmet transportation needs that you have. _____

11. (Optional) What is your zip code? _____

12. (Optional) What is your age? _____

13. (Optional) Which of the following best describes you? A. Native American or Alaska Native B. Black or African American C. White/Caucasian D. Hispanic or Latino E. Asian or Pacific Islander E. Hmong F. Multiracial G. A race/ethnicity(ies) not listed here

Thank you for your input!



Plan de Transportación Regional del Condado de Humboldt - VROOM 2021 – Encuesta Comunitaria de Transportación

La Asociación de Gobiernos de Humboldt (HCAOG) está buscando la opinión de la comunidad sobre todo relacionado con la transportación para determinar qué cambios se necesitan para la actualización del Plan de Transportación Regional (RTP) del Condado de Humboldt. Los objetivos de HCAOG son reducir las emisiones de gases invernadero, aumentar las opciones de transporte para reducir el uso del vehículo para viajes de una sola persona, mejorar la salud pública y construir comunidades equitativas que son seguras para caminar y andar en bicicleta. Comparta su opinión respondiendo a esta breve encuesta. Gracias!

1. ¿Qué está funcionando en el condado de Humboldt relacionado con la transportación para usted? ¿Qué no está funcionando?

2. ¿Cómo cree que se deben priorizar los fondos de transportación en el condado? (Califique del 1 al 6. 1 siendo la “prioridad más alta” y 6 la “prioridad más baja”)

- Pavimentar, reparar y mejorar carreteras, calles, y puentes
- Construir/mejorar banquetas, carriles para bicis, iluminación para peatones, calmar el tráfico
- Hacer más conveniente y fácil el uso del transporte público
- Apoyar el desarrollo de viviendas y los esfuerzos que reducen los viajes en vehículos de 1 persona
- Instale estaciones de carga con cero emisiones y apoye la transición a vehículos con cero emisiones
- Aumentar las oportunidades para transportar mercancías dentro y fuera de Humboldt (a través de camiones, barcos o aviones)

3. ¿Considerando cómo la planificación del transporte a largo plazo afecta la salud humana, cuál de los siguientes le preocupa más? (Califique del 1 al 4. 1 siendo más preocupado y 4 menos preocupado)

- Mejorar la seguridad en carretera. Hacer los viajes más seguros para los peatones, ciclistas y automovilistas para reducir las lesiones y las muertes
- Reducir la polución de los vehículos para disminuir la gravedad de los eventos climáticos extremos
- Aumentar las oportunidades para caminar y andar en bici para que haya más actividad física
- Aumentar el acceso a citas médicas, de salud y de bienestar por medio de el transporte público y otros modos de viaje

4. ¿Alguien en su hogar tiene un automóvil eléctrico? (circule uno) Sí No

5. ¿Cómo viaja fuera del condado y con qué frecuencia? (Circule tus respuestas)

Vuelos comerciales	Nunca	1-4 viajes/año	5-10 viajes/año	11+ viajes/año
Vehículo personal	Nunca	1-4 viajes/año	5-10 viajes/año	11+ viajes/año
Coche compartido	Nunca	1-4 viajes/año	5-10 viajes/año	11+ viajes/año
Greyhound/Amtrak	Nunca	1-4 viajes/año	5-10 viajes/año	11+ viajes/año
Otro	Nunca	1-4 viajes/año	5-10 viajes/año	11+ viajes/año

(Si es otro, por favor describa)

6. **Califique lo importante que es para usted cada uno de los siguientes:**

	No Importante	Neutral	Importante	Muy Importante
- Reducir emisiones de gases invernadero del aire	_____	_____	_____	_____
- Aumento del porcentaje de viajes sin automóvil	_____	_____	_____	_____
- Reducir las millas viajadas por el vehículo	_____	_____	_____	_____
- Construcción de infraestructura vehicular de cero emisiones	_____	_____	_____	_____
- Transición de vehículos públicos a vehículos eléctricos	_____	_____	_____	_____
- Coordinar la vivienda para que las personas puedan llegar a los destinos a pie, en bicicleta o en tránsito	_____	_____	_____	_____
- Perseguir los objetivos de Visión Cero (lograr cero muertes de los accidentes de bicis y peatones cada año)	_____	_____	_____	_____
- Establecer/aumentar la educación para caminar y andar en bicicleta seguramente	_____	_____	_____	_____
- Aumentar la financiación local para calles completas (carreteras que permiten viajes y accesos seguros y convenientes para todos modos de transporte)	_____	_____	_____	_____

7. **¿Normalmente cómo viaja su hijo(s) a la escuela?** (Circule uno)

- A. Autobús escolar B. Caminando C. Bicicleta / Patín / Scooter D. Tránsito público E. Vehículo privado
F. No aplicable

8. **Idealmente, ¿cómo preferiría que sus hijos fueran a la escuela?** _____

9. **¿Cuales áreas específicas a las que viajas o a las que le gustaría viajar son inaccesibles, inconvenientes o peligrosos?** _____

10. **Describe cualquier otra necesidad de transporte que tenga:** _____

11. *(Opcional)* **¿Cuál es su código postal?** _____

12. *(Opcional)* **¿Cuál es su edad?** _____

13. *(Opcional)* **¿Cuál de las siguientes te describe mejor?** A. Nativo americano o nativo de Alaska

B. Afroamericano C. Caucásico D. Hispano o Latino E. Asiático o Isleño del Pacífico

E. Hmong F. Multirracial G. Una raza / etnia que no está aquí

Gracias por su aporte!

Q1 What is working transportation-wise for you in Humboldt County? What is not working?

Answered 304
Skipped 33

	Topic	Responses
1	Roads, Bike/Ped,	Poor quality, deferred maintenance roads including lack of striping, due to wear and the ravages of time, of bike lanes and inadequate signage of same. Potholes that need to be repaired that are big enough to cause a crash on a bike and damage suspension on a motor vehicle.
2	Bike/Ped, Roads	Working: trails, off road bike paths highway improvements, not working:bad in-town roads better information
3	Transit	I can walk to an HTA stop, but the bus doesn't at CR on weekends.
4	Bike/Ped, Roads, Safety	The newer trails being developed between Arcata and Eureka are a step in the right direction. We need to complete this and develop the Annie Mary Trail between Arcata and Blue Lake . Trying to ride a bike out of Blue Lake is a dangerous proposition with the current routes available. It has been awhile since I have had to rely on the bus service so I am unaware if the schedule and routes are sufficient. Having bikes and pedestrians near vehicles is not working
5	Traffic, Bike/Ped	Not much traffic. Not enough walking sidewalks in Bayside .
6	Bike/Ped, Safety	I like to walk/bicycle to places, when I can. I appreciate the trail along the waterfront. I wish we had more safe trails thru Eureka .
7	Safety, Bike/PEd	we need more safe bike lanes and walking paths to connect cities (i.e. Blue Lake to Arcata)
8	Hwy 101,	Hwy 101, north of Eureka and south of Eureka works. People drive too fast on residential and business streets.
9	Roads, Bike/Ped, Transit	Driving still works best. Biking is not an alternative for old people. Transit has many problems: 1. It does not go everywhere you need to go. It does not go often enough.
10	Bike/Ped, Roads, Transit, Safety	Need better public transportation in the suburban, rural areas. Time to think about electric rail from Garberville/Redway to Trinidad within the existing Highway 101 corridor. A multi-modal transportation corridor. Need a parallel Class II bike/ped path adjacent to the Avenue of the Giants. The Avenue also need signage regarding bicyclists. Very scary to ride a bike on the Avenue.
11	Roads, Climate	Working: Alternative routes. I like how I can choose to take Old Arcata Road, Hwy 101, and Hwy 299 between Eureka and Arcata . To Improve: Bus routes to the rural areas - increased route options and bus stops, i.e. stops at Mrytle and Mitchel, Jacoby Creek Land Trust, Grizzly Bluffs Rd. (Ferndale) . Not working: plan for sea-level rise along the corridor?
12	Roads	We have the roads (working) Need to maintain the roads, not filling pot holes (not working)
13	Roads, Transit, Bike/Ped, Safety	Traveling by car is fine for the most part, but there are few transit stops in some parts of the county. Also, non motorized transportation facilities such as bicycle facilities are almost non existent throughout the county. There needs to be more bicycle lanes and /or separated bikeways. So many streets are wide enough to support this, and when a new pavement overlay comes through the existing striping is perpetuated, when bicycle lanes could've been placed. Bicycle facilities should be prioritized over parking, and sometimes the streets are wide enough to accommodate both. Also, sidewalk gaps need to be identified and filled. There also needs to be more lighting throughout the county, mostly pedestrian scale.
14	Transit,	I would love to use public transportation options. I find it challenging to sync schedules and to then drive to the closest bus stop. Usually I'm delivering or picking things up which also makes public trans inconvenient or inappropriate.
15	Traffic, Bike/Ped, Transit	not a lot is working, congestion on Broadway is getting worse, buses do not run often enough, pedestrian is dangerous

16	Speed, Bike/Ped	Speed limits are good. Pedestrians and bicyclists not using crosswalks.
17	Ped/Bike, Safety, Roads	For the most part, travel is quick. But Broadway in Eureka is extremely unsafe for pedestrians, bicyclists, and drivers.
18	Bike/Ped, Safety, Transit	Driving works most times, but need safe protected bicycle lanes/ped infrastructure that takes me places (origin/destination) and compliments transit (first last mile connectivity).
19	Ped/Bike, Safety,	pedestrians and bicyclists are not safe
20	Bike/Ped, Safety, Roads	The distance from housing and neighborhoods to destinations such as parks, stores, town centers, etc., is very nice. It's not so close that you feel like you're living in the town center, and it's not too far to be able to walk or bike. Bike safety is very poor in the county though, in many places bike lanes and street parking share the same space, causing bikers to have to take up the whole lane to feel safer; in some heavily trafficked areas like Samoa Blvd overpass , bike lanes don't even exist.
21	Bike/Ped, Safety	What's working is the multimodal trails that have been completed. What's not working is having too little signage to key destinations on trails. Also not working: the dangers for pedestrians and bicyclists along Caltrans right of way/ highways
22	Bike/Ped, Transit	I use bike , walk and bus in that order. It allows me to get to most of my appointments in Eureka where I live
23	Transit, Train	The busses are OK but not enough areas covered. i really want a commuter train
24	Transit	personal car is working public transportation does not work for me
25	Roads, Climate, Rail, Bike/Ped, Electric Vehicle	The roads are alright but emissions are concerning. I wish there was a modern electrified light rail system with a bike trail next to it. Something similar to BART, SMART, or CalTrain. Electric vehicles are merely a greenwash bandaid. Lithium batteries are unsustainable.
26	Bike/Ped, Safety, Behavior	Cars work the best for getting across Broadway (I live a few blocks east of Broadway). I don't feel safe cycling or walking across Broadway by myself, due to errant drivers and unpredictable people who loiter.
27	Safety, Roads	Not working: the ability to feel safe getting to many destinations without a car. Crossing 101 in Eureka even in a car is far too dangerous and is especially foolhardy on foot or bike because of a serious shortage of signalized intersections. Collision statistics show Eureka especially is terrible. Both city streets and 101 need serious design interventions.
28	Trails	Working: the northern section of the Humboldt Bay Trail . Not working: the unfinished southern section.
29	Bike/Ped, Transit, Roads, Safety	The new bike paths that have been added that allow bikers to move tthrough town without being on the street with cars is working for me. What isn't working for me is that the transportation system is costly to use for transportation from Arcata to Eureka if I chose to use all 3 bus systems. To get from my house to a point in Eureka , I would need to take 2 to 3 buses, which all have separate charges. At that rate, it's cheaper to drive. I also would like to see better bike paths and a completed path that is off the highway between Arcata and Eureka . There is also no current safe option to bike from Arcata to Manilla . The side of the road on 255 is narrow and dangerous.

30	Electric Vehicle, Transit, Safety, Speeds, Behavior	<p>I am excited that there is more attention on electric car charging stations in Humboldt. Let's keep that trend going!</p> <p>There are no bus routes that are easy and efficient for getting around Eureka/Arcata.</p> <p>In general, it feels like auto drivers are just trying to get through Eureka, so they are often diving fast and carelessly. I live on a busy street, and I am AMAZED by how fast and carelessly people drive in my neighborhood.</p> <p>Eureka's streets have been engineered to be wide and straight - perfect for speeding. I would like to see a lot more reengineering efforts that are proven to slow cars down, like bulb out corners, parklets, winding streets, tree planting, etc.</p>
31	Bike/Ped,	Humboldt County is motorized vehicle-centric and does not have much safe pedestrian and bicycle infrastructure for commuting, recreation, and encouraging children to use multi-modal and active transportation.
32	Transit, Bike/Ped,	Nothing. The bus system is pathetic. And there are not enough bike paths. Will the bike path from Arcata to Eureka be finished? When will this area catch up to Davis, which have a bike path green belt system through the city and have had this since the 70s. I want our area to have this so that more people can bike safely and as separate from car traffic as possible.
33	Transit	As a non-driver, I have realized that if I need to get somewhere at a certain time, I need to either get a ride from a friend or order a taxi/Uber, though the latter is not entirely reliable, either. Humboldt County desperately needs to step up its public transportation.
34	Traffic, Bike/Ped, Roads, Safety	Overall vehicle traffic is usually free-flowing, with little delay. But as a bicyclist, I don't feel safe on county roads with little or no paved shoulder combined with poor or limited sight distance. As a bicyclist, the signal sensors embedded in the pavement at intersections do not seem to detect my presence. There are numerous driveways on Central in Mck that create unsafe conditions for pedestrians and bicyclists since many drivers using these driveways are not looking for bicyclists and pedestrians.
35	Transit, Safety, Bike/PEd	Transit is good and usable but can't go anywhere on Sundays. I feel unsafe trying to get to McKinleyville from Arcata by bicycle or visit a friend in Manila . I'd like to see "rail banking " observed not forgotten or trivialized by planners.
36	Roads	too much construction during business hours
37	Bike/Ped, Transit	Cars are terrible. It would be great to have more roads that only allow walking and biking. Public transportation would also be better since you don't need to build huge parking lots for busses and trains.
38	Roads, Safety, Bike/Ped	The weird area at the intersection of Harris and H & I Streets , the one way, then two way to another one way is just difficult to navigate for non-vehicles. The new sidewalk barriers at H and Hodgson narrow the road considerably at Hodgson making it difficult to turn onto Hodgson from H St. , especially with cars parked on the side of the road.
39	Transit, Roads,	Bus is working needing later hours of operation, the roads on main street in Garberville are horrible. I feel like I am off-roading with all the potholes and uneven concrete.
40	Bike/Ped, Safety	Mckinleyville is pretty tough for bike ped. There is currently no safe connectivity between the east side of town and the Hammond trail system to the west. Some sort of dedicated connectivity is needed
41	Aviation	What is not working is a good way to get from Eureka to the Arcata airport in McKinleyville .
42	Bike/Ped, Safety	Automobile travel is fine, but no non-motorized transportation (i.e. biking) at the moment. I intend to eventually ride my bike to work (Eureka City Hall). However, the bike lanes on Myrtle Ave should be re-stripped to increase safety. I do walk daily in my Myrtle town neighborhood and feel safe.
43	Hwy 101, Safety, Speeds, Behavior	Hwy 101 improvements are making my commute safer. Hwy 101 from trinidad to Arcata needs more police on the road. There is almost no police presence from trinidad to arcata on the 101. On my daily commute to bring my son to school in Arcata , i often encounter very dangerous drivers who are speeding and weaving and swerving on the 101 . When the swerving is severe i call 911. I have had to call 911 numerous times to report drivers who repeatedly swerve out of their lane. My son and i were behind an intoxicated driver on one occasion and we watched them roll over and crash while we were on the line with 911 reporting an intoxicated driver.

44	Traffic, Bike/Ped, Safety	Working: not waiting in long traffic jams Not working: need protected bike paths that have their own lanes and lights that are separate from pedestrian paths. Think Denmark, Germany, and Holland- small vehicle paths, ample safe bike paths with their own lanes and lights and ample walking paths. People should be able to get from point a to b safely by bicycle, walking or public transportation.
45	Roads	The new pavement on 101 is so pitted I have checked for a flat twice only to find its how awful the pave job was done. What was the point of painting a back road that has 3 ACTIVE SINKHOLES on it and is more gravel and potholes than pavement anymore in loleta and on the way to fernbridge . It makes me weep to see my tax money pissed away like this and my car continues to be tarnished by roads so awful a man in garberville based a nation wide business of Ebikes on the fact that normal ones cant be driven here.
46	Bike/Ped	appreciate that the bike trail over the Little River is making progress. would like to see a large enough shoulder on Murry road for bicyclists to get from Fieldbrook to McKinleyville
47	Roads, Speeds, Safety	Generally all good, Broadway in eureka is a mess, too much uncontrolled access by vehicles and pedestrians. Sr255 thru manila pretty impacted by development out fairhaven samoa way , in addition to transit traffic from arcata to eureka . Specific improvements that are necessary are left turn lanes at pacific/peninsula drive , some type of left turn improvement at stamps lane and 255 going towards arcata . You can see the skid marks that result from emergency stops when some makes a left turn. A person drive that route 100 times then all of the sudden someone is making left turn, very dangerous. Also need speed humps and additional speed control signs on north peninsula drive due to folks utilizing the left turn lane coming from arcata then speeding along peninsula to get where they are going.
48	Safety	The CHP is working to keep the roads safe. The cutting if old growth redwoods is unacceptable.
49	Bike/Ped	Working- I purchased an eBike. Not working- lack of bike lane barricades on major highways/ downtown roads
50	Roads, Speeds, Safety, Bike/Ped	Roads are in pretty good shape, although here is growing deferred maintenance. I see lots of blatant disregard for speed limits. Where is enforcement especially along the safety corridor? There needs to be better bike lanes and trails. With the huge growth of electric bikes, we will see much more need for separation of those from vehicles. When a bike and car get in a fight, there is an obvious loser.
51	Roads, Traffic	The roads throughout the entire county are not working due to poor condition compounded by traffic congestion in certain areas of Eureka (Broadway/101)
52	Traffic	Roundabouts and traffic are working!
53	Transit	The bus system does an okay job for a rural low-income county especially in the coastal area between College of the Redwoods and Humboldt State University .
54	Transit	buses are usually on time and drivers are friendly. service is too infrequent and does not operate long enough, whether on weekdays, weekends, or during special events. transit has not been marketed well; show people how it is a great way to avoid the hassle of finding parking or having your car broken in to while visiting the beach.
55	Roads, Hwy 101, Safety, Bike/Ped	Too many stoplights on the freeway, reductions in speed on the freeway(the "safety zone). Both pack up traffic and create a feeling of being delayed. This, in turn makes it hard for pedestrians to cross the street. Allowing traffic to flow freer would avoid the current packs of vehicles. These packs are inherently more dangerous to everyone.
56	Transit, Bike/Ped	We need more hours on the bus, more bike lanes, and more access as a pedestrian
57	Roads, Bike/Ped, Aviation	Streets and roads for operating our passenger vehicles works. Streets and roads for biking and walking do not work. Biking and walking is almost always high stress. It feels like vehicles have the highest priority over bikes and peds. It feels like as a bicyclist or a pedestrian we are in the way. Why is it so expensive to fly in or out of Humboldt County compared to other comparable sized airports like MFR (Medford)?
58	Speeds, Safety, Behavior	I drive a hybrid and it saves gas and I get yo see sheep, cows, egrets, ducks and hawks. Driving 101 north & South everyday in the corridor is nerve wracking because most don't follow the speed limit
59	Bike/Ped	Working: Driving between towns. Walking most places. Not Working: Bicycling in Arcata , and (to a lesser extent) in Eureka . Driving in Eureka . Parking in Arcata .

60	Transit, Roads, Safety	<p>1. I moved to Humboldt County in 1975. With no car I relied upon buses. Perhaps then, but definitely in the late 1970s, there used to be—a regular bus route available—along Old Arcata Road-Myrtle Avenue. Young and old alike took those buses. Uncertain why this route ended. Perhaps a reason for ending, was the road was narrow. However. This decision adversely affected lot of people throughout this region. And it still does. Please be aware. Old Arcata Road-Myrtle Avenue (OAR-MA) road—was widened—about a decade ago. Please. Reinstate: Three routes to-and-from Eureka and Arcata—101, Manila and OAR-MA. Doing this would be a way to responsibly address and allow more people to use alternate transportation, as well as address our collective climate crisis.</p> <p>2. Additionally. Please be mindful. Please do NOT advocate for or allow the widening of 101 through our PUBLIC Park—Richardson Grove—for PRIVATE, lobbied, business concerns. As with art and much in life—Simple is Better. Keep it slow. Put in a signal on either end-entrance to the Park. As when under construction—alternate the lane movements. Patience is a virtue. As you are aware, Richardson Grove is the southern entrance to our renown and revered Coastal Redwood Region. Allow visitors and yes harried truck drivers, the opportunity to slow down, relax and feel welcomed. While taking a time out, they will be reminded—may recognize and accept where they are—and what they are actually entering into or existing from. During this momentary vehicle exchange, they will have the chance to enjoy the forest view and to smell the trees within our distinctive region. A form of vehicular forest bathing. Please do not discount or dismiss the fact that ours is not only a unique rural location—but a unique place on earth. Humboldt County is not another urban-center. Why make it so? The fact that we are not—is the very reason why—a million people choose to visit here annually. In order for something to be real, it takes time. - proverb With appreciation and every good intention.</p>
61	Roads, Bike/Ped, Safety	What's not working are all the friggin potholes. I bike to work. I fill out "work" forms online, nothing happens or they drop a shovel load of asphalt in 1 out of the 10 holes
62	Bike/Ped	Working: round-about Not working: bike paths/lanes (except Arcata); Broadway thru Eka
63	Bike/Ped	Bike riding does not seem to be working. I live and work in town and am terrified to ride my bike through some of the bigger intersections and myrtle ave .
64	Transit, Roads, Safety	<p>The bus is too infrequent and takes too long. I rode the bus for 4 years from Fortuna to HSU and then for a year and a half going to work in Eureka. I had to arrive places an hour early in order not to arrive ten or fifteen minutes late. It took over an hour to get to HSU so I spent two and a half hours everyday commuting. I was very thankful for the jack pass but it was incredibly tedious.</p> <p>Also, the new paving on the road between Fortuna and Eureka is horrible. It is worse. Drive on the road yourself. Something went wrong there. It makes me hesitant to ask for more paving to be done if all the new roads are going to be like that.</p>
65	Behavior, Safety	This box is not big enough..... We need to change the culture of drivers (who speed, cut off pedestrians, run traffic lights etc. In order to see safer streets.
66	Aviation, Safety	<p>Getting out of the county ! Limited Air access. Poor connections for Oregon and for connecting with Amtrak north and our local State Parks. No discounts for seniors.</p> <p>No group pedal-power system and safety to Eureka and north.</p>
67	Traffic, Hwy 101	<p>Highwqys are working great except when there in town. It takes too long to go through eureka it needs a bypass.</p>
68	Speeds, Safety, Behavior	The improvements to the 101 along the safety corridor are awesome. The people speeding on old bank road are not working for me or other families living in the residencial area.

69	Traffic, Roads	So far there are few times during the day that have high-traffic impacts. Traffic on most routes keeps moving. Often there is more than one route that can be selected. Parking is generally available. Street lights on 4th and 5th are usually synchronized. Three lanes on H and I streets across Eureka provide enough space for cars to move efficiently; allowing cars to slow and turn to side streets without impeding cross-town traffic.
70	Transit, Aviation	The intercity bus system is generally reliable and does well on weekdays. What doesn't work is the lack of transit for some of the areas outside the Eureka-Arcata corridor , particularly on weekends - for example, there are very few stops at College of the Redwoods on weekends, which leaves dorm residents stranded and means the college can't effectively offer services on weekends. Air transportation in & out of the region is difficult and expensive.
71	Transit	No public transportation along West End Rd to Arcata or HSU .
72	Transit	We don't have early start times on Saturday for public bus and no Sunday which makes it difficult for me to get to work.
73	Bike/Ped	Good bike trails & bike lanes. Need protected bike lanes.
74	Bike/Ped, Transit	lack of safe bicycle lanes, lack of bus stops
75	Bike/Ped, Roads, Safety	The "pedestrians only" section of L street between 10th and 11th streets in Arcata forces me to go through a semi dangerous intersection with bad visibility due to parked cars and it's only a 2 way stop. If I were removed, I could go out to 11th street to a much safer 4 way intersection.
76	Roads, Bike/Peds	Most of the roads have large pot holes, there isn't a safe way to commute with alternative methods like a bike.
77	Roads	Maintaining 101 good; Old Arcata Rd. From Buttermilk Rd to Bayside Grange: NEEDS MAJOR WORK NOW Start Promised Bus on Myrtle/Old Arcata Rd.
78	Bike/Ped, Roads, Safety	I am bike rider, pedestrian, and driver. Our roads are in terrible condition in many places, but I see much improvement. Cars are very courteous to me as a bike rider as I follow all the rules. I think more education for bike riders is essential. They must ride on the right side of the road and follow all traffic rules. Too many wrong-way riders and reckless riding.
79	Bike/Ped	Humboldt county roads are unsafe for cyclists, so I end up driving my car.
80	Access	I would like Dial-A-Ride to service Trinidad as well as the areas it currently covers.
81	Electric Vehicle	More electric vehicle fueling stations. Lots of EV stations - ones that take regular credit/debit cards and not the infernal smart phone apps.
82	Transit	ETS and RTS weekdays generally good. Not early enough nor frequent enough on weekends. ETS not running on Sundays is often a problem.
83	Hwy 101, Roads	No freeway around Eureka
84	Traffic, Speeds, Roads, Safety	6th and 7th streets are always traffic less and ok speeds, except where it is businesses and not residential. H and I street are way too fast and dangerous. They should be 2 lanes and speed should be enforced. If people actually drove 30 it would be ok, but often I watch people driving 50. I live on I and have had a vehicle totalled by a driver driving too fast. In the last year i have seen 3 accidents on H or I street . I have watched Eureka high students unable to cross the street, finally start jumping in front of cars to be able to cross. I am always afraid for my outdoor cats and if my other car might get totalled out there. I've been flipped off just for trying to change lanes.

85	Transit, Bike Ped, Safety	<p>The lack of public transportation for souther humboldt to northern humboldt could use improvement. It takes hours to ride the bus from Rio Dell to Eureka and makes it difficult to reduce emissions by using public transportation. I really feel for our residents who rely on on public transportation.</p> <p>Safety along the highway is extremely dangerous with pedestrians walking alongside the highway. In Eureka, the lack of flashing crosswalks and pedestrian overpass' options means that pedestrians and motorist are placed in dangerous positions. I've seen a few pedestrian vs. car collision along the 101 along Broadway.</p> <p>Parking along the streets, especially parking close to street intersections, reduces viability in a way that is inherently dangerous for motorists, bicyclists, and pedestrians alike.</p> <p>The lighting along the highway, especially in southern humboldt (Fortuna, Rio Dell, scotia, Redway) is limited and makes it difficult to avoid collisions with animals, pedestrians and cyclists alike.</p> <p>What is working:</p> <p>The highway cleanliness, the roadway is cleared quickly and is safe to drive on.</p> <p>Construction is quickly completed!</p>
86	Access, Transit	Dial a-ride zones are too limited for individuals with disabilities. Bus routes are also limiting even though it's wonderful we have service from Trinidad to Scotia . More options for getting up to Del Norte and out to Willow Creek are needed.
87	Bike/Ped	I would like to see a safe bike/pedestrian route from mckinleyville to trinidad
88	Trails, Bike/Ped, Roads	Existing trails (e.g. Humboldt Bay Trail) with plans to add more trails, existing bike lanes, and improvements to existing roads, including wide shoulders and side walks.
89	Transit, Bike/Ped	I would like to see a shift in infrastructure investment to prioritize public transit, non-motorized transportation, and future small vehicles.
90	Bike/Ped, Transit	pedestrian walkway between HSU and Arcata is good. taking the bus to/from Eureka on a Saturday is somewhat difficult.
91	Bike/Ped, Roads, Safety	I mainly bike around Eureka , because I'm now retired and can do so... However, the condition of most streets is poor, making biking a hazard to my health; last April I fell off my bike just off Broadway, breaking my wrist, for which I'm still doing intensive-pt! Repave our roads, and expand the bike paths beyond the current Bay Trial please!
92	Transit, Rail, Train	Need greater emphasis on public transportation especially rail. Railroad right of way already there. How about light rail? Battery operated?
93	Transit, Hwy 101	Working - Highway 101 Is safe and well maintained. Not working - bus stops in Arcata are disgusting, without trash cans or lighting. Who wants to use the bus when the bus stops aren't safe or inviting?
94	Traffic, Transit, Access, Safety, Bike/Ped	In general there is good flow between Arcata and Eureka the bottleneck and going through Eureka is extremely dangerous for me and it keeps me from going to Fortuna and places south specially on the weekends with my family as a person that uses a wheelchair I have a really hard time getting to events there's no bus on Sunday and so many events are on Sundays I wish that there was a public transportation van that you could call and get a ride with your wheelchair and not have to pay a God awful fortune the bike lanes are totally insufficient and we really need to create a way for bikes to have their own paths in and out of areas where there are schools and businesses there needs to be an abundanceOf bike parking the other thing that works very well for me in Humboldt is that there is good parking in Arcata for disabled people but there is not good parking in Eureka for disabled people especially if businesses are downtown in the old town area so many wonderful events were put on before the quarantine it forever found but there wasn't a place for me to safely Park
95	Electric Vehicles, Climate	I can get places but I have to drive. I don't see enough electric vehicle charging possibilities for me to get an electric vehicle even if I could spend the money. I am very concerned about the climate crisis and don't like that I have to drive everywhere.

96	Bike/Ped	I live in a very walkable part of Eureka , so I do most of my errands on foot. However, I finally gave away my bike, because it is so dangerous to ride it around the city.
97	Transit	I would like more bus service and more dedicated bike pathways, especially in traffic areas
98	Transit, Electric Vehicle, Safety	Need more bus routes and increased frequency of busses. Need more EV charging stations as well. Appreciate the safety measures being taken to add bump outs to crosswalks, etc. Would like to see more at the county level in higher traffic areas, as well as roundabouts.
99	Transit, Access	Within Eureka and Arcata cities there is good public transportation. Outlying areas are ill served. It is impossible to live in this county without an automobile or access to somebody who has one.
100	Transit	I like how far and wide the buses go but I think a lot of people would appreciate it if they ran later and the city buses had bike racks
101	Access, Transit	Transportation options for wheelchair users are absolutely insufficient. When my husband was still alive, it was going to cost us \$150 for the one disabled access option available to us in the Trinidad area, just to go to a doctor's appointment in Eureka . And they were going to make us leave two hours before we wanted to go and couldn't guarantee a time to get us home. Another major problem is the air quality in my neighborhood, and many neighborhoods in Humboldt, is so bad it is very often a serious health hazard due to the rampant wood burning here. I would love to walk more, but the wood smoke makes that impossible.
102	Access, Transit, Bike/Ped	Working: most roads for driving, many roads for cycling. Not working: a means for people with disabilities to access public transportation!!!! If you don't live right on a bus route, it can be very, very difficult to get from one area to another. Also, some cycling routes are unsafe (hello, Samoa Blvd from Arcata to Samoa)
103	Bike/Ped	Better bike path to eureka please. Bike path to Manila please. love how walkable arcata is and bikeable. Please more bike paths
104	Access, Bike/Ped	There needs to be more easy access between cities and small towns, green busses, a tram line, etc. that run continuously. Bikes need to be accessible to all residents and safe bike lanes need to be everywhere.
105	Bike/Ped, Speeds, Safety	Lots of nice bike trails in certain areas. Hit and Run people speeding on the residential streets I've heard there's no traffic division and Eureka and it shows
106	Transit	I would like transit link between Garberville and Longvale, Mendocino County
107	Transit, Bike/Ped	Too far to get to a bus stop from my house and too long to wait for a bus. Eureka is dangerous to bike. So I drive more than I'd like.
108	Safety, Bike/Ped, Safety	Too many people are hurt in traffic roads aren't wide enough for bikes and walking trails aren't complete. Make E Street 25 mph better conditions on all walk areas including sidewalks.
109	Bike/Ped, Roads, Behavior, Transit	Bike lanes & paths are working Poorly maintained streets, aggressive drivers, and lack of easy, timely public transit like light rail are not working
110	Trails	More multi modal trails etc works but the long time line to get this done is not OK
111	Transit, Bike/Ped	There are not enough shuttle services, there is only decent biking with city and town, not between them
112	Transit	We need more low-cost or free pubic transportation serving more areas with greater frequency.
113	Bike/Ped, Transit	Working= Driving my car. Not working= riding a bike, public transportation.
114	Roads	Working: Most things Not working: Punishing people for driving a vehicle.
115	Roads	Automobile. Meets my health restrictions.
116	Behavior, Speeds	I drive as little as possible but have no problems with the exception of many (not all) large trucks with bright lights and speeding.
117	Bike/Ped, Hwy 101	Highway 101 is great for cars and a death trap for cyclists between Loleta exit and king salmon . Please fund a paved section of the great redwood trail between eureka and fortuna . Keep cyclists off the hwy 101 between arcata to scotia .

118	Roads	Roads not good to Petrolia . But, as Guy Stockwell would say..."It's hard to hold a road in chocolate pudding."
119	Bike/Ped	I think the county is moving in the correct direction (undertaking bike/ped infrastructure projects).
120	Bike/Ped, Safety	We live in a very rural area where there are no sidewalks or bike lanes. It is terrifying to walk on the road or send my kids to school.
121	Transit	I used to utilize public transportation to get to and from campus when i attended HSU however I was frustrated that the bus system did not run later.
122	Trails, Speeds, Safety, Bike/Ped	I love the Hammond Trail and use it multiple times per week for walks, rides, and runs. I live in McKinleyville and use my car for grocery shopping mainly because it is not fun to ride along Central on a bike with so many vehicles that travel fast and turn at any point they like. I don't commute to work or to my son's school by bike - both are in Arcata and would require riding on bumpy small farm roads after crossing the Hammond Bridge . I cross the bridge weekly, but for pleasure not commuting.
123	Transit, Bike/Ped	Humboldt lags very far behind other places in California for transportation options. It's good to have bus services but they should be more frequent and more reliable. More walking streets.
124	Bike/Ped, Roads, Safety	Lots of bike lanes is good, but still not that safe. Roads in terrible conditions, pedestrian safety is terrible
125	Safety, Roads, Bike/Ped	Lights are not timed. Intersections are too deep, causing drivers to pull past stop signs to see oncoming traffic. Pedestrians stepping into traffic.
126	Trails/Bike/Ped	I don't like how the new bay trail cut off bicycle access to Bayside and Indianola . How is that even remotely "equitable"?
127	Bike/Ped, Traffic	Arcata -working-bike lanes-transit-round a bouts. Not working- Union street traffic at 8-8:30 am.
128	Bike/Ped, Trails	Bike infrastructure is coming online. The Bay Trail needs to get finished ASAP, though.
129	Transit	I wish the bus ran more frequently between Old Town Eureka and downtown Arcata esp for night time activities
130	Trails, Roads	Caltrans updates are working, the funding for trails seems to be working. Now if we could just get County roads paved.
131	Electric Vehicle, Transit	electric buses, the schedule
132	Transit	Busses are too scary to ride. Homeless/rough looking people spend all day at the stops... just doesn't feel safe.
133	Roads, Safety, Bike/Ped	New bulb-outs are a traffic hazard. It is a mystery why moving pedestrians closer to moving vehicles is a safety hazard. Reducing H and I Streets in Eureka to two lanes will create problems.
134	Bike/Ped, Trails, Transit,	E-bike rebate from Redwood Coast Energy Authority pushed me to ride bike to work 98% of the time. Love the trail network that is being developed. Rarely use public transport because not convenient and I have means to drive. Now drive a single occupant vehicle to participate in an active recreational sport from Arcata to CR . Super bummer that there are limited opportunities for pickleball in Arcata and I now drive ugh! Tried setting up carpooling.
135		This survey is a good beginning.
136	Transit, Bike/Ped	When I needed to use public buses to get from my home in Arcata to work in Eureka , I had to walk over a mile to the Arcata transit hub and then wait for buses that were too infrequent. Now I drive a car.
137	Transit, Bike/Ped, Roads	Focus on increasing density if Eureka good; let's build housing where people can walk to stores and a bus stop is close. Recent roadwork in Eureka and Highways appreciated.
138	Bike/Ped, Safety	Not working - we need more dedicated bike lanes that directly connect the tri cities of macville, arcata, and eureka . I would ride to work from Mckinleyville to arcata more often, but the narrow road up central down to 101 is treacherous. Also, the end of central ave to the airport is non-existent. would be nice to see safer spaces for bikes

139	Roads, Trains	Road conditions are terrible. Fickle Hill road has not been repaved in over 30 years. The roadside brush has not even been mowed in over 2 years. This is an arterial roadway. We need to restore the railway to help get heavy trucks off the highway. We have enough trails. Priorities need to refocus on roadway infrastructure.
140	Bike/Ped	Car and bike
141	Transit	I would like more frequent routes to essential areas like hospitals, clinics and shopping hubs. And, more busses that accommodate wheel chairs. It would also be helpful if there were public transport to Humboldt Area Foundation in Bayside from Arcata .
142	Electric Vehicles, Transit	No transportation that is attractive like trollies. Solar power busses and other public vehicles are needed
143	Vehicle	I'm the single car occupancy offender.
144	Bike/Ped, Speeds, Safety	Bicycling from my home on So. Quarry Road in Bayside into Arcata to do grocery shopping & other errands is working well. Not working: Lack of a bike lane on Jacoby Creek Road with some cars & trucks speeding; vehicles parked in the bike lanes on Old Arcata Road ; areas of Arcata bike lanes need improvement for connectivity & safety.
145	Bike/Ped, Safety	we need safer streets and roads for pedestrians and bicyclists
146	Vehicle	Standard Travel by personal vehicle.
147	Transit	Bus is working. Could be more often and more places.
148	Vehicle, Transit	Own my own car Public transportation not extensive enough; does not jive and needs better routes and timing. How to get people out of cars?
149	Bike/Ped, Transit	Walkable Public transportation nonfunctional
150	Transit	I would like way more public transit options.
151	Vehicle, Roads	I drive myself everywhere and although gas is very expensive, I have no trouble getting where I need to go - traffic is not bad, road conditions are good and roadwork delays are minimal.
152	Trails, Roads, Bike/Ped, Transit, Safety	Working: Ongoing and past efforts to build out a regional trail network. The Final Four, A&M, Little River trails. Complete Streets projects (mostly). Discussions about future projects to encourage active modes are giving me hope. Not working: The status quo on roads and streets as a non-motorized user. There are very few option for roads (or trails) to take and the overwhelming majority of residents drive everywhere. McKinleyville , for example, has many dead-end residential streets and a few busy thoroughfares. The outsized proportion of trucks (light trucks as well as commercial) in the mix of motorized traffic. The need to bike on 101 in many spots, like Westhaven, Eureka to CR, and Scotia to Ave of Giants . Slow progress on trails, waiting years for funding to materialize. The design of some projects, like the Eureka N-S Multimodal Corridor , mix ped and bike features as if these modes are always compatible. Behind the scenes politics - public comments are sometimes accepted for pro forma reasons only and the original designs remain unchanged. No secure bike parking anywhere locally (like BikeLink lockers). HSU students bring their cars :-(The HTA bus serves Trinidad , where I live, but there are no express buses, so the amount of time it takes to get to even Arcata is unrealistic. Re: longer trips, the Amtrak bus STILL requires a train ticket to ride. Richardson's Grove and Confusion Hill parts of the PCBR are scary on a bike. Small rural roads like Hwy 36 and Briceland-Thorne are terrorized by growdozers and cannabis-related traffic going way too fast. There is no effective enforcement, as far as I can see.
153	Bike/Ped, Transit, Safety	The bike lanes within Arcata are fairly distinct and so are biking trails. Public transportation is decent. The bike lanes between the available towns aren't great...riding next to highway 101 is pretty dangerous.

154	Roads, Speeds, Safety, Bike/Ped, Transit	To many roads where cars can drive too fast even when they are not supposed to. There is not enough bike and pedestrian safe options. Need more bike/pedestrian options that are separate from motor vehicles. Need good bike racks that ideally are covered so one can bike even in less than ideal weather. Need bike racks where ever we have car parking. Take away some parking spaces to put in really good bike racks. Need more convenient bus routes that run more frequently
155	Vehicle	I take my car everywhere
156	Bike/Ped, Roads	I appreciate bike lanes and bike paths. It doesn't work well when the bike lane has lots of potholes
157	Roads	Working = access to most places I travel to. Not working = connections and places to rest between
158	Transit	What is working transportation? A transportation system that runs according to the schedule, is a working transportation system. Please keep the transit buses running.
159	Roads, Bike/Ped	The roads are awful. Please improve them. More education for drivers and bike users. Way too many close calls with bike users because they are unpredictable
160	Trails	I love all the trails. Can't wait for the Humboldt Bay Trail
161	Transit	More public transit please!
162	Safety	CHP is working hard/ Hit and run are terrible in Humboldt
163	Transit	No public transit between Hoopa and Willow Creek
164	Transit, Access	need transportation from Willow Creek to medical appointments on the coast
165	Safety	need more well lit streets on paths that youth walk such as Bayside Road in Sunnybrae . Also more visibility on paths near Arcata High
166	Bike/Ped	Better bike lanes and sidewalks would be nice. Walking paths through cities would be nice as well
167	Bike/Ped, Behavior, Speeds	the sidewalk improvements are great, drivers seem as dangerous and aggressive as ever making it scary to share the road with cars even when I'm driving.
168	Transit	I take the Willow Creek bus several times per week; that works ok although It had to adjust my hours because it would not get me there until after 9:00 am.
169	Roads	101 works well, largely (outside of Eureka); many County roads need love... Especially Scenic Drive and Patricks Point .
170	Bike/Ped, Roads, Safety	We have a good freeway system dedicated to motor vehicles but pedestrians and other modes of transportation have suffered - biking, walking, horse-back riding lack dedicated trails and in some areas (Little River Bridge) don't have a way to cross the river other than the Caltrans Bridge on which pedestrians are not allowed. Westhaven Drive lacks dedicated bike/ pedestrian lanes and the County has continued to approve building permits and cannabis permits which increase traffic without mitigating it with traffic calming measures or alternative routes for bike-ped-equestrian users
171	Vehicle, Access	In such a rural area we have no backups for transportation, you either have a ride with a neighbor or not. I would love to offer that through the center again, weekly town trips so people don't need to always ask for rides or go without items they need.
172	Transit	the current system is good, there just doesn't seem to be enough of it. Example, very few trips that go from Arcata to Willow Creek and vice versa. There don't seem to be many options on times to go to and fro.
173	Trails, Bike/Ped, Transit	Everything is working partly, but nothing is working completely. We have trails for walking and cycling, but they don't go anywhere yet, and the Eureka Waterfront Trail doesn't have enough access to make bike commuting practical. Transit is good, but it's wholly inadequate; not enough buses, not enough routs. To be truly useful, buses need to run every 15 - 20 minutes, not once per hour.
174	Bike/Ped	Most vehicles are pretty nice to cyclists, but there could be way more bike lanes and protected bike lanes

175	Access, Transit, Bike/Ped, Safety	Better access from Westhaven . Most residents do not live within safe walking distance to the 6th Ave bus stop. A giant problem is the unwalkability of Westhaven drive . There is no sidewalk, and people drive fast, and there is limited visibility. Despite this, many people walk to the beach, to the bus stop, etc. and are almost hit. A sidewalk would go a loooooong way in improving safe transportation options!
176	Hwy 101, Bike/Ped	I've liked the reduced speed limit on 101's "Safety Corridor." I'll be sorry to see that change when the current project is done. Glad there's an emphasis on new bike/walk trails.
177	Trails, Bike/Ped, Safety	Our trail system is improving and pretty solid I think; at least it's getting there in Eureka . We could use safer and more accessible infrastructure for pedestrians and cyclists such as protected bike lanes and more crosswalks.
178	Safety, Roads, Speeds, Behavior	i like the new stoplights and safety measures in Eureka . I do not like that all the two-way streets within City limits still have varied speed limits- they should all be 25. Folks drive too fast through residential areas.
179	Vehicle, Transit	I can get around comfortably in my car, but using transit is less practical. I live in a fairly rural area and have to transport kids so transit feels impractical
180	Vehicle, Access	I have my personal vehicle but at times I may need a taxi and there aren't any company available. The one that is up and running taxi company takes a long time to wait or they don't pick you up.
181	Bike/Peds, Roads, Trails	working: roads, good roads. Wantto ride my bike on west end road from blue lake to arcata safely. Finish Annie and Mary Trail
182	Vehicle, Transit	Driving is working, would like more hours of public transportation
183	Roads, Bike/Ped	Happy with road improvements, maintenance, need better space for biker, would like to see roadway, walkway, trails, and parks more cleaned up from trash, unhoused
184	Transit, Bike/Ped, Safety	Some bus use is an option but schedules are not particularly accommodating. Some bike trails are available but they remain unsafe corridors for those who would like to use bicycles as their sole means of transportation.
185	Roads, Transit	Roads work but, road conditions deteriorating . people won't leave their cars for public transport which is often slow and hard to use for work/errands
186	Vehicle, Electric Vehicle	personal vehicle. There needs to be more assistance in purchase of EVS for low income
187	Transit, Speeds	Public transportation seems fairly extensive here despite not being too densely populated and reaching over a large area, however infrequently. I wish the safety corridor speed was honored more
188	Safety	Not working- safety, health, transportation
189	Trails, Bike/Ped	Cycling on trails throughout the County works well. Not enough space for pedestrians ; Incentives to discourage driving. Implement broadscale fuel changes for drivers (why don;t we pay \$8-10/gallon and use extra taxes to pay for infrastructure
190	Transit, Roads	Bus routes are not accessible to everyone's schedule and isn't convenient especially to areas beyond Eureka/Arcata . Roads in outlying communities are bad and not well maintained
191	Transit	No buses to hydesville
192	Bike/Ped	I mainly walk everywhere so it would benice to have more sidewalks/crosswalks.
193	Transit, Access	The bus drivers are usually very friendly. I have enjoyed the two free months for the AMRTS bus! I like how many stops there are. The price. Transportation is surprisingly expensive! And the timing. When a bus is late that isn't too much trouble, but I've had a bus come 8 minutes early before. The schedule for the AMRTS could be better as well... sometimes I get confused with where it's going (the road I live on, Saint Louise has a stop that isn't listed so I can never tell when the bus will come)
194	Safety, Roads, Bike/Ped	When there is a slide we have to go around or stay home. We live in Orleans and our roads need to be resurfaced, county roads need repaving and we need a pedestrian lane along HWY 96 . Street lights would help as well.

195	Transit, Access	Working: The public buses and CAE continued to run during most if not all of the pandemic, which allowed individuals access to needed transportation. The website is easy to purchase tickets by private individuals. The drivers are mostly professional and friendly. Not working- The schedules that some of the drivers are currently using are different than what the office is providing. There are not enough CAE buses/cabs currently (mostly due to the pandemic restrictions) but they were too full pre-pandemic as well.
196	Vehicle, Bike/Ped, Safety	Working: my family owns two vehicles that run well. Not working: I live close to work, but I don't feel safe riding my bike because there is no bike lane and there are two narrow spots.
197	Bike/Ped, Rail, Transit	Need much wider sidewalks and tree planting in sidewalks, and medians for more welcoming, walkable communities. More emphasis on providing sidewalks and trails for pedestrians than than bike routes. A ring road plan around Eureka for US 101 traffic. A light rail link option between Arcata and Eureka instead of only buses would be good. A transit center in Eureka is needed. Better transit connection from Ferndale to the rest of the county communities is sorely needed.
198	Roads	The condition of our streets they are so torn up Broadway of course it's a disaster
199	Transit	More weekend and night service would be good. also more service within Eureka .
200	Transit	I'm a bus rider. Id like more routes, and later service, especially from Eureka to Arcata .
201	Bike/Ped	I haven't really rode my bicycle since moving to eureka 6 years ago because it is not at all accumulated. It is easily one of the least bike friendly communities I've ever lived in.
202	Vehicle, Bike/Ped	I mostly use my own vehicle or walk it does not seem convenient or safe to use other forms of transport
203	Transit, Bike/Ped, Behavior, Transit, Electric Vehicle	I really like the RTS system. I don't like how pedestrians are treated by drivers, who often don't look for pedestrians at stops, or respect their right of way. In Arcata particularly, parking is closely monitored while pedestrian safety feels completely ignored. I also think Arcata and eureka transit could have more stops and buses. Finally, I think it would be great if we continued to switch over to electric buses.
204	Vehicle, Transit, Bike/Ped	Single vehicle use works for us, because we live very far away from any stores, transit stops, hospitals, etc. Buses and bicycles aren't very useful to us due to our location.
205	Vehicle, Transit	I am lucky to have my own car to get from place to place. If I had to rely on public transportation, I would have a much more difficult time getting to work and accomplishing basic tasks.
206	Transit	Working - living close to places to shop. Not working - really limited bus hours
207	Vehicle, Bike/Ped	Working: The ability to move through and between towns on roads in my car. Not working: Safe travel on foot and bikes over the Samoa bridge, on Hwy 255, from Eureka to Arcata
208	Transit, Trails, Bike/Ped	Half-hour bus service between Arcata and Eureka is good; hourly or less service for McKinleyville , and for earlier and later hours, does not work well. The regional trail network, and bike lanes where they exist, are great, but there are so many gaps in the network that it often doesn't work well. And sharrows don't work at all. Sidewalks are nice and wide in downtown/Old Town Eureka , which works great, but elsewhere they are usually narrow, obstructed, or just non-existent, which doesn't work.
209	Hwy 101, Roads, Bike/Ped, Safety	Highway 101 is well-maintained. Many county roads need maintenance. The south end of Central Ave in McKinleyville needs a roundabout at Bella Vista Dr . Just north of that intersection pedestrians and cyclists have been killed by motor vehicle collisons.
210	Access	No connection from Southern Humboldt to Mendocino County.
211	Access	Outlying areas- some have regular access others do not.
212	Roads, Transit	Nothing. Live in Big Lagoon . The main road and many of our rural roads are in terrible condition. No public transport stops.
213	Bike/Ped, Safety	Wider bicycle lanes in town is helping, not working is safe place to cross 101 through town on Broadway, fourth and fifth streets .

214	Transit, Access	When dealing with clients and students, I feel like the fee to ride the bus is often prohibitive. I feel that families and individuals would be willing to travel to get better food opportunities, to take kids to school and child care and live a more integrated life if cost wasn't such a huge factor.
215	Vehicle, Bike/Ped	Driving my own car. Walking to stores.
216	Traffic	The log-jams in Eureka traffic really hamper the "getting things done" which is why we go to Eureka to start with.
217	Bike/Ped	Not working, uneven sidewalks or lack of sidewalks.
218	Roads	There is not enough school transportation for our children. All our roads from Garberville to Shelter Cove , to Honeydew , to Whithethorn are all in disrepair. There are so many potholes it makes it difficult to drive safely
219	Bike/Ped	Bike and pedestrian access is awful anywhere out of town. Too bad there is no trail to the river access
220	Roads, Transit	The roads are not working. The lack of bus drivers to and from school is also a problem in Southern Humboldt that leads to more parents having to use cars to transport kids to and from school.
221	Transit, Bike/Ped	We need a clear mandate for transit oriented development and livable, sustainable communities that puts the focus on walkability, bike-ability, and access to public transit.
222	Transit, Roads, Safety	The Redwood Transit Authority bus system is great to allow connection from So Hum to No Hum . However the Southern Humboldt Unified School District buses have the lowest amount of service and service area in history. The roads in Southern Humboldt are in such disrepair it's frankly dangerous. They need to be fixed, many of them haven't been repaved in decades. There are no safe or paved pullouts or signage to allow for allow traffic to pullover to allow for passing.
223	Transit, Access	The gap in Rio Dell is a senior bus for the large number of older people in the town who have no transportation.
224	Transit, Access	What is not working is the lack of transportation for disabled and elderly in Rio Dell and Scotia . Fortuna and Ferndale have funded capacity to transport riders to grocery shop, go to local doctors, and more. Most specialists are a long distance (Eureka) and those needing help with wheel chairs and other mobility issues are often unable to count on finding a friend/relative/neighbor to take them and there are limited alternatives.
225	Traffic, Roads, Bike/Ped	Low levels of traffic are working for me as is the safety corridor. The last chance grade construction is not working for me. Frequent slides are not working for me. Car accidents on HWY 36 aren't working for me. Pedestrians getting hit by cars are not working for me.
226	Transit, Trails, Bike/Ped	I live in Manila and wish there were more frequent buses. I understand the argument that perhaps the emphasis should be on providing more bus service along 101 where more people live and work which might mean eliminating buses through Manila . Perhaps if there were only one bus stop in Manila near the park it would cut down on the travel time for non Manila residents.. It would be good if there were a class 3 bike path to Arcata to and from Manila . A stop light at the intersection of 255 and Lupin would slow down the traffic through Manila and be good for pedestrians. When a stop light is added to 101 between Arcata and Eureka , which it is my understanding is planned, many folks will choose to travel through Manila to avoid it so a stop light might be imperative.
227	Bike/Ped	I like taking my bicycle to work. I do these four out of five days.
228	Safety	Traffic is not very bad. Beautification and safety is lacking.
229	Roads, Bike/Ped	The overall road conditions are poor. Drainage systems are failing and not maintained. There is no where to walk or bicycle.
230	Transit, Vehicle	not a lot of congestion. alternatives to driving solo, with everything being so stretched out are people even considering alternate forms of transportation? If they are how are you capturing and sharing that data with the community to encourage citizens to use public trans?

231	Trails, Traffic, Roass, Behavior, Safet, Bike/Ped	Working: Minimal traffic delays, increase in multi use trails, more improvements to intersections. Not working: fear of inattentive drivers or carelessness due to increase in injury collisions in Eureka , safety corridor continues to be a danger, not enough signage to direct people to trails and bike routes.
232	Transit, Access	Not enough transportation options.
233	Transit	The bus lines are color coordinated. There is not enough public transportation and not going to enough places. Hard to negotiate how to get somewhere.
234	Bike/Ped, Vehicle, Transit, Access	I am able to safely bike to work. I can also drive to work and have parking in old town . What is not working is accessible, reliable transportation for people with disabilities. Often public transit is not running at odd hours of the day/night or on holidays/weekends and then working people cannot get to work if they rely on public transportation.
235	Vehicle	I still own a car and have a job and can work from home part time, which makes life easier than those who don't.
236	Roads, Transit	As a general rule, I find that the roads are in good condition, or are being repaired in a timely manner. I wish that there was more public transportation, especially between Blue Lake and the rest of the county.
237	Transit, Access	Reliability of accessing bus schedules on mobile device
238	Vehicle	There are few alternatives to having a car if you live in HumCo
239	Bike/Ped, Roads	We need a safe bike trail that goes from Arcata to Eureka . Many of the streets are not in very good condition.
240	Roads, Traffic	There are moderately functional roads for my use to get to and from work each day. What is not working is many of the roads are filled with pot holes, the traffic through Eureka is back up many days, and the safety corridor is often ignored.
241	Trails, Roads	Working: generally driving around Humboldt Bay area . Generally walking in urban areas. I love our urban trails. Not working: many of our rural roads are barely functional.
242	Bike/Ped, Safety, Speeds	I think the improvements on the 101 corridor and in downtown are helping as well as the new ramp for the 299 looks like it will help. I believe that Eureka needs better crosswalk signals for pedestrians still. I also believe that North Bank Road (hy 200) needs a bike lane on at least one side. It can be dangerous when there are people walking and biking on that narrow road without any shoulder and people drive fast on that road.
243	Access, Bike/Ped, Safety, Transit	Moving to curbs that allow for all community members to be mobility friendly as evidenced by the additional lights and curb and walkway repairs. Additional traffic crossing has added pedestrians especially on Broadway . Please consider additional lighting and increased bus frequency. It can take students going from CR to Trinidad up to three hours making night classes nearly impossible. if you want to reduce the single car usage please ensure public transportation or ridesharing options like Lyft or Uber are available.
244	Roads	The small amount of commuting on the safety corridor is fine. Some of the roads have bad potholes though.
245	Transit, Access	this community needs public transportation. There are limited transportation for seniors mostly only for medical appointments in the valley between 8:30 am and 5:00 pm. makes it hard for those who do not have private transportation for shopping.
246	Bike/Ped	I would like to see improved bike lanes. (Ex: Painted green, no parking allowed, protective barriers, etc.) I would like the Arcata Plaza to be pedestrian only.

247	Vehicle, Electric Vehicle, Bike/Ped, Traffic	I have a car. I am also middle class and have a steady income. My work necessitates the use of my private vehicle. Currently I cannot afford to transition to an electric vehicle but our household hopes to do that in the future. I avoid Broadway in Eureka due to the congestion and risk to pedestrians and bikers.
248	Transit	Southern Humboldt busses no southern Humboldt busses on weekends
249	Vehicle, Traffic	I have my own car so I have good transportation. The traffic on Broadway much of the time is heavy so I avoid it whenever possible. F Street and Herrick Road can be very heavily traveled at times so that entering Herrick Road from Elk River Road can be time-consuming.
250	Transit, Access	No transportation from Fortuna to Eureka other than the Bus which is not a good option for someone coming every day for cancer treatment. Same goes for the southern part of the county as well as the northern part
251	Rail	A light rail is needed from Fortuna to Trinidad
252	Transit	I do not take public transit but work with children and families that rely on public transportation as their only means of travel.
253	Transit	Frequency
254	Transit	In Fortuna , we have the Fortuna Transit Bus for seniors 50 & over and disabled persons. The punch card enables riders to purchase a trip for \$1.50. It will also transport them to Eureka on Tuesdays for doctor appointments. I would like to see expanded options for seniors & disabled persons.
255	Transit	If I could get from my house near Sequoia Park to Arcata by bus in less than half an hour, I would use public transportation. As it is, there is no viable connection, so I don't use public transportation.
256	Vehicle, Bike/Ped, Trails, Safety	Transportation works for me because I have a car. Connectivity by bike between cities is difficult, although getting better with the Bay Trail and soon-to-be Annie & Mary Trail . I have to leave a bike with a friend in each city, drive to Eureka, Arcata or McKinleyville , then hop on my bike because there is no safe route to bike from Blue Lake .
257	Roads, Trails, Bike/Ped	Not working - roads in very poor condition, bumpy and causes wear and tear on cars; also poor road striping and signage; confusing one-way turning into two-way streets in Eureka . Wildcat is getting some much needed love and that is good. Bus system is poor. Need county-wide trail system for bikes and recreation.
258	Roads, Transit, Access	appreciate relatively well managed roadways. Public transportation has a bad reputation around safety and limited routes. Better access to services to people with disabilities is needed
259	Hwy 101, Bike/Ped	101 seemed to be well kept. We would love to see a bike lane on Azalea road and north bank road if possible
260	Vehicle, Transit, Safety	Based on location of my job, the only option I have is to commute by car. I wish I had other options but there is no bus route nearby and it isn't safe to bike the full distance. The roads I drive on from Eureka to Bayside are very badly potholed and getting worse all the time. The side roads in Eureka are getting quite ridiculous.
261	Bike/Ped, Trails, Roads, Safety	New bike paths, but Eureka leg of Arcata-Eureka trail is taking too long. Arcata is more organized in their design, implementation/construction of bike paths in general. Too many roads in the county are full of potholes or otherwise need to be resurfaced. Old Arcata Road/Myrtle between Eureka and Arcata has too much litter in the shoulders/bike lanes. I get too many flat tires due to nails and other sharp objects on my bike because of this. Debris from logging trucks is also a problem (large chunks of bark) Are E bikes allowed on the Waterfront trail in Eureka ? I thought it was a non motorized, multi use trail that should be safe for kids and families. I'm seeing more and more of these, and traveling at high speeds. There's even a guy who is renting E bikes by Jack's Restaurant on C Street . He probably doesn't know, or doesn't care, about whether E bikes are allowed on the Waterfront Trail . There needs to be more signs on this, or some other measure.

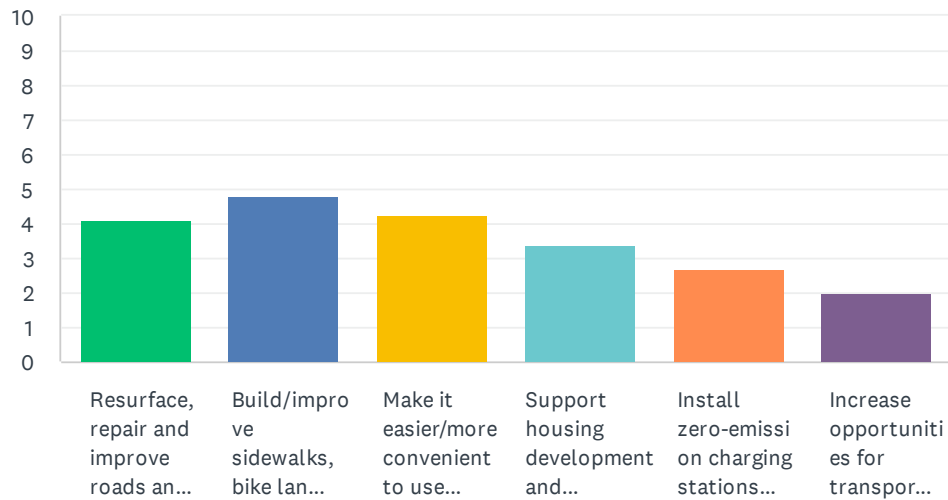
262	Transit, Access	Southern Humboldt is always under represented. We need transportation service that include routes to Shelter Cove for medical appointments
263	Transit	It would be great to have a bus that stopped at a few more stops between Willow Creek and Arcata . Stop at Berry Summit Vista Point and Lord Ellis Summit , so people can park and ride. Or stop at Redwood Valley and Chezem Road turn offs as well.
264	Bike/Ped, Speeds, Safety	need more designated bike lanes need more pedestrian safety cross walks with flashing lights on busy streets need to slow traffic on Fairfield St in Eureka
265	Roads	The roads are in terrible shape and are in need of much repair.
266	Roads, Transit, Bike/Ped	Roads are deteriorating, there is a lack of good public transportation options, we need class 1 bike lanes, and bike lanes should be green not the color of dried blood,
267	Bike/Ped, Safety, Transit	Working: building more bike paths, focusing on connecting Arcata and Eureka by bike. Changing H and I St to 2 lanes with bike paths will be great! Not working: pedestrian safety on broadway in Eureka . pedestrian safety in general. need better sidewalks? we need more inforcement of speeding. there should be a quick way to commute between Eureka and Arcata (bus that does a frequent loop, trolley?)
268	Traffic, Bike/Ped, Transit, Safety	What's working - there's almost no traffic. What's not - very few protected, bike lanes/bike corridors, limited bus schedule/routes, pedestrian safety is not awesome.
269	Transit, Roads	Transport between cities remains spotty especially late at night and early in the morning.
270	Bike/Ped, Hwy 101	Working: walking and bicycling Not Working: Driving the 101 corridor through Eureka
271	Bike/Ped, Transit, Vehicle	Walking, biking, and de ving are working. When i was in Fortuna , the bus worked, though i usually opted for my car. In Eka , my bike to work is great. One way streets still attract mistakes (better signage/paint?).
272	Bike/Ped, Roads	Improved sidewalk system improved street maintenance - paving, pot hole fixes
273	Trails, Bike/Ped	Hikshari Trail and Bike Lanes
274	Roads	Pot holes everywhere!
275	Transit	Many more buses- pre buy passes
276	Transit	The buses (no Sunday during Covid) not working Finish trail
277	Roads	The roads are awful- blind corners everywhere in Eureka . Harris has a large (sewer) pothole. Arcata to Samoa always hurts my cars (the tracks?). Just outside headwaters pothole almost popped my tire.
278	Bike/Ped, Roads	1. I am able to park fairly close to places. I liked free shuttles to/from bigger events. I like the countdown intersections. 2. I don't like parking far away sometimes. I do not like (I avoid) driving into Arcata plaza on H street with those unnerving right turn lanes. I don't want to get involved with other people's/drivers confusion
279	Bike/Ped, Roads	I ride a bike everyday but only in very specific places. If the roads were improved with bike lanes, I would ride to a lot more places
280	Hwy 101, Traffic	1. Commuting across town using Walnut Avenue 2. Driving the 101 corridor, too congested
281	Roads, Transit	Too many potholes in Eureka. Difficult to navigate through Eureka or get from end to the other easily. The safety corridor is not working. Lack of public transportation that picks up and drops off frequently. It can takes an hour on public transportation to get to a destination. Buses should come every 15-20 minutes.

282	Traffic, Roads, Bike/Ped	Flow of traffic set by lights seem to keep the flow active and not backed up. Road conditions on main streets are being worked on (Henderson). I drive, cycle, and walk. I hope to see more colored bicycle designated lanes like Pleasanton, Ca for example. This make is clear to drivers and may minimize disrespectful drivers while cycling. More "bicycle" lanes that actually are kept clean of grasses/weeds/trees/sharp objects and rocks.
283	Behavior	Less traffic than southern California where I'm from. Not working? No turning signals used!
284	Trails, Roads, Behavior	I like the opening of 1st Street in Eureka . I like the trails for biking. I do not like the poorly-informed drivers.
285	Bike/Ped, Speeds	Lots of room for improvement -- I walk a lot. Town intersections are often scary; fast drivers and limited visibility. Would like to see smaller neighborhood busses.
286	Safety, Bike/Ped	There are stoplights at Buhne & Henderson crossing with H & I Streets which favor H& I for way too long. Although I don't walk there, there are an inadequate number of pedestrian crossings on Broadway .
287	Bike/Ped, Behavior	I bike, walk, drive, fly my own airplane and row a boat. I wish there were consequences for folks who use their phone while wielding their heavy vehicles around town.
288	Bike/Ped, Roads, Speeds	working: increased bike shoulders, collector roads, freeway not working: arterial roads with driveways and bike traffic. 101 corridor in Eureka . Stroads. high-speed residential drivers.
289	Trails, Roads	Continued expansion of the Humboldt Bay Trail is fantastic. Expanding the number of traffic lanes on the state highway through towns like Eureka is not.
290	Traffic, Trails, Bike/Ped, Transit, Electric Vehicle	What's working: Traffic not congested (compared to urban living) Humboldt Bay Trail, Hammond Trail, Arcata Bike Trails What's not working: Lack of bike trails and non-motorized public access south of Herrick in Eureka (despite having dilapidated rails). Convenient and equitable public transportation for everyone. It should be easy and convenient for everyone to use. Need infrastructure for electric vehicles and bikes (including low costs for charging or *gasps* free). Lack of non-motorized commuting resources - hubs for safe bike parking, shower/locker facilities, ubiquitous bike sharing. Bike friendly tourism.
291	Vehicle	my own car, so far.
292	Vehicle, Transit	Private cars are working and public buses are not working
293	Bike/Ped, Transit	Right now I'm working from home, but I am able to walk to work. However, public transportation doesn't go everywhere and the time schedules make it difficult i.e. if you have to work late, want to visit, need to transfer
294	Roads, Transit, Bike/Ped	The roads are better than ever, but the buses need more half hour stops. Bicycling from McKinleyville to Arcata is needed.
295	Roads	The corridor between Arcata and Eureka needs 6 lanes, or at least give it a 5th land that changes directions during the morning and evenings. Driving through Eureka is always causes more stress than necessary.
296	Transit	I don't use public transit, but may consider from Arcata to Eureka now that traffic is increasing on the corridor and more people are vaccinated
297	Transit, Access	for clients most are part of Volunteer Driver Program, I don't hear from those who take public transportation
298	Vehicle, Transit, Access	I personally have my own car, but I do like the vast-ness of the public transit system that Humboldt has. It would be nice to have a cab service that covers Fortuna and Rio Dell/ Scotia areas.
299	Trails, Bike/Ped	We enjoy walking around town and along the waterfront trails - those have been great! I wish we had more bike lanes.

300	Vehicle	i drive
301	Vehicle, Access	I have to use a private motor vehicle for most transportation needs as there are no alternatives from Orleans.
302		Humboldt Hill to Eureka for for pedestrians has been a nightmare with tragic deaths of people trying to get to Eureka . Teens walk the freeway because they have no the mode of transportation to town
303	Traffic, Behavior	very little traffic people on the roadway playing frogger
304	Bike/Ped, Safety	I have determined the routes that are safest for me to ride my bike to commute. Most bike lanes are not given the same attention that vehicle lanes are given. For example, when Myrtle Ave was repaved, only the vehicle lane was repaved, not the bike lane. Bike lanes have lots of overgrown foliage in the way, there are lots of potholes and bumps and often there are many obstacles to avoid.
Translated Comments from Spanish Survey		
305	Transit	I am happy that there is public transportation, although I think they should have more buses available at other times.
306	Vehicle	I have to drive far for errands and gas costs a lot
307	Transit	More buses! It is difficult to use and very uncomfortable
308	Transit, Vehicle	it is very expensive to have a car. And very expensive and inconvenient to use public transit. I don't feel safe using a bike
309	Trails	I like the trails like in the marsh in Arcata .
310	Bike/Ped, Vehicle	I walk a lot and I like that there are places to go for a walk. Connections to walking places would help. It is very expensive to maintain a car on humboldt.
311	Transit, Vehicle	Public transport is very difficult to use with children and a car is very expensive.
312	Vehicle	Gasoline is very expensive. It is difficult to go far to places we need to go because it is very expensive. Going to the store, school, places, gets very expensive
313	Access	Transportation for HSU students in Arcata

Q2 How do you think countywide transportation funding should be prioritized? (Rank from 1 to 6 with 1 being highest funding priority and 6 being lowest funding priority)

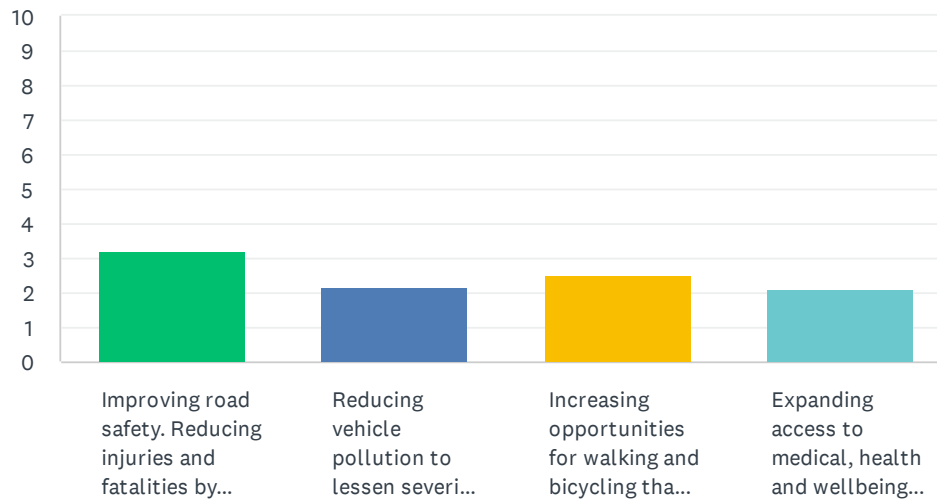
Answered: 333 Skipped: 4



	1	2	3	4	5	6	TOTAL	SCORE
Resurface, repair and improve roads and bridges	28.92% 94	18.77% 61	12.92% 42	17.23% 56	17.54% 57	4.62% 15	325	4.10
Build/improve sidewalks, bike lanes, pedestrian-scale lighting, traffic calming	34.80% 111	31.97% 102	17.24% 55	9.72% 31	3.76% 12	2.51% 8	319	4.77
Make it easier/more convenient to use public transportation	21.67% 70	20.74% 67	30.96% 100	16.41% 53	8.05% 26	2.17% 7	323	4.25
Support housing development and planning efforts that reduce single-occupancy vehicle trips	9.40% 30	14.42% 46	22.88% 73	22.57% 72	17.24% 55	13.48% 43	319	3.36
Install zero-emission charging stations and support fleet transition to zero-emission vehicles	5.90% 19	7.45% 24	11.80% 38	22.05% 71	32.61% 105	20.19% 65	322	2.71
Increase opportunities for transporting goods into/out of Humboldt (via trucks, ships, or planes)	2.47% 8	8.02% 26	5.25% 17	10.49% 34	19.44% 63	54.32% 176	324	2.01

Q3 Considering how long-range transportation planning affects human health, which of the following are you most concerned with? (Please rank from 1 to 4 with 1 being 'most concerned' and 4 being 'least concerned')

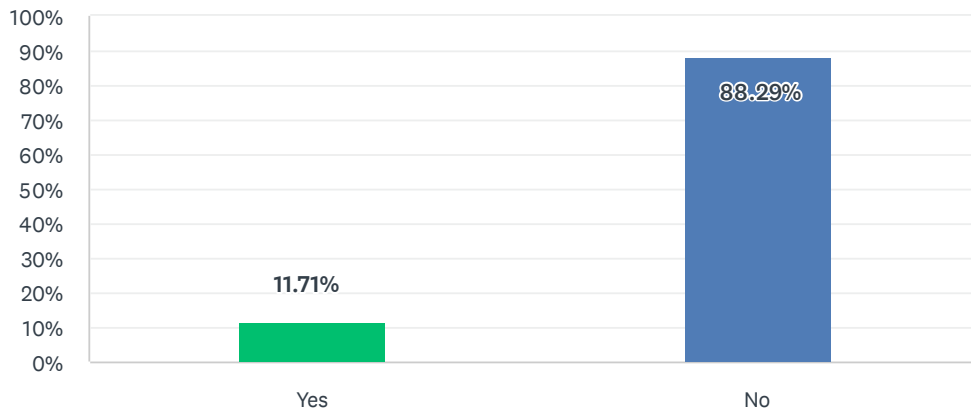
Answered: 328 Skipped: 9



	1	2	3	4	TOTAL	SCORE
Improving road safety. Reducing injuries and fatalities by making travel safer for pedestrians, cyclists, and motorists	51.89% 165	25.79% 82	14.15% 45	8.18% 26	318	3.21
Reducing vehicle pollution to lessen severity of extreme weather events	18.13% 58	17.19% 55	29.06% 93	35.63% 114	320	2.18
Increasing opportunities for walking and bicycling that would allow for more physical activity	16.82% 54	37.07% 119	27.73% 89	18.38% 59	321	2.52
Expanding access to medical, health and wellbeing appointments by public transit and other modes of travel	14.81% 48	19.75% 64	28.40% 92	37.04% 120	324	2.12

Q4 Does anyone in your household own an electric car?

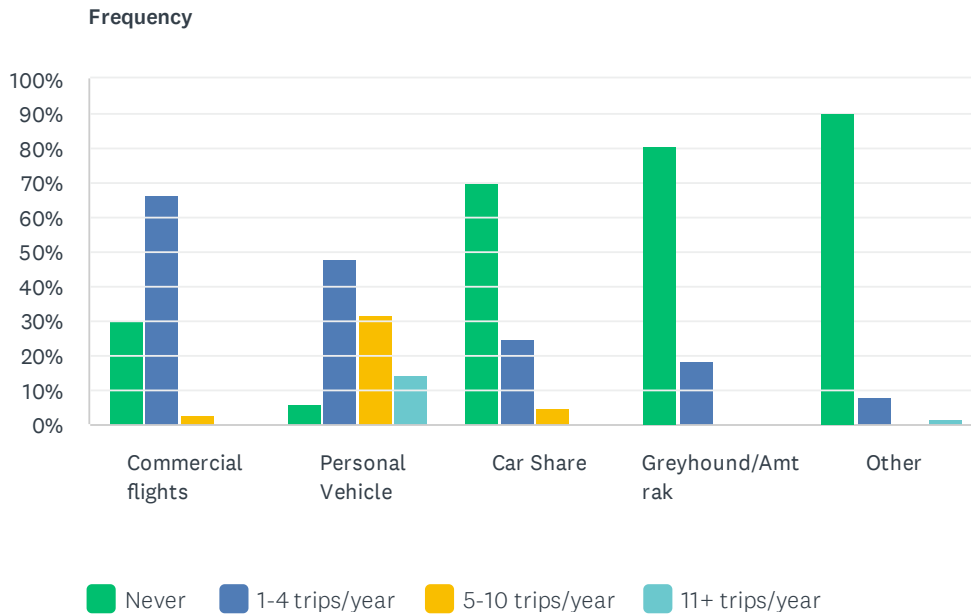
Answered: 333 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	11.71%	39
No	88.29%	294
TOTAL		333

Q5 How do you typically travel out of the county and how often?

Answered: 331 Skipped: 6



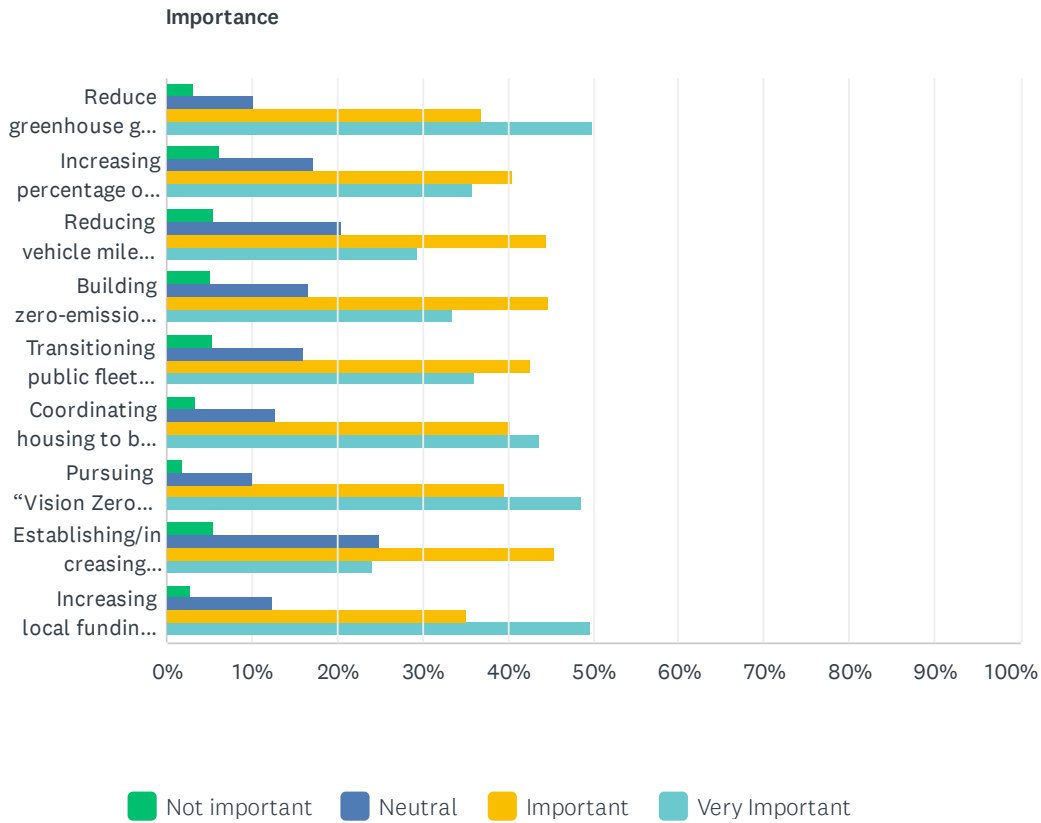
	NEVER	1-4 TRIPS/YEAR	5-10 TRIPS/YEAR	11+ TRIPS/YEAR	TOTAL
Commercial flights	30.25% 85	66.19% 186	2.85% 8	0.71% 2	281
Personal Vehicle	5.90% 19	48.14% 155	31.68% 102	14.29% 46	322
Car Share	69.77% 180	24.81% 64	4.65% 12	0.78% 2	258
Greyhound/Amtrak	80.69% 209	18.53% 48	0.39% 1	0.39% 1	259
Other	89.76% 114	7.87% 10	0.79% 1	1.57% 2	127

Q5 How do you typically travel out of the county and how often?

	If Other (please specify)
1	Bus and plane everyother year or so, but that is not a listed option. More than Never, less than 1x a yr.
2	bike
3	Commercial flights 1 every 2 to 3 years
4	Ride in car and Greyhound/Amtrak once every few years
5	This is my memory of pre-pandemic travel. I haven't gone anywhere since the pandemic and don't expect to until it is truly over and safe.
6	No need to travel, I am already here.
7	Commercial flights less than once a year, but more than never.
8	Bicycle
9	Cruise ship/organized tours
10	Bicycle (long haul, sometimes for tranportation, sometimes for recreation)
11	Bike tour
12	ferry
13	Amtrak/greyhound once every few years
14	Who can afford flying from here?
15	I have never left the country
16	Need use a different frequency measure in survey
17	VA bus to San Francisco for medical appts.
18	typically for family trips so family carpool?
19	HTA bus eastbound
20	This last year was an exception---I haven't taken an airplane in over a year....
21	My student utilize Car share, Greyhound/Amtrak , and personal veh frequently
22	Flights are too expensive and public transportation is not easy. There are no train stops here.
23	don't travel out anymore
24	I'm stuck here!
25	Cycling
26	Fly, private airplane
27	these are pre COVID numbers
28	I rarely travel out of the county

Q6 Please rate how important each of the following is to you:

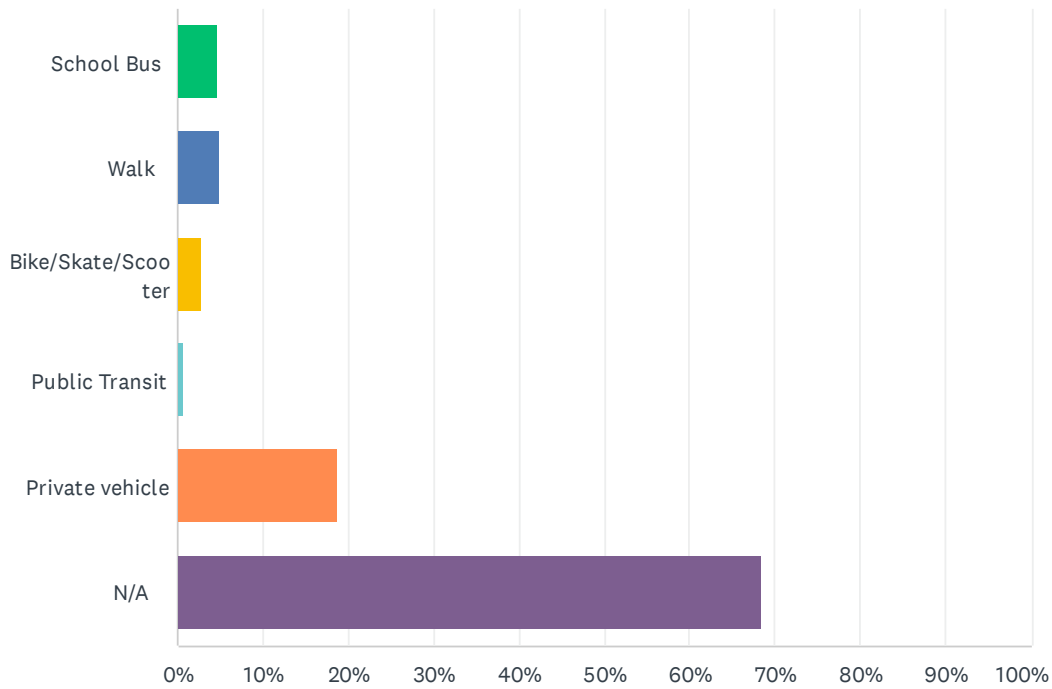
Answered: 326 Skipped: 11



Importance					
	NOT IMPORTANT	NEUTRAL	IMPORTANT	VERY IMPORTANT	TOTAL
Reduce greenhouse gas emissions in the air district	3.10% 10	10.22% 33	36.84% 119	49.85% 161	323
Increasing percentage of car-free trips	6.29% 20	17.30% 55	40.57% 129	35.85% 114	318
Reducing vehicle miles traveled (VMT) by car	5.50% 17	20.39% 63	44.66% 138	29.45% 91	309
Building zero-emission vehicle infrastructure	5.11% 16	16.61% 52	44.73% 140	33.55% 105	313
Transitioning public fleets to electric vehicles	5.33% 17	15.99% 51	42.63% 136	36.05% 115	319
Coordinating housing to be where people can get to destinations via walking/biking/transit	3.41% 11	12.69% 41	40.25% 130	43.65% 141	323
Pursuing "Vision Zero" goals (achieve zero ped/bike traffic fatalities each year)	1.87% 6	9.97% 32	39.56% 127	48.60% 156	321
Establishing/increasing walking/biking education	5.61% 18	24.92% 80	45.48% 146	23.99% 77	321
Increasing local funding for "complete streets" (roadways that enable safe, convenient travel and access for all users and modes of transportation)	2.78% 9	12.35% 40	35.19% 114	49.69% 161	324

Q7 How does your child/ren typically get to and from school?

Answered: 326 Skipped: 11



ANSWER CHOICES	RESPONSES
School Bus	4.60% 15
Walk	4.91% 16
Bike/Skate/Scooter	2.76% 9
Public Transit	0.61% 2
Private vehicle	18.71% 61
N/A	68.40% 223
TOTAL	326

Q8 Ideally, how would you prefer your child/ren get to school?

Answered 242

Skipped 95

	Responses
1	Walk, bike, school bus in that order.
2	Bus or bike
3	Walk.
4	My two college students, one walks and one drives in other CA counties
5	Walk, then bike, then bus, then carpool. Parents are the worst speeders, then say they drive kids to school because walking isn't safe.
6	N/A
7	Walk or bike safely
8	EFFICIENT school buses.
9	bus, school is too far to walk and i could drive but bus seems a better idea
10	walk or bike
11	N/A
12	walk, bike, transit and finally by car
13	walk or bike
14	They should walk or bike, carpool if needed
15	Walk
16	Trolley
17	anything but a private vehicle
18	Light rail
19	Walk
20	Walk
21	Walk/bike
22	ideally I would like my child to be able to bike on a bikepath instead of in the street where the small bike lane is overgrown with bushes and blackberry causing her to have to ride in the road with cars that go way over the speed limit.
23	Public transit or bike
24	Biking, but on a bike path and not on a road where cars travel way over the speed limit at times and where the biking area is overgrown with blackberries and my child has to ride in the street with cars.
25	public transit
26	Walk or bike as first priority; public transit for longer distances; school bus for rural safety and longer distances
27	n/a
28	Walking
29	Bus
30	N/A
31	Bike/walk
32	public transit

33	If I had a child, I'd prefer they walk or bike to school
34	Public transportation
35	Bicycle to school and to bicycle to their after school activities- SAFELY
36	Bike, but that would be impossible currently
37	to be able to continue to bike to school on a safer route
38	Bus
39	Walk
40	I don't have children because there are too many people on the planet. Overpopulation is the driving factor in humanity's pending demise.
41	walk/bike
42	NA
43	walk, bike, public transit
44	That's a personal decision. Government should not be involved.
45	walk
46	No children, but walking or biking if we had children.
47	Don't have children in school
48	n/a
49	N/A
50	what they are doing now
51	Bus
52	Walk
53	Walking
54	N/A
55	Bus/walk/bike
56	Bus
57	No kids. Ideally walk, bike or bus
58	Bike
59	N/a
60	Bus
61	Bus
62	on their own, walk or by bicycle
63	Walk, bike or bus
64	Don't have any
65	A safe biking route or bus with occasional private drop offs
66	Ride share, bus
67	Na
68	private vehicle
69	Walking and biking but the street (Walnut) to my local elementary schools is DANGEROUS. Vehicles going way too fast and a very high posted speed limit which people ignore.
70	N/A
71	Be able to walk SAFELY with cars which stop for them, even on busy streets like H and I which seem like freeways but are obviously not a freeway. Community members which actually act like a community and care for the youth even if they aren't their kids.

72	Private vehicle
73	School Buses
74	via bus or walking/biking
75	bike
76	Duh, walking!
77	School bus or walk
78	Bike to school on safer streets
79	Bike/walk
80	Electric van
81	I don't have a child but ideally, if I did, walk, bike and electric school bus
82	walk
83	I don't have children...phew
84	Public transit
85	Walk / bike with increased safety
86	N/A
87	I don't have kids
88	Walk or bike, or school bus
89	Bus
90	N/A
91	no school aged kids
92	Walk and ride bikes
93	By Car or Bus
94	Bicycle/bus
95	Walking/Biking
96	bus, or bike
97	School bus or bike
98	Electric vehicles.
99	walk
100	walk safely
101	My daughter would like a unicorn and my son wants Rick Sanchez Spaceship from the show Rick and Morty. I would prefer they travel by bullet proof vehicle
102	none
103	NA
104	walk, bike, scooter
105	walk, bike
106	bicycle
107	Car
108	Walking
109	I would prefer my grandchildren had a safe route to ride their bicycles to school
110	walk
111	bus
112	bus

113	Walk... uphill both ways, in freezing rain... with grizzly bears watching them... like WE did! Okay... just "Walk"... but make it SAFE to do so. Too many sketchy homeless/scary people out there.
114	Walk or bike
115	n/a
116	n/a
117	Carpool with vaccinated driver - he is toddler . not school bus ready yet
118	Walk bike
119	public transportation or rideshare
120	N/A
121	walk
122	Walking/biking
123	Walk
124	Walk or school bus
125	Bus or walking
126	walk or bike
127	school bus
128	Walk or bike
129	walk, bike, school bus
130	N/A
131	School bus
132	Walk/bike
133	walking
134	Walk/bike
135	private vehicle
136	The age and level of maturity are my determining factors for transportation to/from school.
137	NA
138	walk
139	walk, bike, private vehicle, carpool
140	bus
141	Walk/bike
142	Children are grown and gone...
143	school bus, biking, or walking
144	Bus. walking would be great but that's not an option where we live
145	Don't have any more children at home
146	If I had any, walk or bike.
147	Walk/bus but Westhaven drive has no sidewalk and is very unsafe to walk.
148	N/A
149	n/a
150	carpool/ bus
151	Personal vehicle
152	School bus/walk
153	school bus

154	Walk
155	n/a
156	walk
157	School Bus
158	Private vehicle. They ride to school with a parent who works there.
159	walk or bike
160	Don't have any
161	Walk or bicycle
162	N/A
163	Teleportation
164	N/A
165	Private vehicle or school bus
166	Walk
167	N/A
168	I don't have children, but School Bus ideally
169	N/A
170	N/A
171	bike or walk
172	N/A
173	Safe walking path
174	walk
175	bicycling
176	School Board s provided by the school since the school gets paid and I don't
177	Walk
178	Bus. Walking is not feasible and I have to drive TWO HOURS every day since we struggle to find and retain school bus drivers in Southern Humboldt. It's a major problem.
179	walk or bicycle
180	Walk, Bike. They will take the bus when they start Jr High, High school
181	No kids
182	Never had kids but would prefer they walk/bike or take a school bus. I see the parents all piled up in the morning to drop off kids and wonder why we pay for school buses.
183	My children are all now at the high school across town, making biking and skateboarding less feasible, especially in inclement weather. In light of the current pandemic, I don't want them on public transportation. Private vehicle is the current best choice for our family.
184	My children are grown. I am aware, however, how often children are driven to school. I recently had the idea that rather than having school buses associated with particular schools, school buses could be assigned to neighborhoods. So, for example, there would be a bus for elementary aged children living in Sunnybrae. That bus would pick up children and then drive them to and drop them off at their schools such as the Jacoby Creek school, the Arcata (Sunset) school, the Coastal Grove (Bloomfield) school, and the Montessori (Manila) school. I think this would reduce VMT's , be convenient, reduce school bus travel time, and improve the safety for children, pedestrians and cars near schools at drop-off and pick-up times.
185	NA
186	School bus

187	walk, but with the redistricting there are no schools in our neighborhood that she can walk to. She is getting old enough to consider school bus, but could a small school bus be an option? It seems we use large buses and there are less then 10 children being transported.
188	Bus
189	Electric Bus
190	Walking with my children if within walking distance. When older then the school bus or walk/bike. Right now they are under 3.
191	walk, bike - however they attend Redwood Coast Montessori and there is no way to get to Manila without terrible traffic.
192	na
193	Ride a bike
194	Bike or public transportation
195	Walk
196	I don't have children
197	bike
198	NA
199	school bus we are 7 miles away from school no safe walking areas and to far for the kids to walk
200	N/A
201	Walking or take bus
202	Bus
203	N/A
204	Bus if it was available
205	By bus for college, but lines/stops are not convenient at this time.
206	N/a
207	N.A.
208	N/A
209	N/A
210	walk or ride bikes
211	N/A
212	Bike
213	walk
214	NA
215	N/A
216	walk
217	School bus or walking
218	electric school bus
219	Walking, bicycling or zero emission school bus
220	Walk or bike, but the distance is too great. Given the distance, schoolbus works.
221	walking
222	Private car
223	Have schools close enough to have option to walk to
224	bus
225	Walk, ride bike, if too far or off weather have a school bus option.

226	I have 4 grandchildren. I takes the bus, 2 are driven back and forth by car, one gets a ride by car in the am, rides a bike home.
227	Bicycle
228	If I had children, walk or bike.
229	N/A
230	NA
231	walk
232	I don't have children.
233	school bus
234	bicycle
235	Walk safely
236	my daughter is 25
237	school bus
238	Bus is fine
239	we live 8 miles away from the nearest school. When our kids were little we drove them in and back every day. Ideally, the school bus should bring them to the bottom of the road and they could walk up the 3/4 mile home. Theoretical question as they are grown and gone
240	A safe route
241	Car sharing or walking
242	I would like to see kids have the option to safely walk or bike if possible for them to do so.
Translated Comments from Spanish Survey	
243	Walking
244	Car
245	Private Car
246	Walking but it's not safe
247	Walking or cycling

Q9 What specific areas that you travel to, or would like to travel to, are inaccessible, inconvenient or dangerous?

Answered 284
 Skipped 53

Jurisdiction		Responses
1	Eureka, Hwy 101	Harrison St in general, anywhere crossing 4th, 5th or Broadway.
2	Arcata, Trinidad, County	West end road is dangerous by bike, there should be a bike lane. The North fork of the mad river is all green diamond and could be beautiful public land, to hike amd bike. The coastal drive in Trinidad is dangerous especially for biking(could have a bike lane/path). Creating a bike/path through Arcata bottoms instead of forcing walkers/bikers to use disrepaired old agriculture roads. More off road paths!
3	Fortuna	Places in towns without sidewalk
4	Ferndale	Can't get to Ferndale on bus.
5	Willow Creek	Going any distance by foot or bike is dangerous and thus inconvenient
6	Trinidad, County	Going to some of the beaches in Trinidad
7	Eureka, Arcata, County, Hwy 101	Walking along 101. Walking/bicycling from Eureka to Arcata.
8	County, Hwy 101	
9	Mckinleyville, Trinidad, Arcata, Eureka, County	McKinleyville to Arcata. McKinleyville to Westhaven and Trinidad, Redway to Gville, Broadway, Humboldt Hill to Herrick
10	Arcata, Eureka, County	Old Arcata Road, between Eureka and Arcata. I'd love more bus stop options, maybe even one at Kneeland Glen Farm.
11	Ferndale, County	County roads in Humboldt have not been maintain. the county has only used a band-aid approach to repairing roads.
12	Rohnerville, Fortuna, County	I live in Rohnerville. There are no shoulders, sidewalks, or transit opportunities so I must drive into fortuna.
13	Mckinleyville	I live on a street that is unsafe for walking...Azalea Avenue in McKinleyville. When my daughter rode the school bus she had to walk along stretches of the street without a shoulder. It was hazardous and the school bus stops should have accounted for this.
14	Eureka	honestly driving Broadway is getting scarier and scarier, i try to avoid if i can
15	Eureka	Broadway, Harris St
16	Eureka, Hwy 101	Broadway in Eureka is horrific. It's dangerous for pedestrians, bicyclists, and drivers alike. We really need a 101 bypass.
17	Eureka, Arcata, Mckinleyville	Most of Eureka, parts of Arcata, Mckinleyville are dangerous for bikes and peds.
18	Redway	through whitmore grove in redway. a foot and bike trail is needed, to and through it.
19	County, Hwy 101	Samoa Blvd overpass and the freeway on-ramps and off-ramps connected to it are particularly dangerous for bikers as there is no bike lane and no shoulder
20	Arcata, Eureka, County, Hwy 101	I would love to ride my bike to Arcata from eureka but there are no ways that feel safe to me. I am impatiently awaiting the building of the bike path connection
21	Eureka, County	Nature recreation like first trails or beach, cr, haf, pharmacy, social services, Costco, family out of area, Redding or sf or other medical specialty offices
22	Eureka, Hwy 101	101 through Eureka
23	Fortuna, County	Rural Humboldt County to the south and northeast. Beach areas and temporary river roads.
24	Eureka	Across Broadway
25	Eureka, County, Hwy 101	Anywhere on the west or north sides of Eureka on the other side of 101. Especially on foot or bike, but even in a vehicle

26	Arcata, Eureka, County, Hwy 255	Sections of Old Arcata Rd. and Hwy. 255 are still fairly dangerous on a bicycle.
27	Arcata, Eureka, County, Hwy 101, Hwy 255	Janes road between 11th and Foster. Biking from Arcata to Eureka is inaccessible and dangerous for me either via 101, Old Arcata Road, or 255. I would bike more often if there were more bike paths like the path in Arcata that goes by the Creamery building all the way across Samoa and into the Marsh. It feels much safer to be biking on a non motorized vehicle path, especially with my child, that biking in the streets.
28	Eureka	Anywhere in Eureka
29	Arcata, Eureka, Fieldbrook, Mckinleyville, County, Hwy 101, Hwy 255	Old Arcata Road, Myrtle Ave, North Bank Road, Broadway, 5th Street, 4th Street, Samoa Blvd west of Union Street, Fieldbrook Road, Intersection at Myrtle & V, intersection at Myrtle and S (where the fire station is), Three Corners Market intersection, Highway 255, between Eureka and CR.
30	Arcata, County	255. Janes road between 11th and Foster. Old Arcata road. These are either inaccessible, inconvenient or dangerous for transportation by bike.
31	Arcata, Trinidad	The community forest in Arcata, and Trinidad.
32	Arcata, Blue Lake, Eureka, Hwy 299, Hwy 101	Because of motor vehicle traffic and insufficient paved shoulders, bicycle travel between Blue Lake and Arcata on NB Road, West End Road, and 299 intimidates me; the same concerns on 4th, 5th, and Broadway in Eureka.
33	Manila, Mckinleyville	Manila and Mckinleyville
34		don't know
35	Arcata	Any streets and neighborhoods with more cars and less big shaded sidewalks are dangerous. We need narrow streets to cut down on dangerous driving. Down town areas should be car free zones.
36	Mckinleyville	Azalea Ave in Mckinleyville. High speed, low vis, no sidewalk or shoulder. Sutter Ave, incomplete sidewalks.
37	Arcata, Eureka, Mckinleyville, County, Hwy 101	Travel along the corridor between McKinleyville to Arcata and Eureka is becoming more dangerous
38	Eureka	Myrtle Ave is a bikeway, but it is a bit scary with faded bike lane lines, and high auto traffic speeds. The intersection at Myrtle and West Avenues is very dangerous.
39	Arcata, County, Hwy 101	101 corridor from trinidad to Arcata is dangerous and public transportation is inconvenient.
40	Arcata, Eureka, County	Old Arcata Rd needs help. Jacoby Creek road is a major bicycle route but it is VERY unsafe, especially for school age children. The road needs a protected bicycle path. Eureka also needs to reduce the gigantic roads and convert some of that space into protected bicycle lanes.
41	Loleta, County	The walking path in loleta that caltrans used to mow and make safe is overgrown and filled with ticks due to neglect. The whole county suffers from the half assed effort 2021 has seen
42	Fieldbrook	Fieldbrook
43	Eureka, County	Eureka, in general, to many drivers are distracted, whether because of smart phones or daydreaming, in my opinion a distracted driver is equal to or worse than an impaired driver because an impaired driver can still pay attention but by definition a distracted driver is not paying attention.
44	County	Fern Canyon
45	County	Myrtle old arcata road on a bike
46	County, Hwy 101, Hwy 36	I would like to be able to bicycle more along the 101 corridor north and south of Humboldt Bay Area, but there are some really frightening spots. For example, around Big Lagoon, or out Hwy 36.
47	Eureka	Broadway in Eureka
48	Arcata, Mckinleyville, Hwy 101	Central ave in Mckinleyville West end/Warren creek rd east of arcata Samoa blvd over 101

49	County	I would like sidewalks in urban/suburban neighborhoods.
50	Arcata, Eureka, County, Hwy 101	Broadway and 4th/5th street corridors are unsafe & can be inconvenient, especially when crosswalks or bus stops are closed due to construction. Many drivers do not pay attention when making turns. Henderson and Spring in Eureka is very difficult to cross with 3 lanes of traffic coming downhill. Both St Joes and Mad River Hospital are difficult to get to AND from by bus or walking. Only one bus route goes right to Sequoia park and zoo, and it's not a convenient trip to or from downtown.
51	Arcata, Eureka, Hwy 101	Highway 101 in Eureka and Arcata as current bottlenecked
52	Arcata	it's near impossible to get to any major hikes outside of Arcata and hence people burn out on the local hikes and it discourages fitness and connection to the environment
53	Eureka, County	1) I would like to travel from the Sequoia Park area to the Waterfront Trail without having to share the road and lane with vehicle traffic. Examples of roads without bicycle facilities are: Dolbeer, Harrison, W St, West, parts of Myrtle Ave (at West). 2) How do we slow down drivers? This is a problem everywhere. 3) How do we get drivers to yield to pedestrians within both marked and unmarked crosswalks? This is even a problem at signalized intersection due to drivers turning left or turning right on red.
54	Eureka	Most one way streets, especially in Eureka, have too many cars parked on side streets to know if it is safe to cross.
55	Arcata	Arcata downtown on Saturdays, or during special events.
56	County	Greenwood Heights Drive is dangerous.
57	Arcata, County	I bike to/from work thru the atrocious Arcata bottoms and over the falling apart West End Road - both are major jokes of the county.
58	County, Eureka, Hwy 101	Bike commuting is dangerous through the safety corridor (needs path extension) and Herrick to Tompkins Hill since you can't get off the freeway.
59	Arcata	Work
60	Ferndale	Most important is the on ramp coming out of Ferndale onto the southbound highway. The run up is too short. People merge in blindly and too quickly. There are several places in Fortuna that have no sidewalk. Two are the end on 12th street near Clendenen's and the area of Main Street near Strongs Creek plaza. Also getting to the River Walk on foot requires crossing the highway. I'm scared to cross there.
61	Arcata	Again, other than pothole ridden streets, I walk, bike and drive in that order and it is the culture of drivers/people that makes all travel in any modality unsafe. I have been nearly run down more times than I would care to count when i am in my right of way. The culture. Enforce laws, bring back ticketing. Then start initiatives/planning /infrastructure. Plus the bus routes are terrible.
62		Oregon, east side of state, San Francisco and points in between here and there.
63	Eureka, County, Hwy 101	Going threw eureka is bad. Last chance grade is bad, Richardson Grove is bad. Klamath could use a bypass
64	County	Samoa peninsula. I can't safely turn onto my turnoff due to traffic volume. Many pets are killed on roadway. Not safe to walk across the freeway. People drive to fast and even regularly use the road for drag racing. Add roundabouts and lower speed limit
65	Eureka	Eureka. The main road, Broadway, is a nightmare for traffic and pedestrians, essentially all the problems associated with a Stroad.

66	Eureka, Hwy 101	Broadway and certain stretches of 4th and 5th street are inconvenient due to hard-to-anticipate driver and pedestrian actions. Just yesterday a person walked out in front of my car on south-bound 5th street somewhere around L street but definitely no where near a cross-walk.
67	County	College of the Redwoods (on weekends). Also, I'd like to see more options for travel to/from Crescent City.
68	Arcata, County	West End Rd is a windy, up and down road with blind corners every "block". Cars drive down center of road. Bicyclists wear black, not easily visible.
69	County	Traveling to the beach or nature is very hard/almost un-doable.
70	County	Walnut Drive speed limit is too fast at 40mph. Should be 30mph max through residential areas. We had one fatality this year near my house on Walnut Drive.
71	Bayside	Home to work or kids school(not bike accessible but to rural for bus routes
72	Arcata	Intersection or 10th and k streets Arcata. Could be fixed by getting rid of the pedestrian only section of L street.
73	Eureka	A safe route to schools. Having to Cross Harris and West is way to dangerous for children and that's just in my relatively close proximity to the school.
74	County	Lost Coast highway
75	Trinidad, County	Roads around trinidad, Anderson lane, stagecoach road, scenic Drive, also the intersection at main Street and the highway off ramps in Trinidad really needs a roundabout
76	Trinidad, County	Westhaven Road, north of Old Wagon Road becomes a narrow single lane because the road has deteriorated. There is no signage warning of this to oncoming traffic around blind curves.
77	County	WALNUT DRIVE. This street desperately needs traffic calming (especially from Ridgewood Heights to Cutten) so that bike riders and walkers can use it safely.
78	Arcata, Eureka, County	Woodley Island has no bus service. Local beaches have no public transit that we are aware of. Adorni Center and Arcata Marsh frequently have events on weekends before the bus starts running.
79	Arcata, Blue Lake, Fortuna, Ferndale Eureka, Mckinleville County, Hwy 101	As a pedestrian.... too many to list. Sidewalks!! Bike lanes between cities, not having to take the 101 between our most urban/populated cities (Arc, Eka, Mck, Bl, Ftn, Fnd
80	Trinidad, County, Hwy 101	Parts of Trinidad are just scary to drive. I dont try to go to crescent city anymore. Trying to go to businesses off 101 between eureka and arcata.
81	Eureka, Rio Dell, Hwy 101	Broadway street in eureka, monument road in Rio dell is washed out
82	County	Required to travel out of the area for medical care (often to bay area). Humboldt would benefit from costal train service from bay area up to Portland OR/WA region.
83	Arcata, Trinidad, County, Hwy 101	arcata to trinidad by bike
84	Arcata, County, Hwy 101	Samoa Blvd bridge over 101, any areas in the county that lack wide shoulders for biking
85	Mckinleyville, County	airport, Redwood NP
86	Arcata, County, Hwy 101	Arcata and the coast by bike
87	Eureka	To and from Eureka by car. Would be better to have light rail.
88	Arcata	Valley West in Arcata - roundabouts are not marked well to include bicycling and Giuntoli Lane and Janes Road's speed limit of 35 mph is unsafe for bicyclists and pedestrians crossing the street to the bus stops. Many Pacific Union students live within a mile of school, but these impediments discourage students from riding their bike to school.
89	County	Grocery store down old Arcata road. Speed limit too high

90	County	Ashland is too dangerous to get to now The bus takes forever We need an electric train
91	King Salmon	I live in King Salmon where there is no close bus stop and the bus hardly ever runs so I have to drive everywhere, or if I can't drive, I'd have to get a cab or uber. This is always inconvenient and means I have no way of doing anything other than contribute to pollution and the climate crisis everytime I go anywhere.
92	Eureka	I walk daily, crossing H and I Streets. It's always dicey, especially when big, opaque vehicles block my line of sight. Also, people in residential areas block sidewalks by parking across their driveways, the sidewalks, or both. This is a particular problem around Eureka High School, where the kids have to walk in the street.
93	Arcata, Eureka, Hwy 101	I would like to bike around Arcata central for shopping and bike to Eureka from Arcata. Currently does not feel safe
94		None
95	County, Trinidad	Most rural roads are dangerous for any other than motor vehicle travel, and sometimes even for that. I would like to call especial attention to Scenic Drive in Trinidad where I have been almost killed numerous times.
96	County	The bus route from Humboldt to Oregon goes down to SF and is very inconvenient
97	County	I would like to be able to walk outside in my neighborhood. The hazard keeping that from happening is my neighbors' wood burning. Residential wood burning is, by far, a much larger source of air pollutants than traffic in Humboldt County, but NCUAQMD will not do anything to protect us from this scourge. All the walking and biking infrastructure you can possibly implement will be absolutely worthless if the air is full of smoke and unhealthy to breathe.
98	County	Fern canyon
99	Samoa, Blue Lake, Fieldbrook, Eureka	Samoa via bicycle, Blue Lake or Fieldbrook via bicycle, anywhere in Eureka downtown via bicycle. My daughter uses a wheelchair and lives one mile away from public transportation. Getting to the nearest bus stop is all but impossible, so the world is largely inaccessible
100	Manila, Eureka	Bike path from arcata to Manila and eureka
101	Eureka	Boardwalk
102	County, Piercy, Leggett	US Highway 101 excessive speed through Piercy -Leggett Fire and Rescue Districts
103	Eureka Hwy 101	101 to eureka south of the bike trail and Eureka aside from the Bay Trail are not as safe as I'd like for cycling. I ride in both places but know that it is taking a risk
104	Eureka	E street in is dangerous and the traffic travels too fast.
105	Eureka	Eureka around Broadway and 14th and the post office is a dangerous driving area.
106	Arcata, Mckinleyville, Trinidad	Central Ave from Mckinleyville to Arcata Scenic Drive in Trinidad
107	Eureka	It is hard to bike in Eureka. I do not feel safe, for me and especially not my child. Makes it hard to choose the bike over the car.
108	Samoa	samoa
109	Eureka, County	There is no public transportation to the neighborhood in which I live (Ridgewood.) The "bike lane" on Walnut Dr is not maintained and is often full of debris which causes bike riders (including my 9-year old) to have to veer into traffic. Parallel parking should have a greater setback from corners to allow vehicles crossing intersections to see oncoming traffic (think, crossing 6th or 7th St in Eureka on one of the alphabet streets.)
110	Trinidad, Mckinleyville	Trinidad, McKinleyville
111	Arcata	Arcata. Way too many pedestrians wandering into roads without looking.
112		none

113	Eureka, County, Hwy 101	Harris, H and I are dangerous to pedestrians. A market in Henderson Center and codes/development allowing for multiple units would increase density. OT density increases as well. Progress is being made in downtown but 4th and 5th and Broadway are nightmares to navigate.
114	Arcata, County, King Salmon, Loleta, Scotia, Rio Dell, Hwy 101	Build a paved section of the great redwood trail between arcata and Rio dell/scotia The king salmon to loleta section requires cyclists to ride three feet from cars going 70mph. It is dangerous. A female cyclist was killed on a few years ago. Ask the state of california to help build the scotia to arcata section to help Humboldt county attract much needed healthy/eco friendly tourism revenue. As they said in the Movie: Field of Dreams "BUILD IT AND HE WILL COME" Build the great redwood trail to promote health and Humboldt. Bicycle tourism brings in huge revenue. Example: RAGBRAI brings in 35 million dollars to Iowa's economy (Univ northern Iowa study) Katy Trail in Missouri 7 to 8 million dollars a year economic impact
115	Mattole, County	Mattole to town
116	County	Everywhere in the county is dangerous for bicyclists (outside of the few class I ped/bikeways we have)
117	Redway, Ferndale, County	Over Wilder Ridge Rd in Redway and the Wildcat to Ferndale can feel very sketchy.
118	Petrolia, County	The main road to the school has no bike path and limited visibility. A mother was clipped by a vehicle while walking her kids to school in a jogger. It is extremely dangerous and deters me from walking my children to school.
119	Mckinleyville, County, Hwy 101	School Road from 101 to Central; Hiller from Hammond Trail to Central Ave; Heading south over HAMmond Bridge
120	Arcata	Bridges across 101 in Arcata. Many streets in east Arcata don't have sidewalks and it's more convenient to walk in the road for a while than cross the street 3 times in 2 blocks.
121	Trinidad, Petrolia, County	Scenic Drive, Petrolia
122	County	Anywhere out of Humboldt County.
123	County	There is no safe way to connect a bicycle ride from the bay trail to Bayside or Indianola. And North Bank Road (CA Rt. 200) is frightening to ride a bicycle on even for experienced cyclists.
124	Eureka	Downtown Eureka. No safe bike parking.
125	County	really any bus stop feels unsafe to be honest
126	Mckinleyville	Biking north or south from Central Ave. McKinleyville to points south
127	Blue Lake	Blue Lake
128		Overseas. Anywhere where COVID safety is not ENFORCED. (Asking people to comply is NOT enough... "No mask, no ride." ... and kick them off when they remove their mask.
129	Eureka	Most streets in Eureka. The new bulb outs are dangerous.
130	County, Hwy 101	Fickle Hill Road, West End Road, Myrtle/ Old Arcata Rd. Highway 101, New Navy Base Rd.
131	Arcata, Eureka, County	public transit within and to/from Eureka & Arcata
132	Eureka, County, Hwy 101	Walking up and down Broadway in Eureka isn't the best.

133	Arcata, Mckinleyville, Hwy 101, County	see Q 1 - bike mac to arcata , road too narrow to 101 S and dangerous.
134	County	the pedestrian / equestrian /ADA walkway to access Clam Beach is horrible. this is after spending hundreds of thousands of \$ on adjacent ADA campground.
135	Arcata, Eureka, County, Hwy 101	Eureka to arcata
136	County, Eureka,	Humboldt area Foundation, Bayside; Crescent City; Eureka
137	Eureka	F and Oak. There should be a light. Pedestrian access is very dangerous
138	County	Clam Beach Road
139	Arcata, Samoa, County	Bicycling West End Road, Arcata and from Arcata to Samoa
140	Arcata, Eureka	Eureka and Arcata
141	County	Parking at some local beach areas - crime/break-ins.
142	Ferndale, County	Ferndale, Kneeland, The lost coast
143	County	GBV- Shelter Cove/Whitethorn area
144	County, Eureka, Hwy 101	Broadway seems to be dangerous for both pedestrians and cars.
145		none, because I have my own car - but if I didn't that would change
146	Hwy 299, Hwy 36, Hwy 101, County, Willow Creek, Hwy 96, Hwy 3	<p>There are no east-west routes (299, 36, etc) that are safe or amenable to bikes. I would definitely bike to/from Willow Creek.</p> <p>101 N near Big Lagoon is impassible due to a 2+ mile segment with no shoulder. That's an obvious gap. So, trapped in 2 of 3 possible directions out of Humboldt. To go south requires running the gauntlet on 101 at Richardson's Grove and Confusion Hill (Mendo).</p> <p>It's not possible or wise to ride a bike on any of the back roads where cannabis is being farmed. Bald Hills, Hwy 96, Hwy 3, Alderpoint Road, Shelter Cove, Mad River etc. Only the TUC route is OK.</p> <p>Humboldt County has no leash law and no enforcement of loose dogs. There are plenty of loose dogs, even on the Hammond Trail. People on bikes have been attacked.</p>
147	Samoa, Eureka, Arcata, Hwy 101, Trinidad, Mckinleyville	Samoa Road from Eureka to Arcata. Section of 101 between Trinidad and McK-Ville where the Hammond trail ends.
148	County	All highways. All roads except "Main Town" streets
149	Arcata, Eureka, Mckinleyville, Blue Lake	Arcata to Eureka by bicycle Arcata or Mckinleyville to BlueLake by bicycle
150	County	Other towns by bike
151	Arcata, Eureka, County, Hwy 101	Biking from arcana to eureka is dangerous since there is no complete bike pathway to connect the two and you have to ride on the highway
152		none
153	Eureka, Hwy 101	Inconvenient traveling on Broadway
154	Arcata, Eureka, Mckinleyville, County, Hwy 101	West End Road, highway from Arcata to Eureka, highway from Arcata to McKinleyville
155	Arcata	Guintolli Lane and South G St Arcata

156	Petrolia, Honeydew, County	The roads to Petrolia/Honeydew are dangerous!
157	County	Areas not on the bus route are inaccessible. The current customer service hours of operation is not always convenient. Please extend hours to include weekends, 6am and after 5pm. Driving while under the influence, distracted and lack of lighting is dangerous.
158	Arcata	Blind corners because of cars parked on corners make it difficult to cross intersections
159	County	biking anywhere feels very dangerous! wish it felt safer
160	Eureka, Hwy 101	Eureka 101, Eureka downtown
161	Arcata, County	Bayside Road, Arcata needs more lighting and walking trails need more visibility for parents looking for youth when they are out walking by themselves or with friends
162	Briceland, County	Briceland-thorn road has become extremely scary and dangerous
163	Arcata, Freshwater, Eureka, County	Carlson park in Arcata river access feels dangerous; biking to River access at Pump Station feels dangerous; riding a bike from Freshwater to Ruteka also feels dangerous
164	Trinidad, County	Scenic Drive and Patricks Point
165	County	Any place beyond the boundaries of my yard.
166	Mckinleyville, County, Trinidad	Westhaven to McKinleyville; Scenic Drive (due to increased traffic and lack of road maintenance); Westhaven Drive due to the lack of bike-ped lanes and traffic calming.
167	County	Shelter Cove and Blocksburg
168	Willow Creek	can't think of any at this time
169	Trinidad, Arcata, Eureka, County, Hwy 101	Cycling to/from Trinidad is scary and dangerous. Cycling between Arcata & Eureka is unpleasant. West End Rd. in Arcata is a beautiful ride but too narrow, and drivers go too fast for the conditions. Broadway in Eureka is a straight up nightmare.
170	Arcata, Samoa, Hwy 101, County	Traveling over Arcata To Samoa 101 overpass by bike is very dangerous by bike
171	Trinidad, County	Moonstone Beach, Scenic Drive, and Trinidad are all close enough to walk or bike from Westhaven, but simply not safe to access without a sidewalk or bike lane, so everyone drives even if it's only less than a half-mile.
172	Eureka, Hwy 101	Broadway in Eureka, and less so, 4th and 5th streets in Eureka.
173	Eureka, Arcata, County	Crossing Harris to get to Sequoia Park. Crossing H and I to get to Henderson Center. Bicycle along Broadway to get to restaurants and other shops. Complete and safe bike lanes between Arcata and Eureka.
174	Eureka, Arcata, County, Hwy 101	Eureka to Arcata from Hydesville - dangerous in the sense that I drive super defensively and avoid frequent accidents.
175	Eureka	Bike lanes throughout Eureka - i only know of one on J Street. Pretty ridiculous.
176	Eureka	Walkability of downtown Eureka area. Feels dangerous to walk.
177	Hwy 101, County	Highway 101 going north to Medford Oregon
178	County	Golf course road Bayside
179	County	all of humboldt back roads
180	Eureka, Hwy 101	along 6th and W in Eureka lots of trash dumping camps along highways
181	Hwy 101, County	safety corridor is not very safe
182		n/a
183	County	suburbs within the county. trimming to cross blind intersections
184	County	Shelter cove- the road is dangerous. Crescent City and other northern destinations on the other side of las chance grade
185	Hwy 36, Hwy 101, County	Some of the Mountain Highways like 36 and 101 to Crescent City have some narrow and dangerous stretches

186	Eureka	The Winco in Eureka would be nice to travel too. Right now if you take the bus from arcata (RTS) you would also need to take the eureka transit to get to winco, or walk for 15 minutes from the bus stop.
187	Hoopa, Weitchpec, County	the bluffs in between Weitchpec and Hoopa
188	Arcata	Panther Gap
189	County	Outer Orleans to the Orleans Elementary school.
190	Arcata, Eureka, Hwy 101	Bridges crossing over US 101 (Sunset Ave & Samoa/101) not good for ped/bikes. Need more, wider sidewalks, trails. Not everyone can bike. Eureka is unsafe for pedestrians.
191	Hwy 101, Hwy 299	Broadway 101 299
192	County	Beaches and parks
193	Eureka	Eureka
194	County	Natural places
195	Arcata, Eureka, Hwy 101, County	I would like more buses within Arcata and eureka. Getting to the St. Joe's area on Buhne for medical appointments from Arcata takes forever.
196	County	Everywhere is inconvenient/dangerous. Just have to go slower and be more careful.
197	County	Inconvenient: Beechwood St. in Cutten, as it is filled with pot holes. This makes it uncomfortable to drive and VERY uncomfortable to bike.
198	County, Fortuna, Eureka, Arcata	Getting to and from CR, Fortuna, or generally outside of Eureka/Arcata Bay surrounding area is very difficult on bus, especially outside of 9-5 hours.
199	Mckinleyville, Eureka, County, Hwy 101	It is hard to get to and around McKinleyville without a private vehicle. It's also hard to access much of Eureka (including Cutten, Myrtle town, Humboldt Hill, etc.) outside of downtown/Old Town, and Broadway is a death trap.
200	Hwy 101, Eureka, Arcata	Bicycle path (along 101) needs to be completed to connect Eureka and Arcata
201	County	Briceland Road, Alderpoint Road,
202	Willow Creek	willow creek from downtown to the park. less than a mile and it is dangerous.
203	Mckinleyville, Trinidad	Central Ave Mck Overpass intersection in Trinidad Nearest bus stop is Trinidad
204	County	By the bay trails
205		None
206	County	Myrtle Ave/Old Arcata Rd.
207	Eureka, Hwy 101	I have to travel thru Eureka for work or other reasons, and I find it inconvenient and dangerous. Pedestrians, vehicles, pot holes, traffic, speeding, stuck at every stop light, hwy 101/broadway/4th & 5th, double parked delivery vehicles, etc
208	County	All our roads in southern Humboldt are dangerous and inconvenient due to the conditions of neglect
209	County	ALL of the roads in the southern humboldt are dangerous and lack of the counties maintenance on the roads makes them MORE dangerous as drivers swerve to avoid potholes or pass other drivers on blind turns due to a poorly maintained turnouts.
210	County, Hwy 299,	For my bike commute: Glendale Drive, Hwy 299, West End Road (btw Giuntoli and Blue Lake) are all a little hairy, but I still do it.
211	County	Daily commute on Briceland Road, Alderpoint Road, Bell Springs Road.
212	Hwy 101	101 S, 101 N
213	County	more river access
214	Fortuna	Not aware of any. I've never lived anywhere before where so many hours/day are hard to see/unsafe to drive due to sun in eyes (morning/afternoon). A HUGE factor but how to avoid? I live on a private road and maintain it for walking/biking/kids/horses safety so aware of the issues but don't see problems elsewhere.

215	County	Crescent city, Redding, Santa Rosa.
216		Can't think of any such areas.
217	Hwy 101, Eureka	Crossing the 101 to get to the Waterfront.
218	County	Every road in Southern Humboldt is dangerous due to road conditions.
219	Eureka, Hwy 101	the road repairs through measure H have been wonderful, there are just so many potholes and differed maintenance.
220	County	Between Garberville and Mendocino County (willits/ Ukiah) by bus, safety corridor on bike, river and bay beaches
221		N/A
222	Eureka, Arcata, Fortuna, County	All roads out of the Eureka, Arcata, Fortuna area are dangerous because of poor road conditions and rock slides. Also, the roads have no guard rails in the mountainous areas.
223	Eureka, Hwy 101	Most places on Broadway are dangerous to access, even in a car. It's a highway and people are using it that way and speeding on the road. Driving on Broadway is honestly scary. I would never consider walking or biking on Broadway unless safety improvements are made. When I think about taking my bike anywhere and have to think about parking it somewhere outside of a store or wherever, that worries me. I would worry about my bike getting stolen. It happens a lot here.
224	Samoa, Manila, County	There is no pedestrian friendly path to Samoa/Manila
225	Arcata, Eureka, Mckinleyville, County, Hwy 101	I would like to ride my bicycle from Arcata to Eureka and used to do so, but no longer feel it is safe. Also from Arcata to McKinleyville. Current way is pretty round about.
226	Eureka, Blue Lake, Arcata, County	Traveling to Eureka from Blue Lake via public transit is inaccessible. The transit that runs between Arcata and Blue Lake does not run very often or punctually, and the transfer between buses is intimidating.
227	Mckinleyville, Arcata	Mckinleyville to Arcata.
228	County	Santa Rosa - it would be nice to have a rail system that goes to the Bay Area
229	Trinidad	I would love to be able to walk from my house to the beach on a sidewalk.
230	Ferndale, Petrolia, Whitethorn, Redway, County	From Ferndale to Petrolia. From Petrolia to Whitethorn. Redway to Shelter Cove.
231	Mckinleyville	Biking from my home in Mckinleyville can be dangerous on some roads.
232	Trinidad	Trinidad, Headwaters, State park, beaches
233	County	Crescent city/ last chance grade
234	Eureka	travel to Eureka its 68miles away over 2 snow and icy mountains in the winter at lease once a week
235	Arcata, Eureka, Hwy 101, County	From Arcata to Eureka
236	Eureka, Loleta, County	East county is difficult and inaccessible by bus. Transporting from other towns in Humboldt to Eureka is back is difficult and usually there is only one more and one evening route (Loleta).
237	County	Shelter cove
238	Eureka, County	Walnut Drive in Eureka has fast moving, impatient traffic. It is on the bus route for young kids, but no county line for HTS. Needs a couple of speed bumps near the bus stop at Home Ave.
239	Eureka, Hwy 101	4th and 5th streets in eureka, people just walk in to the streets roaming around aimlessly.
240	Arcata, Eureka, Hwy 101	Eureka to Arcata

241	County	Lost Coast
242	Eureka, Arcata, Hwy 101	Sequoia Park to Arcata, as noted above Also better weekend and evening public transportation services
243	Blue Lake, Mckinleyville, Arcata, Eureka	Blue Lake to McKinleyville, Arcata & Eureka
244	Eureka, Hwy 101, County	It feels dangerous to walk or ride bikes along busy streets in Eureka 4th and 5th, Broadway, Harris, H and I streets, Buhne. Road conditions on the Wildcat/Petrolia road need improvement!
245	Mckinleyville, County	North bank road and Azalea road are very dangerous for cyclists
246	County, Mckinleyville, Arcata, Hoopa	Bayside is inaccessible unless you have your own vehicle, and then you have the issues with safety. Travel from McKinleyville to Arcata can be difficult and dangerous without your own car as well. Travel around the rural regions of the county are extremely difficult. In the Hoopa Valley it's not even possible to walk safely around the valley, kids can't walk safely to school even from not that far away. Pedestrian accidents continue to happen in rural area like Hoopa and Orleans. Travel from the outer regions to the central region are difficult as well without your own car. Limited bus systems are great, but also challenging, It would be wonderful if that would change. I have seen efforts to make improvements on the coast and larger cities of Humboldt, but not the same efforts made in the smaller regions and eastern Humboldt.
247	Eureka, Arcata, County, Hwy 101	Intersection of H and Harris: traffic light needs to allow only one direction at a time on H street to enter intersection. Cars turning onto Harris from both directions are fighting each other as they try to merge into through lane on Harris or turn lane onto I Street Old Arcata Rd/Myrtle between Eureka and Arcata needs bike lanes/shoulders swept more often to remove hazardous debris. More law enforcement presence needed to curb speeding and other dangerous driving. During commute hours, cars routinely speed through the 3 corners area despite the 35 mph zone. This is particularly problematic for people turning off of Freshwater Rd towards Eureka. Speed humps/tables are needed on Greenwood Heights Road at the end of the downhill turn just before Freshwater School. Vehicles travel too fast at times down into the school zone, and Freshwater encourages parents to use northernmost drive way after dropping off/picking up students. I've had close calls there, and this is an accident waiting to happen. Garfield School on Freshwater Rd has speed humps/tables by their school and it is very effective at making the zone safer.
248		not sure but thanks for asking
249	County	need better coordination between buses and trains to go either north or south.
250	Eureka	F and Oak needs a light--It is very dangerous to cross or turn for bike or car
251	Eureka	I feel like when every I walk in Eureka car are zipping by while children are on the sidewalk
252	Eureka, Fortuna, Hwy 101	Walking to Old Town Eureka is dangerous b/c have to cross the 101. Biking almost anywhere. I commute from Eureka to Fortuna and would like to do it by bus but the schedule just doesn't work.
253	Hwy 101	Most of the 101 corridor
254	Eureka, Hwy 101, County	The corner at Harrison and Broadway is a bit terrifying on a bike.
255	County	more foothill/hillside communities in Humboldt
256	Eureka, County	old town, anywhere homeless are
257	County, Mckinleyville, Arcata, Hoopa	many intersections are difficult or impossible with a wheelchair The universal affordable bus passes are most important

258	Eureka, County	Blind corners everywhere - more NO parking at corners Animal crossing near Jehovah witness church in Cutten/Eureka
259	Arcata	Arcata plaza via H street
260	County, Hwy 101	crossing 101 with a bicycle is problematic. Need a safe, convenient way to get to the other side
261		n/a
262	County, Hwy 101	Last Chance Grade
263	Eureka, Hwy 101, County	Eureka to College of the Redwoods by cycling. You have to cycle HWY 101. Have a bicycle lane in a different color on Old Arcata Road.
264	County	West End Rd and North Bank Road are dangerous for cyclists.
265	Eureka, County	Primarily Eureka streets & Old Arcata Road/Myrtle: Just TOO dangerous due to bad roads and bad drivers for bicycling. Plus, intersections with stoplights are difficult if you don't weigh enough to trigger the light.
266	Eureka, Hwy 101, County	Any trip that requires navigating along Broadway, or along 6th/ 7th, or crossing H and I streets
267	Hwy 101	All of Highway 101; especially the safety corridor.
268	Eureka, Arcata, County, Hwy 101	Would love to be able to bike beyond the Eureka boundary. To the beach would be glorious but afraid to bike roadway to get there. Would bike to Arcata if not on highway.
269		None
270	Eureka, Fortuna, Hwy 101	Eureka to Fortuna requires freeway travel for bicycle and pedestrian traffic. 101 in Eureka is a fin disgrace, meaning I (and others) avoid the highway even when travelling through Eureka.
271	Hwy 101, Eureka, Arcata	Crossing 101 within Eureka. And commuting between Eureka and Arcata without the completed Bay Trail.
272	County, Hwy 101, Fortuna	Non-motorized travel to: College of the Redwoods, river side of the 101 in Fortuna, and south of Herrick to Fortuna.
273		none
274		n/a
275		Can't think of any
276	Hwy 101, Mckinleyville	101 on ramp from McKinleyville
277	Arcata, Eureka	I would like to bike or walk from Arcata to Eureka. Need to finish the path and promote train service between the two or around the bay.
278		none
279	County, Hwy 101, Fortuna	Crescent City
280	Orleans, County	Walking in Orleans is dangerous. The Karuk Tribe has worked on a design solution that the community supports but it requires CalTrans to purchase the easement or ROW through town (now prescriptive right only)
281	County, Hwy 101	Humboldt Hill to Eureka and now to The College if the Redwoods
282		Not that I can think of off hand
283	Hwy 299, Hwy 36, County	On 299 and 36 to eastern parts of the county. im afraid to drive in those areas. Also southern humboldt near weott....what is up here. tooo many deaths by car here. need more warning lights here or traffic slowing methods or doing something about wet roadway here. is drainage okay here. why are there so many accidents? is anyone studying this area?
284	County, Eureka	Just south of the Indianola roundabout the bike lane is so torn up that it forces cyclists into the vehicle lane. Cars go really fast, even though there is a speed radar sign and the speed limit is 35 mph. It is scary. I would also like to be able to travel south of Eureka on a safe route on my bike and for it to be possible for residents to bike safely to CR. Currently there is no infrastructure to do so.
Translated Comments from Spanish Survey		

285		Not applicable
286	Eureka	San Francisco, Bay Area, Los Angeles, fern canyon, Broadway st in eureka, 14th street in eureka, koster st / clark st / broadway st requires light or stop sign.
287		It is difficult with children to use public transport to go shopping. The bus makes a circle instead of another that goes to the other side
288		I would like to walk more but I don't feel safe. the cars go very fast
289		reducing gas prices would help a lot
290	Aldergrove, Arcata, Eureka	Areas near Aldergrove and the bottoms in Arcata. In Eureka areas close to Hodgson and by Winco

Q10 Please describe any other unmet transportation needs that you have.

Answered 228
 Skipped 109

	Responses
1	Slow traffic more on Myrtle near intersection of McFarlan St, the street we live on. It is very difficult to pull out on a bike or in a motor vehicle. We have lived here 26 years and it always gets worse, especially in peak traffic times.
2	I want to see the intercity bike paths finished. The Eureka/Arcata bay bike path, annie mary, out to Samoa. First complete projects, next promote less driving.
3	Would love to see the Fortuna bus run until 7 at night to accommodate dinner, movies and later afternoon medical appointments
4	See above
5	One of the previous questions referred to complete streets. The only problem is vehicles are not compatible with bikes and pedestrians. We need these modes of transportation separated
6	Not as many walking paths as their could be.
7	More safe, designated places to cross Harris & Henderson streets.
8	Subsidized Uber/Lyft for carpools
9	Can we have Zip Cars for our communities, not just HSU Campus?
10	We need to maintain and repair what we have before we explore adding more that we will let deteriorate to the point our roads are in now.
11	They are all described above.
12	none
13	As a driver, I would love to have a bypass to 101 that gets it out of downtown Eureka. This would also make downtown Eureka much safer for everyone, and more attractive to tourists.
14	Access to the airport, national and state parks, beaches and festivals by transit
15	most speed limits should be reduced including on hwy 101 55mph saves lives and fuel. increase ticketing for speeding in all areas.
16	A bike path from Clam Beach rd at Little River beach that goes to Scenic Drive at Moonstone would be great so that commuters wouldn't have to use the freeway shoulder. This could serve as a continuation of the Hammond Trail which I'm sure would get a lot of use
17	There is no low cost public transportation for going out at night. We need a \$5-10 a person van that goes between eureka and Arcata on weekend nights from 10pm to 1 am. This would make it possible for car- less people to go out at night as well as encourage car drivers not to drive drunk
18	Can't take dog to vet on public transportation
19	I want to drink on weekends and take pubic transportation home.
20	Electric light rail - powered by catenary systems. It is crucial we preserve the rail corridor we have between Alton, Fortuna, Loleta, Fernbridge, Eureka, and Arcata for mixed use. This is a perfect candidate for multi use progressive pathway - an electrified commuter rail transit with bike/walking trail. Electric vehicle infrastructure is not sustainable.
21	N/A
22	More protected bike lanes and road diets please! Especially in Eureka!

23	If the transit system were more affordable, I would use it more. For example, I rarely if ever use the Arcata bus system, as it is often easier and cheaper to walk or bike. There are times that I would take the bus, but choose not to because of the cost. There was a month a couple summers ago when the Arcata bus was free all month long and I used the Arcata bus system the most during that time.
24	Disability access for people using wheelchairs. Accessible paths are non-contiguous. Many intersections are unsafe, especially in Eureka and on straight thoroughfares like Central Ave.
25	Connecting the bus systems so that the same pass works for the Arcata bus and the transit bus and the Eureka city bus. To get from our house by bus to my work in Eureka requires 3 separate bus trips that are all priced separately making it costly to take the bus to work. I am also in favor of a light rail system between Arcata and Eureka that would allow for biking to a pick up point in Arcata and then taking the light rail to a point in eureka and then biking from that point to work.
26	Lack of sturdy bicycle racks. Perhaps in the future, we'll need charging stations for E-bikes. Need more and better driver safety education. Need road signs that state pass bicyclists with a minimum of 3' and pass only when safe to do so. Traffic signal detection sensors that detect bicyclists.
27	Making affordable ZEV vehicles and electric bicycles after loss of my vehicle. Also better ways to ride share when possible and alternatives to greyhound when going Intra-county within region. Big improvement for public transit to get to Redding and beyond. Safety improvements to get between Valley West and Central Ave without a car Signage at unmarked bus stops better more accurate bus schedules. Affordable after (transit) hours transport Pedestrian/ bike over crossings over 101 safety areas for Arcata and Eureka.
28	extra wear and tear on vehicles during construction
29	Trains would be better. Fixing the existing train rails would cut down on car emissions and fragmenting the natural land.
30	unkept roads, potholes
31	It would be ideal to have an electric train that would run from Eureka to the Arcata airport. Also rail transport from San Francisco to Eureka.
32	No bus route which travels northwest from Myrtle town to downtown Eureka
33	Making westhaven safer for pedestrians.
34	A nice clean electric train that zips up and down the coast (Sand Diego to Crescent City to Seattle) would be a preferred to driving in a car.
35	The pitted and ruined roads are killing my vehicle and making the county less safe. More and more of the road here in loleta is crumbling away and you guys slapped PAINT ON IT!?!?!?! The audacity to continue to let people ruin their cars and pretend you did literally anything to improve it is laughable
36	bicycle lane on Murray Road between McKinleyville and Fieldbrook
37	Lack of safe bike barricades for serious bike commuting. How bout a bike shuttle
38	Install auto speed enforcement devices to reduce speeds and generate revenue that can be used to develop paths and trails.
39	None
40	Direct bike bridge connection between valley west and LK wood in Arcata
41	I am very fortunate to live one block from a bus stop, two blocks from a grocery store, and I have friends/family who take me to medical appointments. I really appreciate Humboldt's bus system.
42	hours of service are insufficient. Eureka Transit ends service by 6pm so many people cannot take it home from work. RTS cut the first run of the day that ran to McKinleyville Airport, meaning people traveling north of HSU can't get to work or school until after 8am.

43	It would be nice if this was an actual survey, not a tool to sell a set of policy beliefs. Why not do an actual survey of the public and see what people really want? Your survey results would be tipped toward the left wing activist types by virtue of who tends to respond without only offering those options.
44	cleaner transportation options, busses are dirty
45	I find ourselves traveling outside the County for personal airline flights due to the high cost of flights in and out of ACV.
46	Broadway is definitely not a good road to travel on. I now take waterfront drive to get around it
47	none
48	Please see 1.
49	Roads need to be resurfaced - fully, side to side. The crappy job that's done now is an embarrassment. If I did my job so poorly, I would be fired
50	There needs to be a round-about at Herrick and Elk River
51	I need to bus to work soon. The bus lines don't run late enough for me to get home from a late shift and they don't run early enough for me to arrive for a morning shift.
52	I would use public transit if it did not mean to plan 4 extra hours in my day to get somewhere and wait some more.
53	More bike safety routes in Arcata; appreciate senior citizens by having fare reductions
54	Eureka needs a bypass
55	Bus doesn't run through Manila at times convenient to get to/from work, especially on weekends
56	Local events should have bike valet systems in place, especially Arcata to promote more biking for plaza activities.
57	Without enforcement of traffic rules, many improvements to infrastructure will do little to mitigate safety issues. For example, Eureka-Arcata safety corridor traffic seems to average 60 mph, with many vehicles traveling much faster than that. This leads to larger clusters of cars traveling more closely together and probably more aggressive driving.
58	Can't think of any.
59	No public transportation along West End Rd to get to Blue Lake or Arcata.
60	No Sunday service and not early enough Saturday service. Also longer bus services at night would be helpful
61	We need protected bicycle lanes.
62	Bus stops on old Arcata road that run on work hours bike lanes from old Arcata to Arcata and Eureka so we can use bikes instead of cars in good weather
63	None other than get rid of the pedestrian only section of L street
64	Deliver on promised bus service on Myrtle/Old Arcata Rd
65	I would take a bus if they ran more frequently. I suggest smaller buses with more frequent runs as the large buses that I see are often empty
66	I have rather poor vision, but can still drive. I would love for the street signs to be larger and black and white. The small green and white ones are hard for many of us to see. I use my phone to get to new places.
67	Public transit access to state parks. Concert and other events on Sundays in city of Eureka.
68	Put in a freeway around Eureka
69	I just want safe community members. I would ride a bike more but it doesn't feel safe
70	N/a
71	Not enough options for individuals with disabilities.
72	Convenient travel options following Swiss model, car, bus, rail, walk, cycle all available.

73	Buses in Arcata need to be free for all and come more often. Bus stops need to be kept cleaner and safer. Also most bus benches in Arcata don't have backs, making it hard for most people to sit there for very long.
74	Would like a round about at bayside cutoff
75	Wheelchair transportation door yo door with my kids even on Sundays It's so expensive I can't go anywhere
76	I am worried about what will happen when I can no longer drive. Not something I have to deal with now, but a probability in the future for me and for many of my neighbors.
77	I, personally, have no unmet transportation needs.
78	The bus can frequently get me where I am going on time but I can never get home via the bus, so I am compelled to drive. Night buses would be helpful forgetting people home safely from evening sporting events and performances. they would help people with poor night vision. And they could get tipsy people home safely.
79	That's it. The bike racks on the city bus.
80	It's very hard to get to needed medical care in the Bay Area. My disabled husband has passed away, but the lack of transportation options for him were a nightmare. This ties in closely with our county's substandard medical care. He was housebound and in hospice. He didn't die fast enough, so they threw him out of hospice and left me with no way to safely transfer him into my car to get to a doctor, and there is no Dial a Ride service in our area. (They'd always transported him by ambulance.) This is no longer my problem, but we desperately need better transportation options for the disabled.
81	Reduced pricing on electric vehicles more charging stations and all housing to have charging stations ...
82	Let me mention again the people with disabilities and mobility challenges need creative, realistic ways to access public transportation!
83	Transit later into the evening
84	We need to stop the hit-and-run and slow people down in Eureka
85	Vegetation set back on unpaved and paved evacuation routes
86	It's hard to walk on broad Street downtown or in Old Town due to traffic and crosswalks not being painted and no views for cars to stop for pedestrians
87	More safe storage for bikes,
88	Improved transit in McKinleyville better commute transit from Trinidad to Arcata and Eureka
89	I would take city buses more but they run infrequently, to not enough areas, and are often more expensive than driving my car.
90	Stop punishing people for driving vehicles, and also stop pretending that every problem involving pedestrians is somehow actually the fault of a vehicle user.
91	none
92	Pedestrian crossings in Eureka are very unsafe. It is rare that a driver stops. Speeding could be curtailed on G and I and elsewhere if there were a way to patrol and cite. Even for a short period...the word would spread. It is uncivilized behavior and does not promote sense of community.
93	Fix the pot holes on the Mattole road
94	Transportation services to rural communities
95	Cities, counties, universities are dramatically overlooking the importance of safe bicycle parking/ storage facilities
96	The availability of used affordable electric cars (buying a new car is not always environmentally friendly).

97	my community is so rural we do not have public transportation but we do try to utilize ride share.
98	TAXI or on demand public transit for making options to get dropped off or take public transit easier
99	Increased Bus hours
100	I would like to see the Annie and Mary Rail Trail completed.
101	Safe bike parking in downtown Eureka.
102	see first answer
103	a schedule that works for after hours in Blue Lake, as well as an alternative to the early morning school bus
104	We need RAIL. Go overseas... the rest of the world (including 'third world' countries) has rail and it works great. BUILD A RAIL SYSTEM. Light rail for local use, dependable and safe buses to connect from where people live/work to the rail station. Look at almost ANY other country, it work great.
105	The City of Eureka is bound and determined to convert parking to residential development in the downtown business core area. This will increase competition for on-street parking which will impact traffic in narrow "alphabet" cross streets, until the businesses relocate to other communities that are not hostile to business.
106	Secured bike storage in public spaces. Concerned about bike being stolen.
107	more disabled parking spots
108	Busses/shuttles for larger employers would be great, for example, shuttle from Blue Lake to HSU, or, shuttle from Arcata to DHHS-koster street (for employees)
109	banning all cars at hsu . With move to calpoy and 450 million in funding they should be requires to build multi story garage/parking somewhere in arcata are require all to park there with 15 minute shuttles to hsu all day. Would get more folks to spend time downtown and convert hsu parking lots to affordable housing.
110	Rail transportation is vital
111	More bike friendly passageways
112	disability access on all routes and all times.
113	more walkable communities
114	Biking from Henderson Center to downtown Eureka is not pleasant. Really look forward to the bike-path from Eureka to Arcata being completed.
115	Bus service the same 7 days a week. Autonomous cars. Walk through lanes at restaurants.
116	It is difficult crossing 255 in Manila. A stoplight at Lupin would be a great way to slow traffic.
117	n/a
118	Phone Communication
119	Improving convenience for ADA accessibility in public transportation
120	Need more bike lanes & trails
121	none
122	Refreshing and more bike lane paint.
123	I suffer with mild disability. I need a bus stop where i can sit and rest while I wait. Most stops do not have benches or if they do are often taken over by the houseless
124	Need more bus stops, shelters with adequate lighting, seating, garbage cans, schedules, equipped with emergency phone and a direct line to transit customer service.
125	Service transport willow creek to coast
126	A concise understanding on how best to help my youth with maneuvering public transit for work
127	better walking paths
128	No more diesel vehicles!

129	Need more charging stations for electric plug in vehicles
130	Reducing dust and noise pollution, particularly in tourist areas (like Scenic Drive and Patricks Point). Increasing safety by improving cell phone service in tourist areas (such as Scenic Drive and Patricks Point).
131	alternative route to using Hwy 101 for bike-ped users between Westhaven and McKinleyville
132	We need a means of public transit for our rural areas. Even if its through the community center. We need an ADA accessible van
133	crossing county lines, the public transit from Willow Creek to east of the river is so minimal as to be non-existent. it would be good to have them all talking to each other (counties)
134	More trails, and connect them to each other and to places people want/need to go.
135	More education and signage for motorists about bike laws "3 feet" and bikes ability to taking the lane. Also I would like to see enforcement of the 3 foot rule I've never heard of anyone getting pulled over for that.
136	I would absolutely take car-free trips into Arcata from Westhaven if the bus route went closer to my house and/or if Westhaven drive was safer to walk on to the bus stop.
137	A major concern for me is very poor condition of local bike lands in Arcata; pot holes and ruts are common.
138	The unincorporated parts of the County need more public transportation to the urban centers.
139	Education about any local ordinances that regulate home EV charging.
140	No Taxi's
141	More charging stations
142	would like an increased transit schedule, run later and more often!
143	I have a business- I carry my tool and equipment . Need assistance with purchase of EV
144	none
145	Bus service to smaller towns like Hydesville and Carlotta
146	Safe sidewalks/crosswalks for pedestrians
147	Reduced fare for disabled people, and people with invisible disabilities.
148	More CAE availability for my disabled clients.
149	Survey needs to coordinate with transit (HTA) better to get more questions/answers about transit needs. Want a light rail link between Arcata-Eureka, not just buses. Need ZE charging stations everywhere (incl private gas/fueling stations as well as public spaces, highways) so these are ubiquitous and not far apart. Need much more emphasis on pedestrian walking needs, wide sidewalks with trees planted (climate), shared trails for communities, not just strong focus on bikes. Walking is more universal for all. More focus on making transit frequent and fun to use to get people to use it more (maybe pilot or develop an autonomous bus loop around Eureka, Arcata - see Orange County's AV example). Must have transit center in Eureka - important.
150	Don't have any
151	More weekend and late night public transportation
152	Finish bike road between eureka and arcata
153	Convinent out of county transport. Dear god please get a train to the bay or Santa Rosa
154	I would like to feel safer walking in Arcata. H St south of the sunset exit is very dark, and cars often don't even look for pedestrians when turning

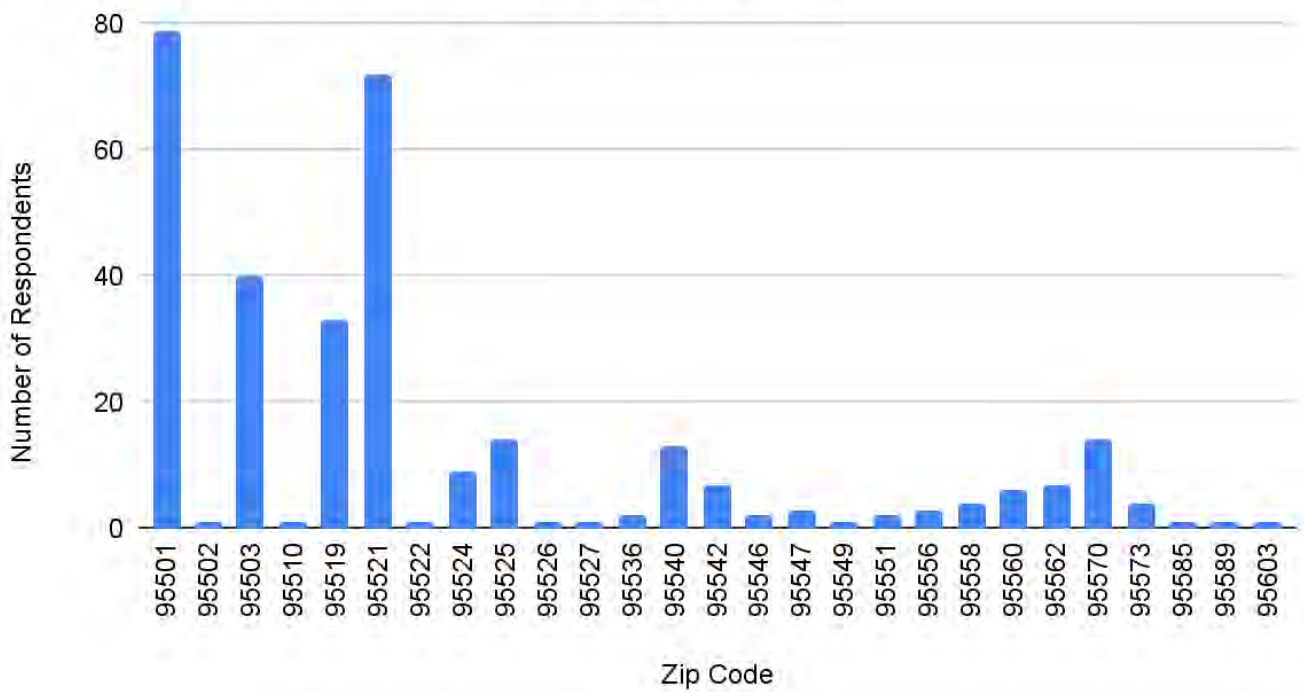
155	I just want to add in here that some of the major contributors of greenhouse gas emissions and climate change aren't just cars, but are jet airplanes and space exploration (SpaceX, etc.). Who is focusing on how to change that? I think that those of us who are living in very rural and outlying areas are going to be punished by making travel difficult (electric/zero emissions) for us. We can't ride our bikes to school or work, it just isn't feasible. Our power goes out all the time. How will that be dealt with if transportation is all electric? Rushing into trying to convert everything to electric is a grave mistake.
156	Eureka city buses and HTA buses that go further than Eureka after 10:00 PM. Dial a Ride and other Medi-cal transportation further than Fortuna
157	Reducing vehicle use on Myrtle Ave. Allowing cross streets to safely enter Myrtle Ave.
158	Please provide purchasing support and infrastructure for e-bikes!
159	More electric vehicle fast-charge stations in localities (McKinleyville, for one) so friends from the Bay Area can drive up in their electric cars and manage charging once here.
160	No connection from Southern Humboldt to Mendocino County
161	I work in Orick, increase public transportation to Mckinnleyville/Arcata.
162	I'm aging and would like to access transportation that would allow me to stay in my home ie a ride to the nearest bus stop.
163	None at this time,more safe bicycle only routes in town
164	Multiple seniors needs rides to medical appointments and shopping. I help with this but there is always a need for more drivers. County support for the driver programs at A1AA and Redwood Coast Village would be helpful.
165	We are fine by trying to keep our trips to a minimum.
166	I commute for work. Public transportation isn't an option for me because of where I live, the hours I work, and bus schedule. If we had a faster form of transportation, such as trains or subways, I would consider using public transportation.
167	We need our roads fixed
168	We need bus drivers for the schools in Southern Humboldt. If we could reinstate several bus routes that would save me, Just ONE person 1,800 hours of driving in just ONE SCHOOL YEAR. Affordable housing is also a problem in SoHum that leads to more time spent on the roads--there is no housing for that income level here.
169	More bike paths separate from vehicular traffic (Class IV)
170	Education and outreach. It amazes me how many residents of Redway that live within a mile of the elementary school DRIVE their children to school every day!
171	need senior buses for doctor appointments, shopping, etc
172	At present, none. But having twice been injured and unable to get to a doctor with mobility issues and reliant on others (one time stayed with a friend in Fortuna to use that community's senior transit) I can see a major issue for many and perhaps some day for myself.
173	I wish airfare out of Humboldt was more affordable Avelo is a nice addition, but flight days, locations, and times are limited
174	I wish the speed limit on 255, near the intersections of Lupin and Pacific/Dean were 45. There are numerous accidents at the intersection of Pacific/Dean on 255 and a turnout lane there would be very helpful I would very much like Broadway in Eureka made to be safer for pedestrians, bikes and cars.
175	Need to start thinking of incorporating drones in our transportation systems.
176	N/A
177	There should be a train here as this was once a boomtown logging community. Lots of unused tracks.

178	Installation of more flashing crosswalks, especially on H and I streets near Eureka High School. Also, on 4th and 5th streets. It's dangerous to cross there unless you are at an intersection with a crosswalk and cars have to stop.
179	accessible reliable public transportation that operates more frequently.
180	none
181	Amtrack going north and east.
182	The air transportation system in Humboldt is horrible. That is where a rail system would help
183	Sidewalks along all roads
184	n/a
185	Buses in Cutten area
186	NA
187	a bus every day with different departure and return times to transport people to were they need to be
188	As a social worker, many of my clients struggle with getting to medical appointments via the bus due to the limited times available if you are coming anywhere besides Eureka.
189	Terrible traffic accidents in eureka make it uncomfortable to drive on Broadway
190	I think this survey doesn't address the rural nature of this area and how many people have difficulty accessing medical care because the transportation options are not good. We need more public transportation options that reach outlying areas that are affordable and convenient. Building housing closer to resources seems far fetched. That doesn't deal with the current lack of transportation options
191	Light rail as other areas have. Have lived here 30 years and public transit could be much better. Better transport hub in Eureka is needed (similar to Arcata) for Greyhound and all lines.
192	none at this time.
193	Discontinuation of ETA Saturday Cutten area
194	I'd like to see more carrier options at the airport.
195	More speeding tickets should be issued.
196	No direct express bus from Blue Lake to Eureka. The trip takes 1.5 hours by bus and 20 minutes to drive. I'm all for making individual choices that aren't as convenient for me, but are better for the planet and society, but that time difference isn't something I can justify and make work with my life.
197	Finish the Eureka leg of the bike trail! (Bracut to Target) Make Old Arcata Rd/Myrtle between Arcata and Eureka, and 255 safer for cyclists and those who commute by bicycle by sweeping debris more frequently and keeping bike lane lines more visible with fresh paint. The lines are completely gone in some places.
198	Buses should run on the weekends. I think we should have a better subsidized bus system for teenagers. Free rides to fun activities- like the mini-golf in Manila. Or free rides in general for teenagers. Let's support that, because teenage drug and alcohol use is a concern, and we want them to not be bored but able to engage in fun activities that exist- but that they may have difficulty getting to. Thank you.
199	class 1 bike lanes
200	na
201	not my need personally but too many areas remain impassable for wheelchairs, because of breaks in passable curbs or sidewalks that end abruptly without notice that sidewalk will end.
202	Walnut Drive, Ridgewood Drive and Elk River Road should be improved and encouraged as an alternate bike route through Eureka
203	None

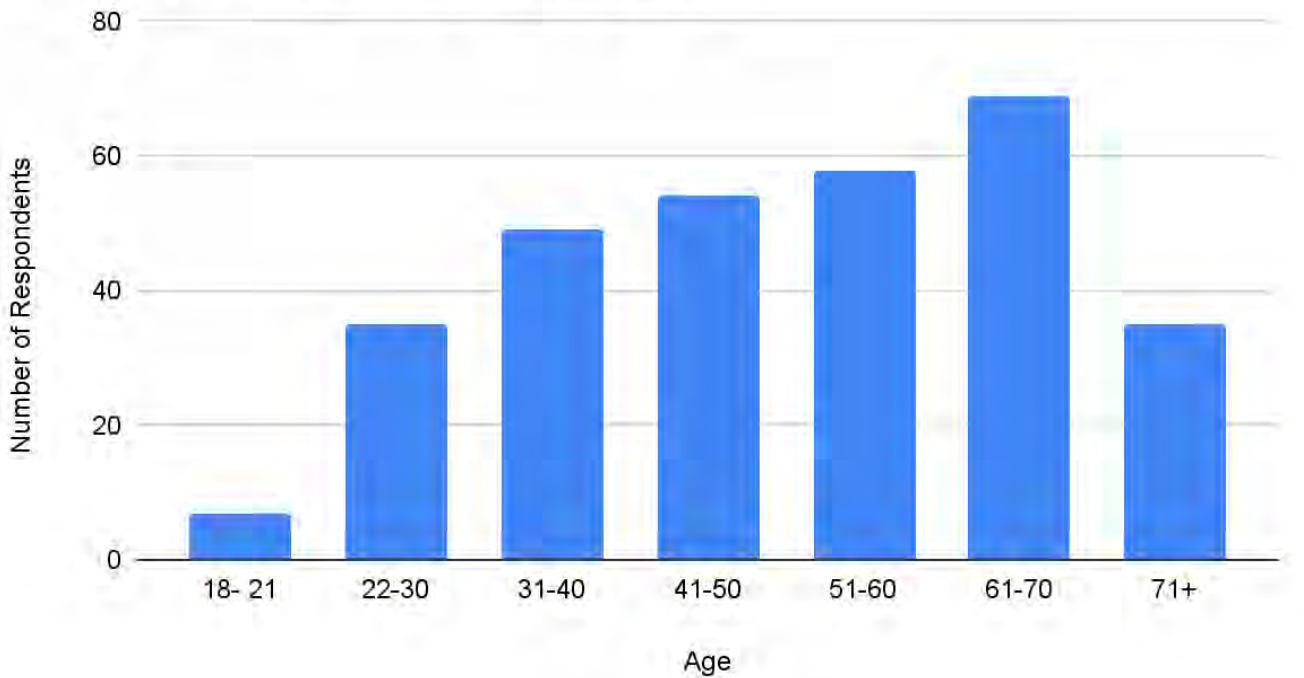
204	Increase sidewalk system, humboldt trail, repave surfaces, all streets in need of repair
205	Separate bicyclists and pedestrians
206	A. Clean public bathroom accessibility. I try to consolidate my errands when making a trip and if I'm unable to find a bathroom the errands are reduced. B. I want to be able to park close to farmers market during melon season. I sometimes have to walk back and forth several times (6 blocks) carrying heavy loads. 10C. If I were to use bicycle as transportation I would like a free bike breakdown service of some sort. 10D. Any future parking lots should be permeable.
207	would love an easy way to get to downtown arcata (from Eureka) w/o a car
208	would like expanded bus route for cutten school district
209	Cost of fuel is crazy!!! ;)
210	My next car will be electric so I hope there will be more charging stations.
211	I really feel that the sole underlying problem here is drivers' inability to comprehend "flow of traffic". Just the simple concept that we are all trying to get somewhere and to make that happen with the least amount of conflict possible. People here do not even negotiate stop signs well. Not the 'stopping' part (although that IS an issue at stoplights), but actually the 'going' part. Especially at a 4-way stop, drivers will sit and wait until all other approaching cars have come to a full stop before proceeding. By then, the intersecting-street-perpendicular driver doesn't know what to do; waits; and then proceeds ... just when the original car decides it is 'safe' to move forward. So then mayhem ensues. This happens regularly! Another 'flow of traffic' issue are drivers who refuse to understand that they do not have rights to the entire 12-15' of a lane. Stopping in the middle of the lane (at an intersection) prevents right-turns and, when the stopper is turning left, through traffic. I have had people threaten violence when I try to maneuver by stopped traffic, to *legally* make a right turn. If people - especially including pedestrians & bicyclists - do not understand the simple rules of the road ... and the importance of COURTESY - nothing is going to make things better.
212	Better way to connect to Amtrak, or other regional bus service from/to Eureka.
213	It would be nice if there were an airline that flew north; say Horizon or Alaska. It seems quite wasteful to have to fly east or south first to transfer to go north; or to drive to Medford OR to fly from there.
214	I try to encourage other retirees to bike or walk, almost every place is easy to get to without driving. Open to suggestions on getting us old farts out of our cars.
215	None
216	Pedestrian only traffic on 2nd St. Old Town during some hours, almost every biz has alley access.
217	Car/truck share opportunities.
218	Affordable flights.
219	none at present
220	n/a
221	Public transportation is not easily accessible - seniors, disabled, children are not always within close walking distance to public transportation.
222	sutter to central, McK.
223	I am fortunate to have a car, income and a flexible work schedule. If I had to use the bus, I would want it to run later in day and maybe more frequently.
224	none
225	Our county needs to widen highway access to allow larger shipping trucks to reach us.
226	Better public transit and the ability to take a train
227	N/A

228	would like to see an empasis on visibility of walking and bike riding pedestrians throughout the county. too many people dying
Translated Comments from Spanish Survey	
229	Not applicable
230	Parking or plants that do not block the view of traffic.
231	The roads are terrible in Eureka
232	More buses and stops
233	The buses are not accessible early in the morning or in the afternoon. This makes it difficult to use public transportation to work.

Q11: (Optional) What is your zip code?



Q12: (Optional) What is your age?



Q13: (Optional) Which of the following best describes you?

