

APPENDIX A: Humboldt County STIP Funded and Candidate Roadway Projects

SHORT-TERM Project Information				Purpose/Need		
Route	Description	Cost (\$1,000)	Year	Congestion Relief	Safety Improvement	Multi-Modal Improvement
	Construction interchange and frontage road at SR 36 junction (PPNO 50) Phase I	\$4,795	04-05	✓	✓	
	Eureka-Arcata Corridor PA & ED	\$2,613	01-02	✓	✓	✓
SR 299	Construct passing lanes east of Willow Creek near County line (project from previous STIP)	\$ 1,144	0-10	✓		
<i>Humboldt County Projects</i>						
Old Arcata Road/ Myrtle Avenue	Arcata to Eureka - Old Arcata Rd./Myrtle Ave. - Hall Ave. to Ryan - shoulder widening and rehabilitate roadway	\$5,605	02/03	✓	✓	✓
Walnut Drive Bike Lane	Eureka - Walnut Drive from Cypress Street to Avalon Drive - Class II bike lanes	\$597	02/03	✓	✓	✓
Redwood Drive and Redway Drive	Pavement overlay on Redwood Drive from PM 2.57 to PM 3.10; Redway Drive from Redwood Drive to Briceland Thorne Road	\$412 Funded		✓		
Herrick Road, Campton Road, and Loleta Drive	Pavement overlay: Herrick Road from US 101 to Thomkins Hill; Campton Road from City limits to Walnut Drive; Loleta Drive from Pershing Street to Eel River Drive	\$695 Funded, Part Done		✓		
Rohnerville Rd.	Pavement Overlay between SR 36 at Hydesville and Fortuna City Limit at Drake Hill Road	\$643 Funded		✓		
Avalon Drive, Hospital Road, and Oak Street	Pavement overlay on Avalon Drive and Hospital Road – full length; Oak Street between H and F	\$314 Funded		✓		
Elk River Road	Widen and reconstruct Elk River Road between Pine Hill Road and Ridgewood Drive	\$1,445 Funded		✓	✓	✓
Blue Lake Blvd.	Widen, reconstruct and add sidewalk to Blue Lake Boulevard between Greenwood Road and Buckley Road	\$862 Funded		✓	✓	✓
School Road	McKinleyville - Hammond trail extension to School Rd.	\$50 Funded			✓	✓
Bear Gulch Bridge	Redwood Drive between Route 101 and Alderpoint Rd. replace bridge (HBRR match), widen for bike and pedestrian use	\$898 Funded		✓	✓	✓
Central Ave.	Reconstruct/widen roadway, add bike lanes between Railroad and Murray Road	\$381 Part Funded		✓	✓	✓

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Route	Description	Cost (\$1,000)	Year	Congestion Relief	Safety Improvement	Multi-Modal Improvement
Myrtle Ave.	Harris Rd/Myrtle Ave., reconstruct/widen and add bike lanes between Harrison Rd. and Hall Ave., 0.75 mi	\$633 Funded		✓	✓	✓
Murray Rd.	McKinleyville - Murray Rd. from Route 101 to Central Ave. - overlay	\$574 Funded 2000 STIP		✓		
Briceland Road	Briceland Thorne Road, Redwood to Redway	\$561 Funded 2000 STIP		✓		
Sutter Road	Sidewalks	\$110			✓	✓
Hammond Trail	Feasibility study for Hammond Trail extension	\$30 Funded			✓	✓
Hammond Trail	Hammond Trail Class I Bike Path extension, Fisher Road to School Road	\$50 Funded			✓	✓
Walnut Drive	Walnut Drive (Cypress to Avalon) Pedestrian corridor and Class II Bike Lane, Eureka	\$599 Funded 2000 STIP		✓	✓	✓
Hammond Trail	Hammond Trail Bridge over Strawberry Creek at Clam Beach	\$90 Funded TEA			✓	✓
Freshwater Road	Freshwater Road Class II Bike Lane, Myrtle Avenue to Freshwater Park	\$500 Funded TEA		✓	✓	✓
McKinleyville Road	McKinleyville Road, s/w Morris School Haven Lane to Railroad	\$350		✓	✓	✓
Union St. Eureka	Reconstruct/ widen roadway; add bike lanes between City limits and Madison Street	\$1,200		✓	✓	✓
McKinleyville Ave.	Reconstruct/widen roadway; add bike lanes between Washington and Murray Road 1.28 mi.	\$400		✓	✓	✓
Maple Creek Road	Overlay, various locations	\$100		✓		
Alderpoint Road	Overlay, various locations	\$100		✓		
Mattole	Overlay, various locations	\$100		✓		
Walnut	Overlay, Ridgewood to Holly	\$400		✓		
Fieldbrook	Overlay and widen, Glendale/Murray Road	\$1,538		✓	✓	✓
Hiller Road	Overlay, Ocean Drive to McKinleyville Avenue	\$328		✓		
Humboldt Hill Road	Overlay, State Highway 101 to MP 0.99	\$369		✓		
Tompkins Hill	Overlay and widen, State Highway 101 to MP 1.95	\$262		✓	✓	✓
Washington Avenue	Overlay, School Road to McKinleyville Avenue	\$99		✓		
Sea Avenue	Reconstruct, Little Fairfield to Union Street	\$224		✓		
Redwood Drive	Overlay, Redway north to 101	\$700		✓		

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Route	Description	Cost (\$1,000)	Year	Congestion Relief	Safety Improvement	Multi-Modal Improvement
Indianola Cutoff	Overlay, I01 to Old Arcata Road	\$150		✓		
Azalea Ave.	Overlay and widen, Sutter to State 200	\$800		✓	✓	✓
Central Avenue	Widen North end of Central Ave. from Airport to I01	\$1,000		✓	✓	✓
Fields Landing Drive	Overlay from State Highway I01	\$85		✓		
Buttermilk Lane	Overlay, Arcata City limits to Golf Course Road	\$267		✓		
Pickett Road	Overlay, Central to End	\$156		✓		
Golf Course Road	Overlay Arcata City Limits to Buttermilk Lane	\$228		✓		
Ocean Drive	Overlay, School Road to Hiller Road	\$156		✓		
Patricks Point Drive	Overlay, I01 to State Park	\$250		✓		
Briceland-Thorne	Overlay and widen, Redway to Briceland	\$1,500		✓	✓	✓
McKinleyville Ave.	Complete McKinleyville Ave. between School Road and Washington and Murray 0.17 mi.	\$500		✓	✓	✓
Central Ave. McKinleyville	Reconstruct/widen roadway; add bike lanes between Bella Vista/Sparks Road 0.66 mi	\$600		✓	✓	✓
Eureka St., Eureka	Reconstruct roadway/add bike lanes between Meyers and Vance Street, 0.11 mi.	\$120		✓	✓	✓
Madison St, Eureka	Reconstruct/widen roadway; add bike lanes and sidewalks between Union and Meyers 0.11 mi.	\$80		✓	✓	✓
Meyers Ave., Eureka	Reconstruct roadway; add bike lanes. sidewalks between Madison and Eureka Street 0.35 mi.	\$250		✓	✓	✓
Vance St., Eureka	Reconstruct roadway, add bike lanes between Eureka St. and Herrick Ave., 0.23 mi.	\$170		✓	✓	✓
HCAOG	Plan, program and monitor	\$112	03/04	✓	✓	

APPENDIX B: Bicycle Plan Requirements

To be eligible for Caltrans' Bicycle Transportation Account (BTA) funds, a jurisdiction must develop a bicycle transportation plan which contains the following elements: (Sec. 891.2 of the California Streets and Highways Code)

- a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.
- b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.
- c) A map and description of existing and proposed bikeways.
- d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.
- e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.
- g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.
- h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.
- i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.
- j) A description of the projects proposed in the plan and a listing of their priorities for implementation.
- k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

APPENDIX C: Existing Policy Worksheet

The following list of existing General Plan policies corresponds to the policies described in Chapter 3, Existing Policy Framework, for the Moving Goods & People Report. This worksheet is provided as a tool for members of the public to indicate preferences for retaining, modifying, or deleting current policies. For those policies marked as “Modify”, please state how the policy should be modified in the comments column.

Policy	Retain	Modify	Delete	Comments
3.1 Circulation System				
<p>4230 Policies</p> <p>6. Humboldt County recognizes that the era of abundant and inexpensive energy has ended. Energy considerations must become a critical element in all policy decisions involving the selection and use of transportation systems.</p>				
<p>8. Encourage the development of a road system that supports an orderly pattern of land use through:</p> <p>a. Using minor collector roads to provide access to higher density residential areas, local commercial facilities, neighborhood parks and schools.</p> <p>b. Locating lower density residential areas with frontage onto arterial or major collector roads away from through-traffic unless sufficient mitigation measures are used.</p> <p>c. Locating retail, service and industrial facilities, community centers, major recreational facilities, employment centers, and other intensive land uses near major collector, or arterial roads.</p> <p>d. Improving roads to accommodate land uses served by an inappropriate road classification.</p>				
<p>4237 Policies</p> <p>1. Transportation decisions in urban and rural areas should be based on a comprehensive planning approach that considers at a minimum existing land uses and future land development as proposed in adopted County plans and plans of other governmental agencies.</p>				
<p>2. Decisions to change or expand the land use of a particular area should include an analysis of the impacts to existing and/or proposed transportation</p>				

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Policy	Retain	Modify	Delete	Comments
facilities and services so as to minimize or avoid serious operational or economic consequences.				
3. Land use plans and policies shall be the basis for transportation facilities development.				
<p>4. Transportation systems in Humboldt County and those which link the County with other areas of the State are to be coordinated and integrated so that a full range of travel patterns can be supported.</p> <p>a. Existing and future public transit services are to be coordinated so that service from rural areas is effectively integrated with urban service. Schedules should be designed for a smooth transfer between rural and urban buses. Fares should be integrated so that a person pays only once for the full trip. Convenience facilities should be made available so that transfer areas are protected from the weather and bus information is provided.</p> <p>b. Automobile and bicycle transport are to be integrated with public transit by developing adequate parking facilities at major bus stops and, where feasible, transporting bicycles on the buses along the intercity bus routes.</p> <p>c. Multi-family housing shall be encouraged in areas serviced by public transit where consistent with other sections of the plan.</p>				
5. The Circulation corridor requirements shall be consistent with expected traffic volumes.				
6. County roads identified by the Public Facilities Plan Maps require improvements and roadway dedications as conditions of development as specified by Minimum Corridor Standards (see the standards 4240).				
7. New development shall only be approved which will not significantly create or aggravate safety, capacity or parking problems on County roads.				
<p>8. Community Plans shall include a Circulation Plan which:</p> <p>a. Establishes future locations of major roadways.</p> <p>b. Minimizes dead end roads.</p>				

Appendix C: Existing Policy Worksheet

Policy	Retain	Modify	Delete	Comments
<p>c. Sets requirements clearly connecting future land use developments with the provision of an adequate circulation system.</p> <p>d. Considers designation of parking districts where in-lieu fees may be collected for a specified parking area.</p>				
<p>9. All circulation planning shall be based on the County's very limited ability to construct new projects. To the maximum extent feasible, necessary circulation routes and facilities shall be obtained as a condition of approval for land development projects.</p>				
<p>10. Access to public transit, bicycle parking and carpool parking should all be considered in circulation planning.</p>				
<p>3.2 Marine Transportation</p>				
<p>1. The deepening of the ship channels in Humboldt Bay beyond a depth of 35 feet may be justified. Humboldt County supports continued maintenance of the channels to provide access to existing and planned port facilities.</p>				
<p>2. Humboldt County supports the improvement and modernization of commercial fishing facilities in Humboldt County. The cities of Eureka and Trinidad, Humboldt County and Humboldt Bay Harbor District should actively and cooperatively seek to encourage private investment into commercial facilities and, where necessary, invest public funds into rehabilitation, upgrading and expanding boat marinas and public piers.</p>				
<p>3. Several public agencies are responsible for the improvement of waterfront facilities on Humboldt Bay. Their efforts should be coordinated so that the public investment is effectively applied to support the commercial fishing industry and other public uses. The Humboldt Bay Harbor Recreation and Conservation District should take the lead role in coordinating this development.</p>				
<p>4. Local business groups should be encouraged to work with local government to encourage private investment into facilities such as:</p>				

Policy	Retain	Modify	Delete	Comments
<ul style="list-style-type: none"> • Boat building and repair facilities; • Fleet service facilities; and • Fish processing facilities. 				
3.3 Rail Transportation				
1. The railroad system connecting to points south shall be maintained and operated to support the County's economic development and maintain the diversification of the County circulation network.				
2. The County supports the modernization of freight rail services.				
3. Humboldt County supports efforts to have the Northwestern Pacific Rail Line included in the California State Rail Plan as a project designated eligible to receive Federal funds for rehabilitation and new facility construction.				
4. Humboldt County supports State and Federal programs that would provide funding for railroad crossing protection devices.				
3.4 Truck Transportation				
4321 Policies				
1. Humboldt County supports improvements and maintenance of public access roads to natural resource areas designated for timber production, agriculture and mining.				
2. Humboldt County supports the need for additional State revenue from sources such as State Gas Tax for the maintenance and reconstruction of County roads that carry heavy commercial truck traffic.				
3.5 Air Transportation				
1. Humboldt County should regularly update and maintain the Airport Master Plan as the primary County policy document for airport development.				
2. Humboldt County shall establish land use controls around airports as recommended by the Airports Master Plan through the Airport Land Use Commission.				

Appendix C: Existing Policy Worksheet

Policy	Retain	Modify	Delete	Comments
3. Humboldt County supports efforts to expand commercial airline service to the area.				
3.6 Public Transportation				
<p>4237 Policies</p> <p>4. Transportation systems in Humboldt County and those which link the County with other areas of the State are to be coordinated and integrated so that a full range of travel patterns can be supported.</p> <p>a. Existing and future public transit services are to be coordinated so that service from rural areas is effectively integrated with urban service. Schedules should be designed for a smooth transfer between rural and urban buses. Fares should be integrated so that a person pays only once for the full trip. Convenience facilities should be made available so that transfer areas are protected from the weather and bus information is provided.</p> <p>b. Automobile and bicycle transport are to be integrated with public transit by developing adequate parking facilities at major bus stops and, where feasible, transporting bicycles on the buses along the intercity bus routes.</p> <p>c. Multi-family housing shall be encouraged in areas serviced by public transit where consistent with other sections of the plan.</p>				
10. Access to public transit, bicycle parking and carpool parking should all be considered in circulation planning.				
3.7 Non-Motorized Transportation				
<p>4311 Policies</p> <p>1. Develop an accessible trails network as shown on trails map which includes trails within and between communities, parks and other publicly owned lands.</p>				
2. Provide safe bicycle and pedestrian trails to schools, when it is determined that inadequate access exists.				
3. Encourage development of trails with varying lengths and difficulty through diverse terrain, scenery, and points of attraction.				

<i>Policy</i>	<i>Retain</i>	<i>Modify</i>	<i>Delete</i>	<i>Comments</i>
4. Blend trails into the natural environment to reduce environmental disruption.				
5. Place priority of bicycle route maintenance on routes that are most heavily used.				
6. Encourage the provision of secure, weather protected bicycle storage facilities at bus stops, businesses, and public buildings as needed.				
7. Encourage appropriate buses to be equipped with bicycle transport racks.				
8. Encourage development of access and, where suitable, camping areas into existing and future recreation areas.				
9. Encourage the placement of landscaping along horsetrails located adjacent to roadways to serve as safety and/or visual screens between trail and vehicle lanes.				
3.9 Rural Roadways Maintenance				
4230 Policies				
2. Humboldt County supports improvements and maintenance of public access roads to natural resource areas designated for timber production, agriculture and mining.				
3. Significant increases in traffic volumes and turning movements on and off a major expressway/freeway at high volume at grade intersections should be discouraged.				
4. Humboldt County supports the need for additional State revenue from sources such as State Gas Tax for the maintenance and reconstruction of County roads that carry heavy commercial truck traffic.				
5. Humboldt County shall take action to support the increase of gas tax revenues to a level adequate for local street and road maintenance.				
7. The County Planning Commission shall review all proposed abandonments of maintenance on County roads for conformance with the County General Plan before they are approved.				

APPENDIX D: Policy Options Worksheet

The following list of policy options corresponds to the policies described in Chapter 3, Policy Options, for the Moving Goods & People theme. A preliminary evaluation is provided to highlight features of the proposed policies. This worksheet is provided as a tool for members of the public to evaluate policy options and indicate preferences for accepting (indicated by “Yes”), modifying, or rejecting (indicated by “No”) these policy options (see shaded column). For those policies marked as “Modify”, please state how the policy should be modified in the comments column.

<i>Policy Option/Evaluation Criteria:</i>	<i>Responds to Phase I Issues; New Policy Direction (N)</i>	<i>Provides Economic Benefits</i>	<i>Provides Environmental Benefits</i>	<i>Requires Minimal Public Costs</i>	<i>Public Preference (Yes, No or Modify)</i>	<i>Comments</i>
3.2 Marine Transportation						
Option 3.1 Coordinate economic development activities to support a harbor marketing plan developed jointly with the Humboldt Bay Harbor District and the City of Eureka.	✓ N	✓		✓		
Option 3.2 Ensure that planned improvements to the County’s road system support improved access to the port facilities and the Port’s efforts to attract new shippers through its facilities.	✓	✓	✓			? – will this option provide an environmental benefit? It will shift some trips from roadways but may actually increase overall trips
3.3 Rail Transportation						
Option 3.3 Support the North Coast Railroad Authority’s efforts to reestablish rail service.	✓	✓	✓			
3.3 Truck Transportation						
Option 3.4 Support existing commercial truck weight fees and timber taxes.			✓	✓		
Option 3.5 Improve interregional routes for use by STAA trucks.	N	✓	✓			
Option 3.6 Promote truck route improvements and transload facilities.		✓	✓			

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<i>Policy Option/Evaluation Criteria:</i>	<i>Responds to Phase I Issues; New Policy Direction (N)</i>	<i>Provides Economic Benefits</i>	<i>Provides Environmental Benefits</i>	<i>Requires Minimal Public Costs</i>	<i>Public Preference (Yes, No or Modify)</i>	<i>Comments</i>
Option 3.7 Balance truck route improvements with environmental considerations and the needs of the tourism industry.	✓ N	✓	✓			
3.5 Air Transportation						
Option 3.8 Update the Eureka-Arcata Airport Environs Land Use Plan, focusing on opportunities for airport related land use and airfreight capabilities.	✓ N	✓	✓			
Option 3.9 Evaluate the feasibility of creating a Free Trade Zone (FTZ) at the Eureka-Arcata Airport to support expanded airfreight services.	✓ N	✓		✓		
3.6 Public Transportation						
Option 3.10 Provide ongoing support for the Social Services Transportation Advisory Council.	✓ N	✓		✓		
Option 3.11 Integrate social transportation services with daily local services where possible.	✓		✓			
Option 3.12 Promote measures to reduce social service transportation costs.	✓ N	✓	✓	✓		
Option 3.13 Support the use of private transit service.	✓ N	✓	✓	✓		
Option 3.14 Re-establish transit service to east, south and north county.	✓ N	✓	✓			
Option 3.15 Encourage Community Ride-Share	✓	✓	✓	✓		

Appendix D: Policy Options Worksheet

<i>Policy Option/Evaluation Criteria:</i>	<i>Responds to Phase I Issues; New Policy Direction (N)</i>	<i>Provides Economic Benefits</i>	<i>Provides Environmental Benefits</i>	<i>Requires Minimal Public Costs</i>	<i>Public Preference (Yes, No or Modify)</i>	<i>Comments</i>
programs	N					
3.7 Non-Motorized Transportation						
Option 3.16 Update the Humboldt County Trails Plan to include development standards for Class I and Class II bike facilities and regional trails to reflect differences between rural and urban areas, bicycle safety standards, including lighting and signage, an education and marketing program, and a funding program.	✓ N		✓			
Option 3.17 Establish level of service standards for bike paths, bike lanes, and pedestrian facilities to be used in long-range planning, facility design and development.	✓ N		✓			
Option 3.18 Require secure bicycle parking to be provided for all new multi-family housing, commercial, industrial and office development.	✓ N		✓	✓		
Option 3.19 Make bikeway and trail improvements a funding priority by incorporating bikeway improvements into the County's Capital Improvement Program for roads and pursuing federal and state funding for bikeways.	✓ N		✓			
Option 3.20 Establish "Adopt-a-Path" and "Adopt a Bikeway" programs to create partnerships with local businesses and organizations.	✓ N		✓	✓		
3.9 Rural Roadways Maintenance						
Option 3.21 Create a Rural Road Infrastructure Maintenance and Improvement Program.	✓ N	✓	✓			

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<i>Policy Option/Evaluation Criteria:</i>	<i>Responds to Phase I Issues; New Policy Direction (N)</i>	<i>Provides Economic Benefits</i>	<i>Provides Environmental Benefits</i>	<i>Requires Minimal Public Costs</i>	<i>Public Preference (Yes, No or Modify)</i>	<i>Comments</i>
Option 3.22 Establish a secure funding source for road maintenance that can not otherwise be funded under state and federal programs.	✓ N		✓			
Option 3.23 Establish an “Adopt-a-Road” program to invite private sector support for road maintenance.	✓ N	✓	✓	✓		
Option 3.24 Create a Timberland Infrastructure Maintenance and Improvement Program.	✓ N	✓	✓			
Option 3.25 Require new development to fund road improvements needed to directly mitigate the impact of that new development.	✓ N	✓	✓	✓		
Option 3.26 Establish mitigation fees for road improvements in proportion to a new development’s impact (AB 1600 “impact fees”).	✓ N	✓	✓	✓		
Option 3.27 Use other funding mechanism, to augment developer and/or mitigation fees, where appropriate, to meet roadway improvement needs.	✓ N		✓			
Option 3.28 Balance the need for new rural road construction and rural road widening with efforts to maintain rural character and manage adverse environmental impacts.	✓ N		✓	✓		
Option 3.29 Review road standards and land use alternatives for opportunities to improve transportation safety.	N	✓				