

HP3

Humboldt People Powered Pathways

EXECUTIVE SUMMARY



Humboldt County, California, is the **rural community that can** implement a truly visionary active transportation system and culture. Home to segments of the California Coastal Trail, Pacific Coast Bike Route, the 30-year old Kinetic Sculpture Race and a weekly 'Happy Trails' radio show, this scenic region has a community-minded populace with the political drive and institutional capacity to get more people traveling by healthy, environmentally beneficial means. By connecting pedestrian, bike and multiple-use trail routes and by establishing collaborative education and encouragement campaigns, the 'Humboldt People Powered Pathways' (HP3) coalition intends to reach a local goal of getting ten percent more of the inactive public to travel safely and efficiently by non-automobile means in seven years.

Local and state government entities are motivated to address high rates of ped- and bike-auto collisions, physical inactivity, and some of the highest gas prices in the nation. **North coast residents are asking for safer, more effective means to propel themselves** to goods, services, education, employment and recreation. Proposed HP3 projects and programs are designed to leverage state resources, make non-motorized access to daily needs more practical, and make active transport safer for those of all economic means. Humboldt County has both the strong need and high capacity to accomplish this remarkable program.

HP3 Partners

- County of Humboldt (Lead Agency)
- City of Eureka
- City of Arcata
- Caltrans District 1
- City of Rio Dell
- City of Blue Lake
- Karuk Tribe
- Hoopa Valley Tribe
- Redwood Community Action Agency

HP3 Website

www.trailstrust.org/hp3

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ACTIVE TRANSPORTATION SYSTEM NEEDS

Need for Transportation Options Humboldt County is poised to implement active transport projects prioritized by local jurisdictions as a means to improve the physical and economic health of our community. Though the redwood coast is widely regarded as a 'healthy' place to live, the majority of Humboldt County residents are physically inactive, rely heavily on motorized transportation and experience a disproportionate number of pedestrian- and bike-auto collisions (HCDHHS, 2008a). Local leadership has made a commitment to reverse these trends, and is seeking federal and state funds to meet fundamental transport needs. See attached Supporting Materials I for photos, II for maps.

Humboldt County's footprint is equal to nearly half of the state of Massachusetts. Its 130,000 citizens live in 3,600 square miles of coast, bays, forests, mountains and rivers. Approximately 60% of the population lives in Humboldt Bay cities and communities, the population center of California's north coastal region. The seven incorporated cities, ranging from 400 to 30,000 residents, and numerous unincorporated communities are connected by state highways or rural two-lane roads that lack dedicated non-motorized facilities. Although segments of a regional active transport system exist, there are currently no multiple-use trails or bike lanes that connect communities. Existing segments serve as building blocks of a regional system that will facilitate community connections and access to nearby open spaces and recreational areas.

Humboldt County gas prices are consistently among the very highest in the nation and residents have some of the lowest household income levels in California. Humboldt County residents' **median income is only two-thirds of the California median for all households** (65.9%) and 19.5% of families in Humboldt County are impoverished compared with the state average of 14.2% (RCAA et. al., 2006). There is significant potential for **positive economic impact** with increased non-motorized transportation options, as rising gas prices affect impoverished families more severely than those with disposable income. Access to less-costly transport options can give struggling families the opportunity to afford healthy food and better housing, particularly in a rural region with fewer choices.



Local research indicates that investments in an active transport system will **reduce chronic disease** associated with inactivity and decrease the proportion of pedestrian and bicycle injuries and fatalities. Half of Humboldt County's youth and 60% of adults are not regularly active; one-quarter of adults are **completely inactive** (HCDHHS, 2008a). The diabetes death rate is eleventh highest of 58 counties in the state and is particularly deadly among the local Native American community (CDPH, 2007).

Cyclist and pedestrian injuries and deaths are among the highest in the state for the population size. Pedestrian fatalities are the top cause of death for teens of 13-15 years and one-quarter of pedestrian fatalities are aged 0-24. In communities large and small, highways serve as main streets – US 101 through Eureka has the highest concentration of pedestrian- and bicycle-auto collisions in northwestern California (ibid.). Respondents to a Pedestrian Plan survey said lack of sidewalks and safety concerns were the primary reasons they did not walk more (HCAOG, 2008a). The Federal Highways Administration recently chose US 101 in Eureka to receive a 'Pedestrian Safety Audit'.

Humboldt County is home to the **largest number of indigenous Native Americans** as well as the most acreage of Tribal lands of any California County. Many native residents live in their ancestral territory, much of which is remote, often connected only by highways and rivers and commonly devoid of safe non-motorized travel options.

Finally, from 2020-2050, the number of people ages 50-79 in Humboldt County will increase by 13%, and the population of people over 80 will increase by 151% (HCAOG, 2008b). An aging population with fewer drivers relies more on non-motorized transport to meet basic needs.

The County Department of Health & Human Services (DHHS) believes chronic diseases and ped/bike injuries and fatalities are preventable for people of all ages and races by integrating active-living-by-design solutions into transport and land use plans (HCDHHS, 2008b). The Humboldt People Powered Pathways coalition (HP3) intends to pursue as many means and funding sources as possible to make active transport a more safe, inviting mode of travel.

Opportunities to Strengthen Other Modes with Active Transportation Humboldt County's public transit providers have made



remarkable efforts to expand service for a rural region; public transit plays an integral role in the region’s active transport systems. For example, this is one of the first and few areas in the country served by Google Transit (redwoodtransit.org). Humboldt State University (HSU) now provides a transit pass for students and staff. Due to these and other efforts, transit ridership increased by approximately 100,000 trips in the last two fiscal years. During peak bus commute hours, bike demand consistently exceeds capacity and transit managers are seeking solutions. HP3 proposes to increase cyclists’ transit use by providing bike loan/rent stations at key transit hubs (e.g. bicing.com). DHHS, the Humboldt Partnership for Active Living (HumPAL) and advocacy organization Green Wheels are planning a pilot a transport demand management program to help employers provide training and incentives to employees who use non-auto modes of travel.

Transit stops are in proximity to enough residents that **more inviting active transport facilities will greatly improve transit access**. In Eureka, 88% of the population lives within one-quarter mile of a transit stop – in Hoopa 11% and in Fortuna 28% (HCDHHS, 2008a). All communities can be better served by “safer routes to transit.”

Options for improving **transportation service coordination** were explored in the 2006 *Planning for Active Transportation & Health: Opportunities Report* (nrsrcaa.org/path). Further research recommended in this report was pursued by the Humboldt Coordinated Transportation Alliance (HCTA, 2007), and in 2008, a *Coordinated Public Transit & Human Services Transportation Plan for Humboldt County* is being completed. In addition, a current project – Healthy Rural Roads II – will establish pilot projects to improve transportation service coordination as well as an avenue for communities to achieve multi-modal transport project delivery goals by matching resources with County Public Works. The Humboldt County Association of Governments (HCAOG) will soon commence a ‘blueprint’ effort to link transport and land use planning to reduce inefficiencies and promote active transport options.

Mobility Needs of Those Who Do Not Drive Humboldt County has explored Title VI and Environmental Justice mandates in efforts to better serve the roughly one-third of the population who do not drive – the ‘transportation-disadvantaged’. As reported in the Humboldt County Transportation Disadvantaged Populations Report (maps available in Supporting Materials II), countywide averages of each transport-disadvantaged population (with high percent by Census Block Group) are as follows:

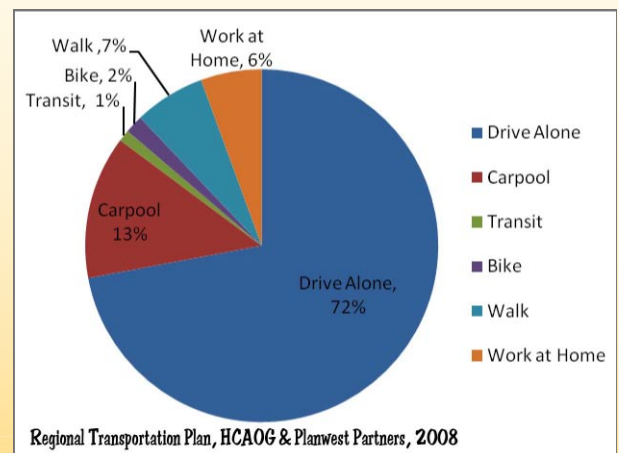
- Carless households: 9% (high of 38%)
- Seniors: 13% (34%)
- Youth: 20% (39%)
- Low-income households: 20% (91%)
- Physical or mental disability: 19% (41%)
- Minorities: 18% (90%)

Five *Planning for Active Transportation & Health* reports funded by the Caltrans Environmental Justice program present new planning approaches to address the needs of these populations (RCAA et. al., 2006). Findings from these reports are included in the 2008 Regional Transportation Plan and the 2008 Health Impact Assessment of the County’s General Plan Update alternatives, and were recognized with a state award (see ‘Awards & Recognition’, below). Health Impact Assessment findings indicate that land use and transport decisions that promote density and active modes of travel will decrease transportation costs and therefore benefits those of lesser economic means (HCDHHS, 2008a).

ACTIVE TRANSPORTATION SYSTEM TRACK RECORD

Current Mode Shares In 2000, approximately 10% of residents used non-auto modes for travel (see chart). County residents drove 27 miles/day compared to a state average of 24/day (HCDHHS, 2008a). On the other hand, a survey conducted for the 2008 Humboldt County Regional Pedestrian Plan indicated that more than 70% of respondents walk 1-2 days per week.

Past Accomplishments Despite financial and geographic challenges, this rural region has laid the foundation for an integrated network of non-motorized transportation infrastructure, programs and culture. Examples of grassroots and ‘Active Transport Culture’ are on the last page of this document; photos of successes are enclosed in Supporting Materials I. A partial list of significant active transport accomplishments include:



Existing Multi-Use Trails

- The Hammond Railroad was converted to a segment of the California Coastal Trail, ongoing since 1979
- City of Arcata has maintained trail systems in community marsh and forest since late 1970s
- Eureka Waterfront and Sequoia Park trails development ongoing since the 1980s

Active Transport Systems

- The City of Arcata, home of HSU, employs cutting edge design and creative solutions to improve and expand its active transport system – traffic calming, extensive bike lane network and sidewalk infill programs, four Safe Routes to School (SR2S) grants, SR2S GIS and toolkit, ‘sharrows’ for bike encouragement, (future) bike boulevards and more
- Some of the first bike racks on regional buses in the nation were installed by Redwood Transit Service in the early 1980s
- Caltrans District 1 is one of the first and only Districts that allows bikes on state freeways and expressways, developed the original guidebook to ‘context sensitive planning’ and has past and active planning efforts for pedestrian access and for bicyclist access in work zone guidance (they already include “watch for bikes” signage)
- Humboldt Bay Area Bike Map published in 2000 (nrsrcaa.org/bikemap)
- Pacific Coast Bike Route (PCBR) Plan for Caltrans District 1, award-winning PCBR signage, bike-specific campsites and pamphlet (see Supporting Materials I and dot.ca.gov/dist1/d1transplan/bikeguide/bikeguide.htm)
- Local jurisdictions (and one school) have successfully received state Safe Routes to Schools funding for every cycle of the program; SR2S student and/or parent surveys have been conducted in nearly 20 schools
- The Willow Creek Community Services District has worked with Caltrans to make State Route (SR) 299 functional for active modes via the Scenic Highway and Downtown Enhancement ‘SHADE’ project
- Numerous recreational trail systems in the region are managed by State & National Parks, Bureau of Land Management, US Forest Service, Community Service Districts, land trusts, and timber companies

Capacity-Building

- Since the early 1990s, Redwood Community Action Agency (RCAA) and HumpAL have brought many of the nation’s ‘active living by design’ experts to provide training and consulting expertise, including: Michael Corbett, Dan Burden, David Engwicht, Dr. Dick Jackson, Charlie Gandy, Victoria Transport Policy Institute, Transportation & Land Use Coalition, Local Government Commission, Alta Planning + Design, and others
- HumpAL (humpal.org) promotes ‘cross-pollination’ of planning, engineering, public health, school and advocacy organizations to pursue ‘active living by design, not privilege’; has hosted numerous walkability audits and school site assessments; a 2006 SR2S Forum, May 2008 SR2S Summit and an SR2S Toolkit; numerous trainings and workshops
- A first-of-its-kind Health Impact Assessment of County General Plan Update alternatives was completed in 2008 by Humboldt County DHHS, Human Impact Partners, and HumpAL (HCDHHS, 2008a)
- County and Arcata Public Works Departments hosted California Walks and Local Government Commission in summer of 2007 for a day-long ‘Pedestrian Safety for Professionals’ training
- HumpAL hosted a two-day ‘Policy Charrette’ in 2007 where health, planning, engineering and advocacy representatives received training and drafted transportation and land use policy submitted to General Plan and Regional Transportation Plan update efforts
- Caltrans District 1 hosted a successful, packed two-day Federal Highways Administration “Designing for Pedestrian Safety” Workshop in late 2007 with Peter Lagerway & Craig Allred

Awards & Recognition In June 2008, Caltrans awarded two State Excellence in Transportation honors to local partner organizations and agencies that filled a gap in the Hammond Coastal Trail and to District 1 and RCAA for a Pacific Coast Bike Route demonstration project (dot.ca.gov/awards). Caltrans District 1 was also awarded a Pedestrian Audit for US 101 in Eureka by the Federal Highway Administration. In May 2008, the City of Arcata received a **Bicycle Friendly Community 2008-2012** ‘Bronze’ award from the League of American Bicyclists. Green Wheels awarded the County Public Works Director with the ‘Govie Award’ in April of 2008. In fall of 2007, the California Chapter of American Planning Association presented RCAA and team with an **Advocacy Planning Award** for the ‘Planning for Active Transportation & Health’ (PATH) effort (nrsrcaa.org/path) funded by the Caltrans Environmental Justice Program.

Data Collection A summary of some active transport-related data that establishes a baseline from which to measure change follows.

- Preliminary summer 2008 data indicates that **bike use of the Hammond Coastal Trail has doubled in ten years** since a 1998 RCAA study (RCAA, 1999), from 8.3 to 16.9 cyclists per hour.



- The General Plan **Health Impact Assessment** established baseline indicators from which to measure the influence of transport facilities and land use on the physical activity trend, including ratio of miles of bike lanes/pedestrian facilities to road miles and proportion of commute trips to school made by walking or biking (HCDHHS, 2008a).
- In 2006, Humboldt County ranked the sixth highest by vehicle miles traveled of 58 counties for pedestrian-auto collisions and the City of Eureka ranked third highest in its size category (HCAOG, 2008b). Between 1992-2001, bicycle injuries in Humboldt County were significantly higher than the state average, particularly in Eureka (RCAA, 2006).
- **Baseline school Body Mass Index (BMI) data** has been collected by DHHS to track overweight trends in area schools targeted in 2006 by HumPAL for SR2S efforts (see table of the first schools surveyed).
- A 2007-08 survey of nearly 10% of Arcata residents rated **trails and non-motorized connectivity between destination points as the top priority** for potential sales tax revenue investment. Nearly 90% of respondents listed improving bike and ped safety as important or highly important. Top transportation improvement priority was safer walking paths to schools. Of those surveyed, 81% said they could afford a one-half cent City sales tax increase.
- Caltrans District 1 was awarded a grant from their Office of State Research & Planning to establish a **cost effective, replicable system for regularly collecting and sharing data about non-motorized use of state highways.**

Existing Active Transportation Master Plans

- Humboldt County Association of Governments' (HCAOG) 2008 Pedestrian Plan & 2004 Bicycle Transport Plan
- HCAOG 2008 Regional Transportation Plan (hcaog.net)
- Arcata Ped & Bike Master Plan, 2003 and Parks & Open Space Plan (updates in 2008, (cityofarcata.org)
- Current Local Option Sales Tax Study, 2008 (1/6 proposed to non-motorized uses, hcaog.net)
- Humboldt Bay Trail Feasibility Study: Arcata to Eureka Segment, 2007 (hcaog.net)
- Hammond Coastal Trail South Implementation Strategy, 2005 (nrsrcaa.org)
- Eureka Waterfront Trail & Promenade Recommendations, 2005 (eurekaweb.com/cityhall/trails)
- Traffic Calming and Safety Enhancement in the Hoopa Valley Indian Reservation: A Conceptual Plan for "Downtown" Hoopa, 2005
- Manila Transportation Plan – Phase I, 2003 and Phase II, 2005
- Planning for Active Transportation & Health (PATH) Reports: PATH Summary of Research, Humboldt County Transportation Disadvantaged Populations Report, PATH Best Practices Report, PATH Guide, and Opportunities Report, 2006 (nrsrcaa.org/path)
- Caltrans District 1 Pacific Coast Bike Route Study, 2003
- Completing the California Coastal Trail, State Coastal Conservancy 2003
- Annie & Mary Rail-Trail Feasibility Study, 2003 (including Draft Railroad Rail-Trail Planning Guidelines; planning map enclosed in Supporting Materials II)
- Willow Creek Community Action Plan, 2003
- Redwood Pathways Strategy (Avenue of the Giants trail system), 2003
- Eureka Elk River Access Project Recommendations (2002)
- Humboldt Bay Trails Feasibility Study, 2001 (nrsrcaa.org/baytrails)
- Hammond Coastal Trail Extension Analysis: Trinidad to Fortuna, 2001
- Blue Lake Trail Loop Design Recommendations, 1999
- Humboldt County Bicycle Facilities Planning Project, 1997
- McKinleyville Trail Plan, 1991
- Current: Caltrans District 1 Bicycle and Pedestrian Needs Assessment;
- Current: Caltrans District 1 non-motorized feasibility studies on SR 255 corridor and US 101 in Eureka
- Caltrans is seeking funding for a Regional Trail Master Plan
- Pending funding award: Northern California Coastal Trail Implementation Strategy

To School By	All Schools	Alice Birney	Catten	Lincoln	Morris	Pacific Union	Pine Hill	Sunset	Eagle Prairie
Car	56%	50%	55%	50%	48%	65%	66%	54%	36%
Bus	10%	13%	10%	N/A	17%	12%	2%	11%	N/A
Walk	16%	24%	13%	42%	13%	9%	16%	11%	26%
Bike	4%	2%	6%	4%	3%	2%	1%	5%	16%
Multiple forms 1-2 days/week	15%	11%	16%	4%	18%	12%	16%	19%	22%
Total # Students	550	54	128	48	77	102	84	57	58

Results of HumPAL 2006 student travel survey that was paired with DHHS body mass index testing.

Project Readiness & Importance As demonstrated above, for a rural region, the amount of active transport planning, implementation and partnerships in this rural region is remarkable. As noted below, local governments are not only ready to implement, but have demonstrated a capacity for addressing this community need. Attached resolutions and letters of support (Supporting Materials III, IV) indicate a diverse and widespread enthusiasm for the HP3 vision.

Though it has long been a priority, the time is now for extensive completion of active transport networks in Humboldt

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County. The current **political importance of active transport infrastructure, especially trails, cannot be overstated.** The ‘Trail Uprising’ cover story ranked as the second most important North Coast Journal story of 2007 (NCJ, 2007a). “What’s your strategy for trails? What about rails?” was a interview question of all County Supervisor candidates in the June 2008 primary (NCJ, 2007b). Due to Humboldt County’s isolation, it has some of the highest gas prices in the lower 48 states (Eureka Times-Standard article enclosed in Supporting Materials I). Further, the County combats an inactivity crisis and has a population center subject to sea level rise. This **‘perfect storm’ of issues** points to a more urgent need for improved active transport options. These social, political and economic pressures will spur unprecedented, active lifestyle changes by a broader segment of the population.

Lead Agency Capacity The HP3 coalition identified the Humboldt County Department of Public Works as a strong lead agency for this effort (County Resolution: Supporting Materials III). In addition to possessing strong fiscal administration and management capacity, the County’s current “doing while planning” emphasis has gained local support and built regional trust in the agency’s ability to complete projects while prioritizing future efforts.

County leadership will provide a consistent, focused approach to unincorporated projects and to projects that extend into city jurisdictions. Through current efforts to update its General Plan, the County has built strong stakeholder relationships throughout the region with organizations that collaborate on issues ranging from land use policies, to economics, to infrastructure. The County has demonstrated solid lead expertise through their current leadership on the North Coast Integrated Regional Water Management Plan, where they administer and oversee over \$88 million State bond funded projects being completed in seven north coast counties.

For decisions about project and funding priorities, the lead agency will employ a decisionmaking framework based on a draft HP3 Memorandum of Understanding (MOU). Each partner agency will assign a lead representative to a Technical Advisory Committee that will establish criteria for prioritizing projects, work together to review projects and programs, identify where cooperative efforts are necessary and will identify additional potential sources for grant and loan funding. Additional key agencies and jurisdictions will be asked to participate by partner organizations.

Trails in Transportation Corridors Several recent and proposed projects utilize existing transportation right-of-ways. In May of 2008, Caltrans awarded an ‘Excellence in Transportation Award’ for a ‘missing’ segment of the Hammond Coastal Trail recently built in highway right-of-way. Several other trail systems are being planned in highway and/or railroad right-of-ways. Two proposed trail master planning projects contain tasks that programmatically address the process for developing multi-use trails in highway and rail corridors in much of northwestern California. The North Coast Railroad Authority (NCRA) is currently developing trail standards and rail corridor use guidelines to allow trail construction, and is considering railbanking of 6.8 miles of rail corridor for construction of the Annie & Mary Rail-Trail (reportedly the first or second operational rail in the west).



Alternatives for multi-use trail connectivity **between the cities of Eureka and Arcata** are proposed along eastern Humboldt Bay within the NCRA and US 101 rights-of-way and along the west side of Humboldt Bay utilizing the SR 255 and NCRA corridors. The **City of Arcata** and Friends of the Annie & Mary Rail-Trail have been meeting regularly with the NCRA to discuss rail-with-trail development. There are approximately 90 miles of rail corridors within Humboldt County, of which 35 miles have been identified as trail partnership potentials. Southward and northward extension of the **Hammond Coastal Trail** is being considered in County road right-of-way as well as US 101 right-of-way.

ACTIVE TRANSPORTATION PLAN

Systems & Programs Local jurisdictions, Tribes, the HCAOG, Caltrans District 1 and community organizations all have plans for improving active transport systems and programs. Increasingly, these plans call not only for infrastructure improvements but also for programmatic efforts that influence public behavior. For \$50 million in federal transportation funds, Humboldt County will implement a variety of projects that **improve active transport options within and between communities, as well as programs that promote safe active travel for all segments of the population.** A HP3 Coordinator based with Humboldt County Public Works will administer the project and facilitate planning and decisionmaking among HP3 partners.



Enclosed HP3 maps (Supporting Materials II) depict **existing and proposed bicycle and multi-use trail improvements** in most communities. Pedestrian and transit facilities are for the most part not shown for readability, however a map of priority pedestrian improvement corridors in Eureka – where the vast majority of pedestrian collisions occur – is enclosed from the 2008 Humboldt County Regional Pedestrian Plan. Proposed system improvements have several **primary criteria**: 1) system connectivity to key trip generators like goods, services, employment, schools, and recreation in a variety of county communities; 2) reduction in or prevention of ped- and bike-auto collisions; 3) equal access to opportunities via non-automobile means for people of all incomes and neighborhoods; 4) efficiency of design (e.g. in existing transportation corridors and leveraging potential/appeal to a variety of funders); and 5) documented long-time community priorities.

Proposed priority infrastructure improvements – pending award and HP3 coalition decisionmaking – are representative of needs around the county. A higher proportion of projects are proposed in the communities where the majority of ped- and bike-auto collisions occur. Areas where schools and primary trip generators are on state highways are also a major consideration.

It is becoming well understood that public education and community encouragement are equally valuable in the effort to ensure active transport modes are viable, functional and safe (Handy, 2007). DHHS, HumpAL and other organizations are planning a number of yet-unfunded **training, education and outreach efforts**, such as ped/bike safety education campaign research and implementation; SR2S program coordination; transportation demand management pilot programs; a regional volunteer trail patrol; and development of a regional ‘healthy development checklist’. Other proposed programs include high school bike ‘kitchens’, elementary bicycle physical education courses and land use and transportation/mobility education curriculum that fits standard requirements. The HP3 coalition proposes that a full-time SR2S coordinator assist school districts, local jurisdictions, Caltrans and public health organizations work together to implement SR2S programs.

A summary of cost estimates (Supporting Materials V) are organized into categories of priority ‘pedestrian’, ‘bicycle’, ‘multiple-use trail’ and ‘outreach and education programs’. While the local jurisdictions, Tribes and Caltrans submitted a list of over \$400 million in projects and programs, \$50 million in priorities were identified based on the five criteria listed above. Approximately half of the proposed funds are tentatively allocated to regional multi-use trail systems, just less than a quarter each to pedestrian and bicycle systems, and approximately four percent to countywide outreach and education programs not associated with individual projects.

Potential for Interconnectivity A vision of active transport **connectivity to improve health, economic opportunities and social cohesion** exists at local and regional levels: neighborhoods that connect all travelers to goods, services, education, employment and recreation; pedestrian and bike networks that connect to regional trail and transit systems; and communities connected along bays, rivers and existing transport routes.

Two active transport assets are the existing **Pacific Coast Bike Route** and existing/proposed **California Coastal Trail (CCT)** route as ‘backbone’ facilities for active transportation connectivity, to which other coastal active transport networks will join. The PCBR has begun to be re-routed, re-signed and marked in recent years to better meet needs of touring and local cyclists. The CCT exists in places – an implementation strategy will be developed beginning in late 2008 to prepare more of it for development.



Interconnectivity will be easier to attain among clusters of communities in several areas of this large county. **Humboldt Bay population center** projects are high in priority. Many regional trail and active transport feasibility studies and plans focus on this area. To address the most popular trail interest in the region, for two years agencies and community organizations have been working together as the “Eureka to Arcata Trail Planning Team”, with facilitation assistance by the National Park Service’s Rivers, Trails & Conservation Assistance Program. The Hammond Coastal Trail is an existing and expanding segment of the California Coastal Trail in McKinleyville. The City of Eureka proposed to better connect bike facilities and all non-motorized travel with the waterfront and coastal routes.

McKinleyville is home to the longest improved segment of the CCT in the county, the **Hammond Coastal Trail**, to which improved ped/bike connections are proposed. The Hammond Trail is proposed to extend south to Arcata, east to the proposed Annie & Mary Rail-Trail and north to reach the communities of Westhaven and by road to Trinidad.

One **Eel River Valley** City manager’s vision is to connect the ‘timber village’ of Scotia with the ‘river village’ of Rio Dell to the ‘Victorian village’ of Ferndale, by rail-with-trail and bike facilities. This effort will add to a segment of the ‘Riverwalk Trail’



on the Eel River levee in Fortuna.

Development of a multi-use trail system along the **Avenue of the Giants** (State Route 254) system has been studied with funds from HCAOG. Trail segments in this south county corridor – home of the ‘drive-through redwood’ – will serve a school located on a state highway, community members with no intra-community active transport options except state highways, and the many tourists who visit the ‘tall trees’ every year. Bike facility improvements in the Garberville and Redway area are also a priority.

In the northeastern county where mountainous river systems are the primary geographic feature and where highways are main streets in all communities, multi-use trails are being planned and built in the **Klamath & Trinity River Valleys**. The Hoopa Tribe is working with Caltrans to redesign downtown Hoopa to promote safer active transportation, is planning a multi-use ‘Natinixwe’ Trail’ system, and considering a highway-adjacent multi-use trail between three schools and downtown. The Karuk Tribe proposes improved pedestrian and bicycle access surrounding the ancient village of Panamnik, known as Orleans. The Willow Creek Community Services District is planning several multi-use trails.



Important aspects of connectivity are the **groundbreaking partnerships** between public health, planning and engineering staff of local, tribal and state jurisdictions with community organizations. For instance, the Childhood Injury Prevention collaborative is starting to work with Caltrans and local jurisdictions to plan a ped/bike safety education campaign; the County Public Health Officer gives substantive, technical input to transportation and land use plans; and public works staff have a variety of different groups to call on for assistance with outreach and project input.

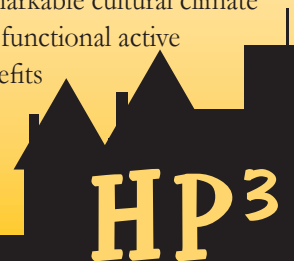
Leveraging & Matching Federal Funds The HP3 effort has already inspired two significant proposals: one invited by the State Coastal Conservancy to complete a CCT implementation strategy and a proposal by Caltrans District 1 to apply for state funds to complete a countywide trail master plan. The State Coastal Conservancy (SCC) has **state bond act implementation funds** to implement coastal access projects, a significant component of which is likely to be dedicated to priority multi-use segments of the CCT to address the mandate to complete this statewide trail system. Local jurisdictions and non-profits, have a track record of regularly and **successfully competing for state infrastructure and program grants** such as the Bicycle Transportation Account, SR2S, Caltrans’ Environmental Enhancement & Mitigation, Community Based Transportation Planning and Environmental Justice programs, State Coastal Conservancy funds, the state Recreational Trails Program and local sources such as the Blue Lake Rancheria Transit Authority, foundations and donations. State transportation funds programmed through the Regional Transportation Improvement Program will also serve as matching funds.

A **local option sales tax** for transportation is being studied and pursued by HCAOG, where one-sixth of revenue would be dedicated to active transport. **Mitigation** for local projects has provided a number of active transportation opportunities – for instance, PG&E is providing \$220,000 to Eureka’s Elk River segment of the California Coastal Trail. At least two **private developments** on the Eureka waterfront include plans to construct Waterfront Trail segments. In addition, implementation and acquisition funds can go further in this region compared to metropolitan areas, mainly due to rural costs, existing facilities, political and cultural support, and the region’s track record of using monies wisely.

PLAN BENEFITS

Transportation A comprehensive active transportation system will reinforce and expand economically, socially and environmentally beneficial transport systems throughout Humboldt County. The most critical opportunity HP3 will address is reducing ped- and bike-auto collisions by establishing a much more functional active transport network coupled with assertive programs and campaigns to improve ‘multi-modal’ awareness and skills of all travelers. Because so many residents have a relatively short commute time and because much of the population has relatively close access to transit, the proposed active transport network has the potential to shift a significant number of trips in this rural region to non-auto modes of transport.

Public Health County Public Health staff is motivated to help implement HP3 because they see clear benefits to the public. For a rural region, community members dedicated to active transport on the north coast have certainly created a remarkable cultural climate of support. That said, the high level of physical inactivity and associated chronic diseases indicate that a more functional active transport system is necessary to encourage more residents to shift to active modes of travel. Public health benefits



are enumerated in the aforementioned Health Impact Assessment (humpal.org/hia) and include a reduced risk of premature mortality, reduced risks of coronary heart disease, hypertension, diabetes, depression and anxiety. By increasing the number of trips made by non-auto means, reductions in sedentary behavior behind the wheel and the potential for ped- and bike-auto collisions will also improve public health.

Environmental & Climate Change Attached are **support letters from major regional environmental organizations** (Supporting Materials IV), who understand better than perhaps much of the movement that transportation and land use efficiencies are an enormous gain to their cause. The County and the City of Arcata have signed on to a world-wide group of local governments for sustainability, or ICLEI. North coast active transportation projects are often opportunities to integrate salmonid restoration opportunities (e.g. Hammond Trail's Widow White Creek projects). There is also a focus on improving stewardship through a regional interpretive sign system (nrscaa.org/interp) with a series of widely available templates and a guide for development of compelling, durable signage systems.

Family & Community Quality of Life Humboldt County offers what many people want: a **beautiful, natural place to live**. Even with this, and a creative community dedicated to improving life on the north coast, it is still a largely unhealthy, economically disadvantaged community. The HP3 vision of a functional, connected network of active transportation facilities and encouragement programs is a tremendous opportunity for a collaborative approach to improving health, economic, social and recreational quality of life for north coast residents, as well as the quality of the experience for the rest of the country and the world who love to visit.

Emergency Preparedness In a region that experiences flooding, strong earthquakes and tsunamis, emergency plans note the importance of non-motorized travel to help residents escape danger and also to promote mobility after disaster has limited motorized transport options.

Potential As A Model As noted above, for a **rural region**, Humboldt County has been able to make perhaps more progress than other isolated regions due to a high level of motivated residents, functional partnerships, creativity and success at seeking a diversity of funding sources. The HP3 effort and track record can serve as a model to other rural regions with a 'can-do' attitude about active transportation. Unique aspects of work in Humboldt County address **health impact assessment, transportation equity, active living by design (not privilege), and ensuring project design fits the rural context**.

Synergies For a rural, economically-challenged community, synergies are the 'name of the game', and include:

- The State Coastal Conservancy has a mandate to complete the **California Coastal Trail**, and, as noted in an attached support letter, hopes to initiate an implementation strategy project later this year that will provide trail plans for numerous trails proposed by HP3; and they are dedicating bond funds to development projects
- Caltrans District 1 applied for funds to conduct **regional trail master planning** to provide plans for numerous trails proposed by HP3
- The **Healthy Rural Roads II** project will provide three mechanisms for more effectively delivering projects that shift residents to more active modes by establishing 1) a program for matching community with government resources to improve rural roadways as 'complete', multi-modal streets; 2) transport service coordination pilot projects that address unmet needs for providing a range of transport service options to disadvantaged residents; and 3) providing transportation equity trainings locally and around California
- The **Trails Trust of Humboldt Bay** is building membership and fundraises to support HP3 and other trail efforts (trailstrust.org)
- HumpAL, DHHS, the County's Childhood Injury Prevention Program, Caltrans, California Highway Patrol and others have been meeting to plan an **active transport safety education campaign**, proposed to be implemented by HP3
- **The California Endowment** provides funding for HumpAL and DHHS to address active living by design not privilege, and to HSU's Center for Rural Policy (humboldt.edu/~ccrp) to study health and transportation access issues; these efforts will facilitate efficient implementation of proposed HP3 programs and continue to improve active transport policy frameworks
- **Community Health Alliance** (communityhealthalliance.org) has funding from the Robert Wood Johnson Foundation to map health disparities, including transportation issues

"We love the trail and it is why we bought the house we did... the kids were riding bikes much sooner than many of their friends. I often tell folks that because of the trail we feel like the beach is part of our backyard - the early morning and evening walks to either the bike bridge or the beach are our favorite form of entertainment."

- Gordon, Hammond Trail neighbor

CONTEXT FOR SUCCESS

Weather The north coast has **mild year-round temperatures**, precipitation that ranges from 35 inches in the Humboldt Bay population center to over 100 inches per year in the wild coastal King Range. The region experiences relatively little ice and snow.

Active Transport Geography Topography is **relatively flat in Humboldt Bay** area communities. Many river corridor highway and road systems also provide a relatively accessible grade for bicycle travel. Small cities and towns, many with historic design features, provide high level of accessibility to goods and services.

Population Density The Humboldt Bay region is the **population center** of coastal northwestern California. Other smaller communities are also very walkable, but need gaps filled and facilities improved.

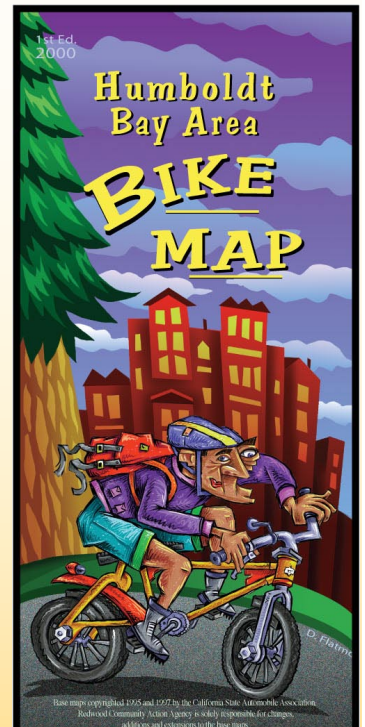
Land Use Many existing traditional, Victorian era communities have wide sidewalks, small commercial establishments in neighborhoods, and many rural communities still have local markets and variety stores. Residents travel to work almost ten minutes less than the average state resident (HCDHHS, 2008a), indicating that opportunities for active modes are good.

Existing Active Transport Culture Recent research indicates **active transport ‘culture’ is a very important determinant** of active lifestyles in a community (Handy, 2007). Successes listed above and below are testimony that active transport is an important community and political priority for Humboldt County residents. In addition to those successes, many other efforts also contribute to active transport culture:

- Outdoor Magazine and Utne Reader ranked the Arcata-Eureka in the **top ten places to live in the U.S.**
- Humboldt Bay Bicycle Commuters’ Association (HBBCA) promoting bike commuting since 1981
- 14 years of spring Bike to Work events led by the HBBCA (humbike.org) and more recently by a Bike Month Coalition (humboltdbikemonth.org) that include rallies, “fueling stations”, ride pairing, website, bike invites, changeable highway message signs, radio spots and more
- Kids On Bikes: A Safety Guide for Kids in Northern California (2006), ‘youth guide’ at humbike.org/safety.htm
- HBBCA’s “Bike Smart” summer program for kids for 15 years and is hosting an American League of Bicyclists instructor training this summer (humbike.org/safety.htm)
- The Trails Trust of Humboldt Bay (trailstrust.org), a 501(c)(3) community organization, pursues development of a multi-use trail network with a membership that recently doubled and \$10,000 in donations and grants to help produce the HP3 case-statement
- The Friends of the Annie & Mary Rail-Trail, another 501(c)(3) community organization, is working diligently with agencies and stakeholders to pursue rail-trail development between the Cities of Arcata and Blue Lake
- Green Wheels, dedicated to sustainable transport options, started at Humboldt State University (HSU) in 2003 and became a community organization in 2007 (green-wheels.org)
- Car Free Day events organized by Green Wheels and Humboldt State University since 2003
- HSU’s Bicycle Learning Center has been teaching bike repair skills since the late 1980s
- Arcata’s Bike Library (bikelibrary.org) has been providing bike loans to residents since 1997
- Weekly KHUM radio ‘Happy Trails’ show (live and podcast at khum.com); KSLG ‘Anti-Traffic Report’ (green-wheels.org/anti-traffic-report)
- Community of Manila’s SafePATHS group promotes walkability in this highway town
- The Avenue Trails Committee contributed toward development of the Redwood Pathways study referenced above
- Numerous successful Bike Safety ‘Rodeos’ and training programs are led annually for youth
- Numerous bicycle events are hosted in Humboldt County annually, including the original Kinetic Sculpture Race, Tour of the Unknown Coast, Bigfoot Classic, 12 Hours of Humboldt, Tour of Trinidad, Arcata Downtown Criterium and more
- ‘Yakima’ bike-auto racks was founded in Arcata



Maia Cheli-Colando



For **References**, see Supporting Materials VI.



Humboldt People Powered Pathways

SUPPORTING MATERIALS

I. Images & Current News

- HP3 Challenges
- HP3 Successes
- News Article: Pump Shock: Commuters Choose Pedal Power, June 10, 2008

II. HP3 & Supporting Maps

- HP3 Proposed & Existing Active Transportation Facilities Map Overview
- HP3 Map 1: McKinleyville & Trinidad
- HP3 Map 2: Arcata & Blue Lake
- HP3 Map 3: Eureka
- HP3 Map 4: Fortuna, Rio Dell & Ferndale
- HP3 Map 5: Garberville, Redway & Avenue of the Giants
- HP3 Map 6: Hoopa Valley & Orleans
- Humboldt Pedestrian Plan Map of Eureka Ped Improvement Corridors
- PATH Transportation-Disadvantaged Populations: Carless Households Map
- PATH Transportation-Disadvantaged Populations: Bay Access to Transit Map
- PATH Transportation-Disadvantaged Populations: County Access to Transit Map
- PATH Transportation-Disadvantaged Populations: Eureka Low Income Neighborhoods with Ped- & Bike-Auto Collision Locations
- Humboldt Bay Trail, Eureka-Arcata: Planning Segment Map
- Proposed Annie & Mary Rail-Trail Planning Map
- Proposed Mad River Parkway & South Hammond Trail Planning Map
- Pacific Coast Bike Route Brochure

III. HP3 Partner Resolutions

- County of Humboldt
- City of Eureka
- City of Arcata
- Caltrans District 1
- City of Rio Dell
- City of Blue Lake
- Karuk Tribe
- Hoopa Tribe
- Redwood Community Action Agency

IV. Letters of Support

- 1st District Assemblywoman Patty Berg
- 2nd District California Senator Patricia Wiggins
- California Department of Transportation, District 1
- State Coastal Conservancy
- Humboldt County Tribal Transportation Commission
- Humboldt County Department of Health & Human Services
- Headwaters Fund, Humboldt County Community Development Services
- Redwood Region Economic Development Commission
- Humboldt Bay Bicycle Commuters Association
- Humboldt County Healthy Start, School & Community Partnership
- Northcoast Environmental Center
- Green Wheels
- California Native Plant Society
- Blue Lake Rancheria
- Humboldt Transit Authority
- Keep Eureka Beautiful
- Trails Trust of Humboldt Bay

V. Cost Estimates

- List by jurisdiction and type of project

VI. References



Humboldt People Powered Pathways

V. COST ESTIMATES for high priority projects & programs

PEDESTRIAN FACILITIES (including transit access)	SAFETEA-LU		Subtotal \$11,094,872
	% of Total Cost	Cost	
Eureka sidewalks	40%	\$1,000,000	
Eureka non-highway intersections	40%	\$800,000	
Arcata	40%	\$1,121,872	
Blue Lake	40%	\$48,200	
Rio Dell	40%	\$24,000	
Fortuna	40%	\$130,000	
Ferndale	40%	\$44,000	
Trinidad	40%	\$9,600	
Unincorporated Eureka facilities	40%	\$800,000	
Unincorporated Eureka intersections	40%	\$700,000	
McKinleyville	40%	\$235,200	
Manila	40%	\$39,200	
Orleans/Karuk: sidewalks	40%	\$260,000	
Garberville/Redway	40%	\$120,000	
Miranda	40%	\$2,000	
Weott	40%	\$21,600	
Loleta	40%	\$43,200	
SR 36: Carlotta (Caltrans)	40%	\$996,000	
SR 255: Manila & Samoa Bridges (Caltrans)	2.5%	\$1,650,000	
US 101: Eureka (Caltrans)	2.5%	\$3,050,000	

MULTIPLE-USE TRAILS

\$26,537,100

Annie & Mary: Arcata, Blue Lake City segments	40%	\$735,000
Annie & Mary: Arcata to Blue Lake	40%	\$2,400,000
Hammond Trail Bridge Replacement	40%	\$1,800,000
Hammond: to Arcata	40%	\$320,000
Hammond: to Westhaven	25%	\$1,042,500
Eureka Waterfront Trail	30%	\$1,740,000
Eureka-Arcata Trail	40%	\$9,600,000
Eureka to Rio Dell Rail-with-Trail	10%	\$3,100,000
Hoopla SR 96 trail system	40%	\$1,600,000
NWP Arcata-Samoa Rail-with-Trail	20%	\$2,040,000
SR 96: Orleans/Karuk	40%	\$1,052,000
Willow Creek SR 96	40%	\$132,800
Avenue of the Giants: South Fork High Trail	40%	\$454,800
Richardson's Grove Trail	40%	\$240,000
Unincorporated Local Class I: Manila & McKinleyville	40%	\$280,000

CONTINUED, next page



Humboldt People Powered Pathways

V. COST ESTIMATES for high priority projects & programs (continued)

BICYCLE FACILITIES

	SAFETEA-LU % of Total Cost	Cost
Eureka bike facilities	60%	\$1,380,000
Arcata bike facilities	60%	\$1,442,400
Fortuna bike facilities	60%	\$344,400
Rio Dell bike facilities	60%	\$66,000
Blue Lake bike facilities	60%	\$15,600
Ferndale bike facilities	60%	\$63,000
Humboldt Transit Authority Bike Stations	60%	\$336,000
Pacific Coast Bike Route: countywide improvements	60%	\$414,000
Unincorporated: Bike Lanes + 'Enhanced*' Bike Routes	1.2%	\$6,232,512

**Subtotal
\$10,293,912**

HP3 PROGRAMS

HP3 Coordinator	100%	\$688,116
Countywide SR2S Coordinator (full time)	70%	\$175,000
Active Transport (safety) Media Advocacy & Social Marketing Campaign	70%	\$420,000
Transport Demand Management: employer-based training	70%	\$87,500
Active Transport Design Recommendations & Award System	70%	\$105,000
Active Living By Design Guide for Northwestern California	70%	\$59,500
Leave Your Car At Home Map	70%	\$42,000
Bike 'kitchens' in six area high schools	70%	\$252,000
Regional Trail Patrol	70%	\$52,500
Transport & Land Use curricula: fit 6-12th grade standards	70%	\$35,000
Before and after ped/bike counts on new facilities	70%	\$157,500

\$2,074,116

TOTAL COST ESTIMATE

\$50,000,000

* 'Enhanced' Class III refers to



Humboldt People Powered Pathways

VI. REFERENCES

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