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## 3.8 Transportation

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### 3.8.1 Introduction

This section describes existing conditions related to roadway, transit, bicycle, and pedestrian circulation systems, as well as the relevant regulatory framework. This section also evaluates impacts of the proposed plan and proposed thresholds related to the potential for conflict with existing programs, plans, ordinances, or policies addressing the circulation system; conflict with CEQA Guidelines Section 15064.3(b); increase hazards due to geometric design features; or result in inadequate emergency access.

### 3.8.2 Environmental Setting

#### 3.8.2.1

#### **Roadway System and Highway Network**

##### *Regional Highways*

The roadway network in Humboldt includes 1,400 miles of County-maintained roads and City streets, 378 miles of State highways, and numerous roadways on federal lands. These roadways provide for the movement of goods and people on California's north coast. The County-maintained roadway system is primarily made up of two-lane roads that traverse varying degrees of flat, rolling, and mountainous terrain.<sup>1</sup> Major freeways and highways that facilitate circulation in Humboldt include United States Route 101 (U.S. 101), State Route (SR) 299, SR 36, SR 96, SR 169, SR 200, SR 211, SR 253, SR 255, and SR 283.<sup>2</sup> These routes are depicted in Figure 3.8-1 and brief descriptions of these routes are provided below:

- **United States Route 101.** U.S. 101 functions as the principal north-south route serving interregional and interstate traffic, with relatively high traffic volumes and heavy use by personal vehicles and trucks. In Humboldt, U.S. 101 varies between one and two lanes in each direction for most of its length with some three-lane passing sections.
- **State Route 299.** SR 299 is Humboldt's main east-west corridor connecting the Humboldt Bay area to Willow Creek and Trinity County, and eventually to Redding and Interstate 5 (I-5). SR 299 is a four-lane freeway between Arcata and Blue Lake and becomes a two-lane highway with alternating passing lanes between Blue Lake and the County line.
- **State Route 36.** SR 36 is a two- and one-lane highway that extends from U.S 101, south of Fortuna to Trinity County following the Van Duzen, Mad and Trinity River valleys and eventually connects with I-5 in Red Bluff.
- **State Route 96.** SR 96 is a two-lane highway that extends north/south along the eastern edge of the Humboldt from Willow Creek to Orleans and eventually connects with I-5 in Siskiyou County.
- **State Route 169.** SR 169 is a one-lane highway that extends northwest from SR 96 at Weitchpec along the Klamath River to Wautec (Johnsons).

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<sup>1</sup> Humboldt County. 2017. Humboldt County General Plan Circulation Element. <https://humboldt.gov/DocumentCenter/View/61999/Chapter-7-Circulation-Element-PDF> (accessed October 2024).

<sup>2</sup> Humboldt County. 2017. Revised Draft EIR Section 3.5 Transportation. <https://humboldt.gov/DocumentCenter/View/58834/Section-35-Transportation-Revised-DEIR-PDF> (accessed October 2024).

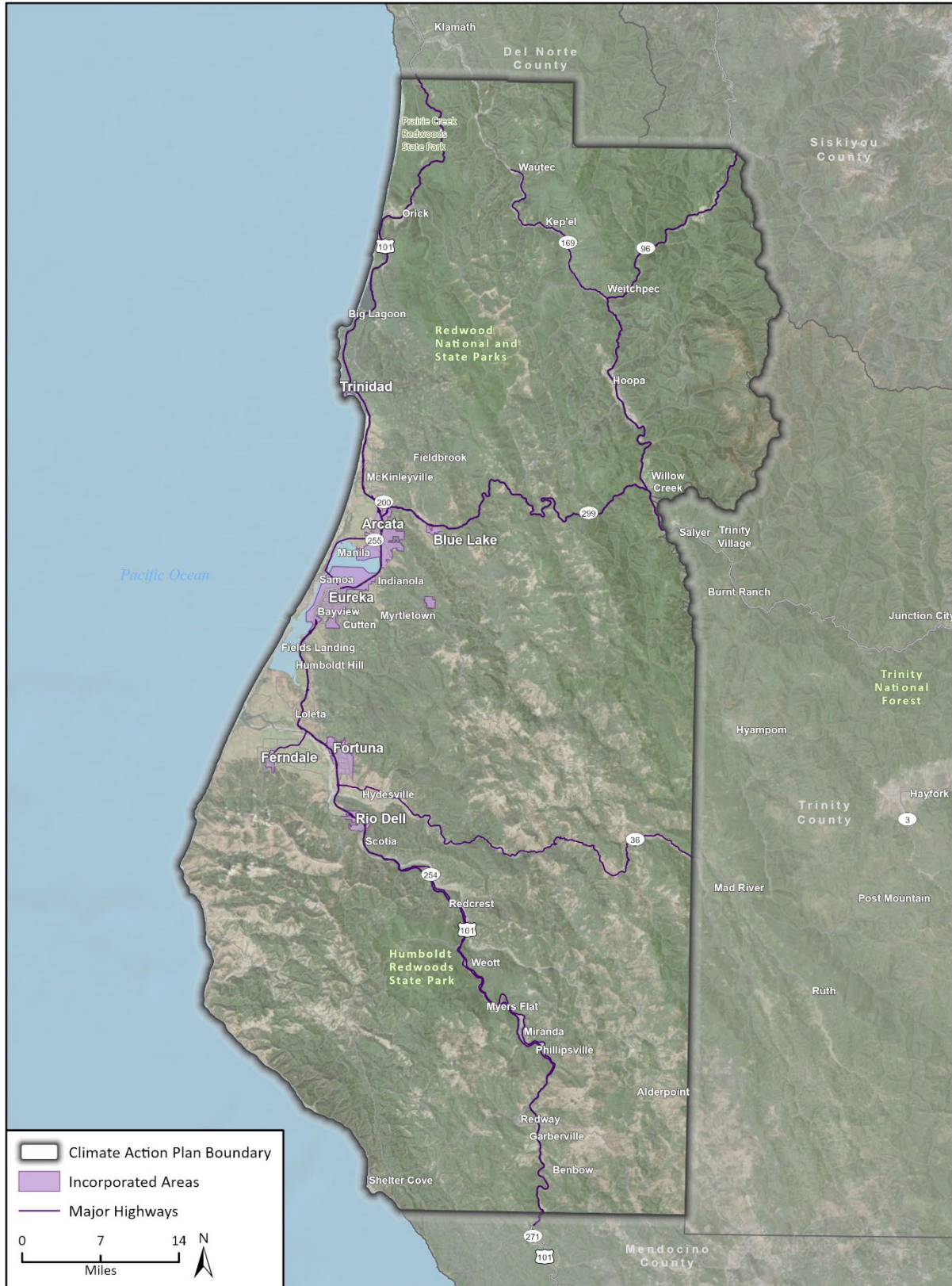
**Regional Climate Action Plan and CEQA GHG Emissions Thresholds**

- **State Route 200.** SR 200 is a two-lane highway (also known as North Bank Road) that connects U.S. 101 south of McKinleyville to SR 299 east of Arcata and provides a bypass for trucks that are too tall to cross the Mad River Bridge.
- **State Route 211.** SR 211 is a short two-lane highway that extends from U.S. 101 to the City of Ferndale, crossing the Eel River over historic Fernbridge.
- **State Route 253.** SR 253, also known as Avenue of the Giants, is a two-lane highway that parallels U.S. 101 from approximately five miles north of Redway to approximately three miles south of Stafford. This route provides a scenic bypass to U.S. 101 and provides access to several unincorporated communities and state parks.
- **State Route 255.** SR 255 is a two-lane highway, with a four-lane segment in Arcata, that extends from Arcata to Eureka through Manila and serves as an alternate to U.S. 101.
- **State Route 283.** SR 283 consists of a two-lane highway across the historic Eagle Prairie Bridge that connects Rio Dell and the unincorporated community of Scotia.

*Emergency Vehicle Routes*

Emergency vehicle routes present throughout Humboldt provide critical transportation facilities in the event of emergency events. Critical transportation facilities for emergency vehicles throughout Humboldt include U.S. 101, SR 299, SR 255, SR 36, and SR 96. These routes provide regional connectivity throughout Humboldt and allow emergency vehicles to travel countywide, including connections to incorporated cities within Humboldt. These routes serve as important emergency vehicle routes in the event that regional emergency vehicle travel is needed, such as if mutual aid to an area is requested.

Figure 3.8-1 Regional Highways in Humboldt



Basemap and imagery provided by Microsoft Bing, Esri and their licensors © 2024.  
Additional data provided by Humboldt County, 2024.

22-13470 EPS EIR  
Fig X Major Highways

## Transit Service Route and Facilities

### *Rail Transit*

Rail service to and within Humboldt County was suspended in 2001 due to the deteriorating condition of railway infrastructure. When operating, it provided freight service three times a week and occasional passenger service on weekends. Rail service provided an alternative to truck transportation, carrying mostly lumber products with the potential for transporting dairy products, fish products, aggregates, and coke and calcified lime used in paper processing. The North Coast Railway Corridor is now part of the Great Redwood Trail multi-use rail-to-trail project which will connect San Francisco and Humboldt bays, and most of the trail will be built on the rail bed of the defunct corridor. The railroad was rail-banked by the Great Redwood Trail Agency in 2022, and if there is opportunity in the future when it is economically feasible, the railroad could be converted back to rail transit use. However, substantial upgrades to existing rail transit infrastructure are required for rail transit in Humboldt.<sup>3</sup>

### *Bus Transit*

Several different transit agencies provide public bus transit services in Humboldt, including the Humboldt Transit Authority (HTA), Eureka Transit Service, the Arcata & Mad River Transit System, Willow Creek Intercity, Fortuna Transit, Redwood Coast Transit, Trinity Transit, Yurok Tribal Transit Service, and Amtrak. HTA is a Joint Powers Authority between the County of Humboldt and the cities of Arcata, Eureka, Fortuna, Rio Dell and Trinidad, that operates and maintains most of the intercity public transit services that connect communities along highway 101 and between Arcata and Willow Creek, and acts as the Regional Transportation Planning Agency for the county. HTA operates and oversees the following local transit systems: Redwood Transit System, Southern Humboldt Intercity, Willow Creek Intercity, Eureka Transit Service, Arcata & Mad River Transit System, and North State Express. <sup>4</sup> These existing transit service routes and facilities are shown in Figure 3.8-2 and briefly described below:

- **Redwood Transit System.** The Redwood Transit System consists of mainline bus commuter service along the U.S. 101 corridor from Scotia to Trinidad. Regular commute service is available to McKinleyville, as well as regional service to the California Redwood Coast – Humboldt County Airport. Service was added to southern Humboldt, now connecting unincorporated communities of Garberville, Redway, Phillipsville, Miranda, Myers Flat, and Weott with the Humboldt Bay area. In addition to the mainline route serving U.S. 101, a separate route on SR 299 provides bus service between Willow Creek and various locations in Arcata and McKinleyville.
- **Eureka Transit Service.** The Eureka Transit Service has four fixed bus routes within Eureka as well as the unincorporated communities of Bayview, Cutten, and Myrtle town.
- **Arcata & Mad River Transit System.** The Arcata & Mad River Transit System provides fixed-route bus service within Arcata.

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<sup>3</sup> Humboldt County Association of Governments. 2023. Humboldt County Transit Development Plan [https://www.hcaog.net/sites/default/files/humboldt\\_county\\_transit\\_development\\_plan\\_-\\_final\\_report\\_no\\_appendices\\_compressed\\_0.pdf](https://www.hcaog.net/sites/default/files/humboldt_county_transit_development_plan_-_final_report_no_appendices_compressed_0.pdf) (accessed January 2025).

<sup>4</sup> Humboldt County Association of Governments. 2023. Humboldt County Transit Development Plan [https://www.hcaog.net/sites/default/files/humboldt\\_county\\_transit\\_development\\_plan\\_-\\_final\\_report\\_no\\_appendices\\_compressed\\_0.pdf](https://www.hcaog.net/sites/default/files/humboldt_county_transit_development_plan_-_final_report_no_appendices_compressed_0.pdf) (accessed January 2025).

- **Fortuna Transit.** Fortuna Transit is a demand-response, curb-to -curb transportation service that provides rides for seniors ages 50 and older or disabled persons who are unable to drive, and operates almost entirely within city limits.
- **Redwood Coast Transit.** Redwood Coast Transit is the public transportation provider for Del Norte County on the northern boarder of Humboldt, and provides service between Del Norte and Humboldt Counties via Route 20, which travels between the communities of Smith River and Arcata. This service is scheduled to allow transfers to and from Amtrak at the Arcata Transit Center.
- **Trinity Transit.** The Trinity Transit is a public transit system in Trinity County, bordered east of Humboldt, and is a fixed route system that consists of four routes that originate in Weaverville and then travel to the north, south, east, and west. The westbound route brings passengers to Willow Creek, where passengers are then able to transfer to the HTA Willow Creek/Arcata service.
- **Yurok Tribal Transit Service.** The Yurok Tribal Transit Service, established in 2013, is a demand-response service operated by the Yurok Tribe Transportation Department and overseen by the Yurok Tribal Council. The service provides transportation primarily between the communities of Klamath and Crescent City (both in Del Norte County) and Wautec, Weitchpec, and Hoopa (all in Humboldt County).
- **Southern Humboldt Intercity.** The Southern Humboldt Intercity service is a fixed route that runs north-south between Eureka and Benbow, traveling through Fortuna, Rio Dell, Redcrest, Weott, Meyers Flat, Miranda, Phillipsville, Redway, and Garberville along the way. While the Southern Humboldt Local service has been discontinued, passengers traveling between Benbow and Redcrest are still eligible for the Southern Humboldt Local service which completes three northbound runs and two southbound runs daily Monday through Saturday.
- **Willow Creek Intercity Transit.** The Willow Creek Intercity Transit service operates three round trips between Arcata and Willow Creek, Monday through Saturday.
- **North State Express.** The North State Express provides transit service between Eureka and Ukiah, and connects to Crescent City on Redwood Coast Transit and to Santa Rosa via Mendocino Transit.
- **Amtrak Thruway Motorcoach.** Amtrak Thruway Motorcoach consists of buses to connect Amtrak train stations to areas not served by Amtrak railroads. Amtrak San Joaquin Route 7 provides a “Thruway” bus service between Arcata in Humboldt County south to Martinez in Contra Costa County. Within Humboldt County, the bus has stops in Arcata (at Cal Poly Humboldt and the Arcata Transit Center), Eureka, Fortuna, and Garberville.

Figure 3.8-2 Transit Service Routes in Humboldt





## Pedestrian and Bicycle Routes and Facilities

The region's pedestrian and bicycle networks are expansive and contain a variety of public facilities to facilitate these modes of transportation.

### *Pedestrian Facilities*

Pedestrian facilities are most commonly found in Humboldt's seven cities and larger unincorporated communities such as McKinleyville. Sidewalks and pathways of varying width are found in commercial areas, residential neighborhoods, and near schools. In many cases, existing sidewalks meet the minimum Americans with Disabilities Act (ADA) standards but are often obstructed by utility poles, signposts, and other obstacles.<sup>5</sup>

The Hammond Coastal Trail is one of Humboldt's many existing pedestrian facilities. The trail presently consists of a 2.4-mile hiking/biking/equestrian trail linking Arcata with McKinleyville from the Arcata Bottom to Murray Road in McKinleyville, a hiking/equestrian loop north of Murray Road, and the newest sections from just north of Vista Point on U.S. 101 to Strawberry Creek and the Widow White Creek crossing. Other existing prominent multi-use trails include the Mid-Town Trail in McKinleyville located between Railroad Avenue and Fernwood Drive, and the Elk River Hikshari' Trail.<sup>6</sup> As well, there is the Waterfront Trail in Eureka, which is a 6.5-mile multi-use trail located along the shore of Humboldt Bay from the south end of the Elk River Estuary Enhancement Project all the way up to the northern and northeastern waterfronts. The Waterfront Trail will eventually connect to Arcata through the Humboldt Bay Trail. Other pedestrian/multi-use trails that are currently being constructed include the Humboldt Bay Trail between Eureka and Arcata along highway 101 and Humboldt Bay, and the Great Redwood Trail which will connect San Francisco Bay and Humboldt Bay through the existing railway corridor.

### *Bicycle Facilities*

Humboldt's bicycle network consists of bikeways designated as the following categories, as defined by the California Department of Transportation (Caltrans):<sup>7</sup>

- **Class I:** A Class I bikeway, or a bike path, is a multi-purpose trail that is completely separated from motor vehicle traffic.
- **Class II:** A Class II bikeway, or a bike lane, is an on-street lane dedicated to one-way bicycle travel adjacent to motorized travel lanes.
- **Class III:** A Class III bikeway, or bike route, are on-street shared facilities. Class III bikeways serve to provide continuity to other bicycle facilities or designate a preferred route through high demand corridors. These routes are typically demarcated using sharrows and/or signage.

A prominent Class I bike paths in Humboldt is the Hammond Coastal Trail, as described above, which provides opportunities for non-motorized travel for both transportation and recreation purposes. The Humboldt Bay Trail and Great Redwood Trail will include Class I bike paths once completed. Multi-use trails throughout the County accessible for bicycle travel also include the Waterfront Trail in Eureka, and the Mid-Town Trail in McKinleyville and 18th Street bridge-U.S. 101 overpass in Arcata. Class II bicycle lanes are located in the Arcata, Eureka, Fortuna, McKinleyville, and Orleans. Class III bicycle lanes are located in Arcata, Eureka, and Fortuna, McKinleyville, and

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<sup>5</sup> Humboldt County. 2017. Revised Draft EIR Section 3.5 Transportation. <https://humboldt.gov/DocumentCenter/View/58834/Section-35-Transportation-Revised-DEIR-PDF> (accessed October 2024).

<sup>6</sup> Ibid

<sup>7</sup> Ibid

Myrtle town. In addition, the Pacific Coast Bike Route travels north to south through Humboldt, beginning at Prairie Creek Redwoods State Park and traverses through Eureka, eventually travelling parallel to U.S. 101.<sup>8</sup>

### *Aviation Facilities*

The Humboldt region is served primarily by the Redwood Coast-Humboldt County Airport (ACV), Humboldt's sole commercial airport. ACV offers service to San Francisco, Los Angeles, Burbank, and Denver. ACV provides approximately 6 commercial flights per day. ACV is located in the coastal area of unincorporated McKinleyville approximately 8 miles north of Arcata and 16 miles north of Eureka, respectively.<sup>9</sup>

Eight other public airports exist in Humboldt: Dinsmore Airport, located 0.25-mile east of Dinsmore; Garberville Airport, located one-mile south of Garberville; Kneeland Airport, located in Kneeland; Murray Field, located in Eureka; Rohnerville Airport, located 0.8-mile south of Fortuna; Samoa Field, located in Fairhaven; Shelter Cove Airport, located in Shelter Cove; and the Hoopa Airport, located in Hoopa. All but the Samoa Field, Shelter Cove, and Hoopa Airports are owned and operated by the County. Samoa Field is owned by the City of Eureka, Shelter Cove is owned by the Shelter Cove Resort Improvement District No. 1, and Hoopa is owned by the Hoopa Valley Tribal Council. These airports are primarily used for general aviation.<sup>10</sup>

## 3.8.3 Regulatory Setting

### 3.8.3.1

#### **Federal Regulations**

##### *Americans with Disabilities Act of 1990*

The ADA of 1990 provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to ensure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities. To implement this goal, the United States Access Board, an independent Federal agency created in 1973 to ensure accessibility for people with disabilities, has created accessibility guidelines for public rights-of-way. While these guidelines have not been formally adopted, they have been widely followed by jurisdictions and agencies nationwide in the last decade. The guidelines address various issues, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

##### *Fixing America's Surface Transportation Act*

The Federal Highway Administration (FHWA) is the agency of the United States Department of Transportation responsible for the federally funded roadway system, including the interstate highway network and portions of the primary State highway network. FHWA funding is provided through the Fixing America's Surface Transportation Act. Federal funds can be used to fund eligible

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<sup>8</sup> Humboldt County Association of Governments (HCAOG). 2022. Variety in Rural Options of Mobility (VROOM) 2022. [https://www.hcaog.net/sites/default/files/vroom\\_2022-2042\\_full\\_report\\_0.pdf](https://www.hcaog.net/sites/default/files/vroom_2022-2042_full_report_0.pdf) (accessed October 2024).

<sup>9</sup> Humboldt County. 2017. Revised Draft EIR Section 3.5 Transportation. <https://humboldt.gov/DocumentCenter/View/58834/Section-35-Transportation-Revised-DEIR-PDF> (accessed October 2024).

<sup>10</sup> Humboldt County. 2017. Revised Draft EIR Section 3.5 Transportation. <https://humboldt.gov/DocumentCenter/View/58834/Section-35-Transportation-Revised-DEIR-PDF> (accessed October 2024).

local transportation improvements in such as projects to improve the efficiency of existing roadways, traffic signal coordination, bikeways, pedestrian facilities, and transit system upgrades.

## **State Regulations**

### *Caltrans Transportation Impact Study Guide*

The California Department of Transportation (Caltrans) is responsible for the planning, design, construction and maintenance of all interstate freeways and State routes. Caltrans builds, maintains, and operates the State Highway System in California with a goal to facilitate the safe and efficient use of the State transportation system for all users. Caltrans sets standards in its 2020 Transportation Impact Study Guide that focus on the vehicle miles traveled (VMT) metric. The document is intended to be a reference and informational document that aligns with the standards and thresholds established in the Governor's Office of Land Use and Climate Innovation's (LCI), formerly the Governor's Office of Planning and Research, "Technical Advisory on Evaluating Transportation Impacts in CEQA." This document is available to local governments to uniformly review transportation analysis and assess the operational standards of Caltrans-maintained facilities. The "2020 Transportation Impact Study Guide" replaces the "2002 Guide for the Preparation of Traffic Impact Studies" but is only intended to be used with local land use projects and plans, not to be used for transportation projects on the State Highway System.

### *Statewide Transportation Improvement Plan*

The Statewide Transportation Improvement Plan (STIP) is a capital improvement program that plans transportation projects related to State facilities in California for the next five years. The program is updated every two years with new construction projects as more funding is provided. The California Transportation Commission approves the fund estimate and then Caltrans and regional planning agencies submit plans for transportation improvement projects. If the projects are programmed in the STIP, then relevant agencies can begin the implementation process.

### *Complete Streets Act*

The Complete Streets Act was signed into law as Assembly Bill (AB) 1358 in 2008. It requires that cities and other public agencies incorporate "complete street" policies and principles into their General Plans and Updates within the Circulation Elements, so that the plan addresses the needs of all users, including bicyclists and pedestrians. Caltrans Deputy Directive 64 (DD-64-R1 October 2008) embraces the Complete Streets Act and its incorporation into all phases of state highway projects, from planning to construction to maintenance and repair.

### *Senate Bill 743*

Senate Bill (SB) 743, which was signed into law in 2013, directed LCI to develop revisions to the CEQA Guidelines by July 1, 2014 to establish new criteria for determining the significance of transportation impacts and define alternative metrics instead of traffic level of service. SB 743 requires the new criteria to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." SB 743 changes the way that public agencies evaluate the transportation impacts of projects in accordance with CEQA by

recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (see California Public Resource Code, Section 21099[b][2]).

On January 20, 2016, LCI (then called OPR) released the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, which was an update to Updating Transportation Impacts Analysis in the CEQA Guidelines, which had been released on August 6, 2014. Of note was the updated text of the proposed new CEQA Guidelines Section 15064.3 which discusses the determination of the significance of transportation impacts, alternatives, and mitigation measures. Specifically, CEQA Guidelines Section 15064.3 establishes VMT as the most appropriate measure of transportation impacts. In November 2018, the California Natural Resources Agency finalized the updates to the CEQA Guidelines, and the updated guidelines became effective on December 28, 2018. LCI's updated guidelines states the following about transit and active transportation projects:<sup>11</sup>

Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less than significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development.

#### *Senate Bill 32 and Senate Bill 375*

On September 8, 2016, the governor signed SB 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation.

The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach greenhouse gas emissions goals by directing the California Air Resources Board to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations.

#### *Assembly Bill 747 and Senate Bill 99*

Assembly Bill (AB) 747 (2019) requires that the safety element be reviewed and updated to identify vehicle evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. This will be a requirement for all safety elements or updates to hazard mitigation plans completed after January of 2022.

SB 99 (2019) requires review and update of the safety element to include information to identify residential developments in hazard areas that do not have at least two vehicle emergency evacuation routes. In essence, this legislation assists in identifying neighborhoods and households within a hazard area that have limited vehicle accessibility. This is intended to assist cities and counties with identifying opportunities to improve connectivity and evacuation capacity.

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<sup>11</sup> Governor's Office of Land Use and Climate Innovation (LCI). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. [https://lci.ca.gov/docs/20180416-743\\_Technical\\_Advisory\\_4.16.18.pdf](https://lci.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf) (accessed October 2024).

### *Assembly Bill 43*

AB 43, also known as Traffic Safety, allows local government agencies to reduce vehicle speeds to accommodate vulnerable users such as pedestrians, bicyclists, seniors, and wheelchair users to improve traffic safety. AB 43 took effect in July 2024.

### *California Department of Transportation Planning Documents*

Caltrans is responsible for planning, designing, constructing, operating, and maintaining the State highway system. Federal highway standards are implemented in California by Caltrans. Any improvements or modifications to the highway system, including ramps and access points, within the study area would need to be approved by Caltrans. The following Caltrans planning documents emphasize the State of California's focus on transportation infrastructure that supports mobility choice through multimodal options, smart growth, and efficient development.

- Smart Mobility 2010: A Call to Action for the New Decade (Smart Mobility Framework)
- Complete Streets Implementation Action Plan
- Strategic Plan 2020-2024
- California Transportation Plan 2050

### **SMART MOBILITY FRAMEWORK**

The purpose of the Smart Mobility Framework, published in February 2010, is to address the State mandate to find solutions to climate change, reduce per capita VMT, and create a safe and equitable transportation system.<sup>12</sup> The Smart Mobility Framework includes 10 implementing themes to achieve its purpose, including integration into Caltrans and other transportation agencies' policy and practice, collection of data and tools to implement the Smart Mobility Framework, undertaking of major cross-functional initiatives, and integration into local government land use and transportation planning.

### **COMPLETE STREETS IMPLEMENTATION ACTION PLAN**

On September 30, 2008, the California Complete Streets Act of 2008 was signed into law. As of January 2011, AB 1358 requires any substantive revision of the circulation/mobility element of a city or county's general plan to identify how they will safely accommodate the circulation of all users of the roadway including pedestrians, bicyclists, children, seniors, individuals with disabilities, and transit riders, as well as motorists.

### **CALTRANS ACTIVE TRANSPORTATION PLAN 2021 – DISTRICT 1**

The Caltrans Active Transportation Plan for District 1 is part of a comprehensive effort to identify locations with bicycle and pedestrian needs, and identifies challenges to people's ability to walk, bicycle, and reach transit on the State Highway System. The Plan identifies gaps and barriers on the State Highway System and recommends priorities among need locations.<sup>13</sup>

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<sup>12</sup> Caltrans. 2010. Smart Mobility 2010. <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/smf-handbook-062210-a-a11y.pdf> (accessed February 2025).

<sup>13</sup> Caltrans. 2021. Active Transportation Plan 2021 District 1. <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/district1-finalreport-a11y.pdf> (accessed February 2025).

### **CALTRANS DEPUTY DIRECTIVE 64-R1: COMPLETE STREETS – INTEGRATING THE TRANSPORTATION SYSTEM**

In 2001, Caltrans adopted Deputy Directive 64; a policy directive related to non-motorized travel throughout the State. In October 2008, Deputy Directive 64 was strengthened to reflect changing priorities and challenges. Deputy Directive 64-R1 states:

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. Providing safe mobility for all users, including motorists, bicyclists, pedestrians and transit riders, contributes to the Department's mission/vision: "Improving Mobility across California."

Successful long-term implementation of this directive is intended to result in more options for people to go from one place to another, less traffic congestion and greenhouse gas emissions, more walkable communities (with healthier, more active people), and fewer barriers for older adults, children, and people with disabilities.

### **DIRECTOR'S POLICY 22: DIRECTOR'S POLICY ON CONTEXT SENSITIVE SOLUTIONS**

Director's Policy 22, a policy regarding the use of "Context Sensitive Solutions" on all State highways, was adopted by Caltrans in November of 2001. The policy reads:

The Department uses "Context Sensitive Solutions" as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed.

The policy recognizes that "in towns and cities across California, the State highway may be the only through street or may function as a local street," that "these communities desire that their main street be an economic, social, and cultural asset as well as provide for the safe and efficient movement of people and goods," and that "communities want transportation projects to provide opportunities for enhanced non-motorized travel and visual quality." The policy acknowledges that addressing these needs will assure that transportation solutions meet more than just traffic and operational objectives.

### **STRATEGIC PLAN 2020-2024**

Caltrans 2020-2024 Strategic Plan weaved sustainability principles through all of its goals. Goals of the Strategic Plan are related to increasing safety, enhancing and connecting the multimodal transportation network, leading climate action, and advancing equity in all communities.<sup>14</sup>

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<sup>14</sup> Caltrans. 2021. Caltrans 2020-2024 Strategic Plan. <https://dot.ca.gov/-/media/dot-media/programs/risk-strategic-management/documents/sp-2020-16p-web-a11y.pdf> (accessed February 2025).

## CALIFORNIA TRANSPORTATION PLAN 2050

Caltrans completed the California Transportation Plan to comply with Title 23, Code of Federal Regulation Section 450.214 and pursuant to California Government Code Title 7 Division 1 Chapter 2.3. The California Transportation Plan provides a roadmap for making effective, equitable, transparent, and transformational transportation decisions in California. The vision of the California Transportation Plan is: “California’s safe, resilient, and universally accessible transportation system supports vibrant communities, advances racial and economic justice, and improves public and environmental health,” which is supported by goals related to safety, climate, equity, accessibility, public health, economy, environment, and infrastructure.<sup>15</sup>

### *California Encroachment Permits*

Any work within the existing right of way would have to comply with Caltrans permitting requirements. This includes a traffic control plan that adheres to the standards set forth in the California Manual of Uniform Traffic Control Devices (MUTCD). As part of these requirements, there are provisions for coordination with local emergency services, training for flagmen for emergency vehicles traveling through the work zone, temporary lane separators that have sloping sides to facilitate crossover by emergency vehicles, and vehicle storage and staging areas for emergency vehicles. MUTCD requirements also provide for construction work during off-peak hours and flaggers.

## Regional and Local Regulations

### *Variety in Rural Options of Mobility 2022-2042*

The Variety in Rural Options of Mobility 2022-2042 (VROOM 2022-2042) is a regional transportation plan implemented by the Humboldt County Association of Governments (HCAOG), a Joint Powers Agency comprised of Humboldt County and the seven incorporated Cities within Humboldt. HCAOG is required to adopt and submit an updated regional transportation plan every four years. VROOM 2022-2042 sets forth long-range transportation planning goals describing how the region will meet its transportation needs for the 20-year period from 2022 to 2042. VROOM 2022-2042 incorporates existing and future land use patterns and forecasted job growth to identify and prioritize transportation projects throughout Humboldt.<sup>16</sup>

All transportation projects that use State and federal funds, or that could significantly affect transportation in Humboldt must be included in VROOM 2022-2042. VROOM 2022-2042 offers a mix of mobility options and commits to a more sustainable transportation system through investments in public transportation, active transportation, highways, streets, and roads, and system efficiency. VROOM 2022-2042 includes six Objective areas – Active Transportation Mode Share/Complete Streets, Economic Vitality, Efficient & Viable Transportation System, Environmental Stewardship and Climate Protection, Equitable & Sustainable Use of Resources, and Safety and Health – with respective policies and actions to meet each of the objectives. These policies are expected to result in significant benefits to the region, not only with respect to transportation and

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<sup>15</sup> Caltrans. 2021. California Transportation Plan 2050. <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/ctp-2050-v3-a11y.pdf> (accessed February 2025).

<sup>16</sup> Humboldt County Association of Governments (HCAOG). 2022. Variety in Rural Options of Mobility (VROOM) 2022. [https://www.hcaog.net/sites/default/files/vroom\\_2022-2042\\_full\\_report\\_0.pdf](https://www.hcaog.net/sites/default/files/vroom_2022-2042_full_report_0.pdf) (accessed October 2024).

mobility, but also economic activity, safety, and social equity. The following list summarizes the most applicable policies which relate to the proposed plan:<sup>17</sup>

- **Policy Climate-1. Carbon-neutral modes:** HCAOG will work and collaborate on efforts to promote non-motorized travel and the rapid transition to zero-emission motorized vehicles.
- **Policy Climate-3. Clean fuels:** HCAOG will support efforts, including through public-private partnerships, to equitably expand transportation electrification, to optimize development and use of the electric grid, and to expand clean-fuel supply infrastructure.
- **Policy Climate-6. Land use-transportation resilience strategies:** HCAOG will support local communities in developing integrated transportation and land use strategies for responding resiliently to climate change, and codifying such strategies in General Plans, Regional Transportation Plans, Local Coastal Programs, and other long-range plans. (*CTP 2040 recommended policy*)
- **Complete Streets and Connected Communities Sub-Objective 2:** Expand and maintain a regional network of inter-connected pedestrian and bicycle facilities. Create safe and effective walking and bicycling facilities that create neighborhood connectivity and continuity.
- **Policy Streets-1. Multi-modal safety & functionality:** HCAOG shall encourage and facilitate local jurisdictions, local Native American Tribes, Caltrans, and non-profits to individually and collaboratively plan, design, install, and maintain roads in Humboldt County to build a transportation system that emphasizes safety over speed, and emphasizes multi-modal functionality over convenience for single-occupancy automobiles.
- **Policy Streets -3. Complete Streets improvements:** HCAOG shall include Complete Streets improvements in regionally-funded transportation system projects to the extent feasible, as consistent with California Complete Streets Act of 2008 (AB 1358) and Caltrans Deputy Directive 64-R2.
- **Policy Streets -4. Sharing Economy:** HCAOG shall pursue efforts to increase shared mobility options in the region, such as car share and bike share programs. HCAOG shall work to make shared mobility programs equitably available to people with low-incomes and other transportation disadvantages.
- **Policy Transit-1** To grow and meet transit demand, fund programs and support services that make public transportation a fast and convenient way for people to get to their destinations. Support funding expanded routes, increased trip frequency, faster travel times (express routes), and first-last mile services including on-demand service. Prioritize programs with the highest potential to increase ridership and reduce the number of single-occupancy-vehicle trips made in Humboldt County.
- **Policy Transit -3** HCAOG supports having an integrated transit network that enables users to conveniently connect transit trips with biking and walking (first-last mile connectivity), such as by accommodating bicycles on transit vehicles, providing secure bicycle parking at transit stops, integrating mobility-on-demand services with transit service (e.g., bikeshare, scootershare, carshare, carpooling), and maximizing walkability and ADA accessibility to bus stops.
- **Policy Transit -4.** Local funding for expansion: HCAOG will help develop local funding sources to afford expanding service to meet demand.

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<sup>17</sup> Humboldt County Association of Governments (HCAOG). 2022. Variety in Rural Options of Mobility (VROOM) 2022. [https://www.hcaog.net/sites/default/files/vroom\\_2022-2042\\_full\\_report\\_0.pdf](https://www.hcaog.net/sites/default/files/vroom_2022-2042_full_report_0.pdf) (accessed October 2024).



### *Humboldt County Transit Development Plan 2023-2028*

The Humboldt County Transit Development Plan 2023-2028 (TDP 2023-2028) is a regional plan that was developed and implemented by HCAOG. The TDP 2023-2028 is a short-range plan that analyzes the existing transit system, and proposes service alternatives and a capital plan for transit agencies over a five-year period. HCAOG updates the TDP every five years, which reflects Humboldt County's goal to expand public transit access in the region, and goes beyond existing defined funding levels to include viable service improvements that will require additional funding to achieve the goals outlined.

### *Humboldt Regional Bicycle Plan*

The Humboldt Regional Bicycle Plan (Bicycle Plan) is a regional plan that was implemented by HCAOG in 2018. The Bicycle Plan is intended primarily to facilitate projects and programs that will help build a bikeway system that makes bicycling throughout Humboldt County a safe, convenient, and practical means of transportation for all residents and visitors. Priority infrastructure projects will link adjoining jurisdictions' bicycle routes and thereby build a regional bicycle network. The Bike Plan's recommended projects and programs have the potential to considerably increase the number of bicycle trips in Humboldt County.

### *Humboldt County General Plan – Circulation Element*

The County General Plan Circulation Element identifies existing and proposed major thoroughfares, transportation routes, terminals, and other local transportation facilities of roads, public transportation, bicycle and pedestrian travel, airports, and marine and rail transportation throughout Humboldt. Circulation Element policies apply to all roadways and intersections within unincorporated areas of Humboldt. The following Circulation Element goals and policies relate to the proposed plan:<sup>18</sup>

- **C-G4. Access to Active Transportation.** Improved access to non-motorized modes of transportation, including walking, bicycling, horseback riding and hiking.
- **C-P9. Circulation Planning for Bicycles, Pedestrians and Transit.** Circulation planning and project review shall include an assessment for bicycle, pedestrian and public transit access.
- **C-P17. Highway Improvements.** Encourage state and federal highway improvements that promote safety and connectivity for all users, especially for communities with highway arterials. The County supports a strategy for safety and operational improvements to the U.S. Highway 101 Safety Corridor that is implemented in a manner consistent with the General Plan.
- **C-P24. Long Term Transit Plan.** The County shall support HCAOG's long term transit planning with the goal of increasing the percentage of public transit trips compared to automobile trips.
- **C-P36. Bicycle Facilities.** Encourage the planned placement of secure and/or weather-protected bicycle storage facilities at public buildings and bus stops, where appropriate. Incentivize placement of bicycle parking and storage at businesses, new or modified bus stops and multi-family housing.

### *Humboldt County Code*

The County Code contains requirements which set forth standards for transportation. County Code Title IV, Division 1, Chapter 1 requires construction activities occurring on County roads to use lights,

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<sup>18</sup> Humboldt County. 2017. Humboldt County General Plan Circulation Element. <https://humboldt.gov/DocumentCenter/View/61999/Chapter-7-Circulation-Element-PDF> (accessed October 2024).

barriers, warning lights, and other safeguards necessary to minimize roadway hazards. County Code Title III, Division 11, Chapter 2 sets forth design standards for roadways and driveways, including, but not limited to, road widths, grades, and turnouts. These standards are implemented to ensure traffic safety and allow for emergency access.

### *City of Arcata General Plan – Circulation and Mobility Element*

The City of Arcata General Plan Circulation and Mobility Element includes policies to provide a balanced transportation system, increased access to transit, enhanced bicycle and pedestrian facilities, parking management, and rail and freight transportation management. The following Circulation and Mobility Element polices relate to the proposed plan:<sup>19</sup>

- **CM-1b Investment in alternative modes.** To provide a realistic and cost-effective balance between travel modes, the City shall emphasize investment in alternative modes (bikeways, etc.) as a priority over increasing vehicular capacities of streets. Support ride-share in various modes (car, bike, etc.) through public and private infrastructure, and encourage systems designed to provide access to shared facilities. Improvements and programs should include public options, such as bike share racks or carpool parking, public-private partnerships for vehicle share, and private facilities or programs, such as project-based car share.
- **CM-2a Land use development patterns.** The City encourages and supports travel demand management efforts. The City shall promote land use and development patterns that encourage walking, bicycling and transit use. In recognition of the link between land use and transportation, the land use plan shall discourage low density, homogenous land-use patterns that foster automobile travel and are impractical to serve with transit. Land use planning shall emphasize high density and mixed land use patterns which translate into higher transit and pedestrian travel in the downtown and neighborhood commercial areas. Infill, redevelopment, and reuse of underutilized property at higher densities shall be encouraged prior to outward expansion of City boundaries. The following land use measures are emphasized:
  1. Mixed-use neighborhood centers within transit corridors which include housing and commercial services near employment.
  2. Land use patterns which maximize linking trip opportunities by assembling uses, thus allowing people to take care of a variety of daily needs with a single trip.
  3. Clustering of higher density housing and incorporation of residential apartments on upper floors of buildings in the downtown area.
  4. Integration of new housing into neighborhood shopping centers, including Sunny Brae, Westwood, and Valley West.
  5. Pedestrian-oriented land use and urban design, including the following elements:
    - a. Pedestrian-scale block patterns.
    - b. Incorporate pedestrian and bicycle amenities into public and private projects.
    - c. Design streets for multi-modal use.
    - d. Integrate transit stop facilities into public and private projects.
    - e. Orient buildings and houses to street.
    - f. Provide attractively landscaped streets and buffers.
    - g. Preserve existing and historic urban fabric.

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<sup>19</sup> Arcata, City of. 2024. Circulation and Mobility Element. [https://www.cityofarcata.org/DocumentCenter/View/14697/23\\_Circulation](https://www.cityofarcata.org/DocumentCenter/View/14697/23_Circulation) (accessed January 2025).

- h. Eliminate blank wall facades.
  - i. Incorporate bicycle routes and enhancements in public and private projects.
6. A fixed urban services boundary to reduce sprawl and infrastructure costs.
  7. Focused growth along existing or planned transit corridors rather than extension of transit to serve new isolated development.
  8. Prevention of large areas of single uses. Isolated single-use developments at the edge of the City could encourage automobile travel for commuting and errands.
  9. Provision of convenience retail and services in ground floor space in the downtown to accommodate the needs of employees and reduce the need for mid-day automobile trips.
  10. Adopt and maintain zoning regulations that allow for a mix of land uses to reduce vehicle trips and the overall need for automobile use.
- **CM-1d Intercity travel.** The City shall coordinate with Humboldt County and Caltrans to provide adequate facilities for vehicles, buses, and bicycles to serve intercity demand. Joint efforts may include transportation improvements outside of Arcata which serve intercity travel, such as bicycle links, timed-transfer bus stops, park-and-ride lots, and regional transit service and development of park-and-ride lots in Arcata to reduce intercity vehicular travel.
  - **CM-5b Bikeway system and pedestrian network standards.** The City of Arcata Pedestrian & Bicycle Master Plan and Humboldt County Association of Governments (Association of Governments) Humboldt Regional Bicycle Plan contain appropriate design standards and guidelines for the proposed bikeway system and pedestrian network improvements in the City of Arcata. Continue to work with regional partners and Association of Governments to plan improvements to the bikeway system and pedestrian network.
    1. Right-of-way opportunities. As opportunities arise, the City shall utilize existing or acquire new easements or right-of-way for Class I bikeways. Such opportunities may include connecting dead-end streets in new developments with existing neighborhoods, along streets with excess width and unpaved right-of-way, along drainage channels or creeks, or along abandoned railroad rights of way.
  - **CM-5c Bicycle parking facilities.** Secure bicycle parking facilities shall be provided at important activity centers, civic facilities, apartment complexes, employment centers, shopping centers, major bus stops, and schools. Bicycle parking facilities include racks, and lockers. Developers shall be required to provide a minimum number of bicycle parking devices at convenient and visible ground-floor locations within the development. Bicycle parking should be in an interior location near an entrance whenever feasible. The required number of bicycle parking spaces shall be calculated as a proportion of the number of users. Designate locations for public, outdoor bike lockers coordinated with public transit stops accessible in the public right-of-way.
  - **CM-5e Pedestrian pathways and multi-use trails.** Pedestrian pathways or multi-use trails for the exclusive use of non-motorized transportation modes and non-auto motorized vehicles, such as electric bikes with appropriate limitations should be provided. Pathways may be long facilities located along corridors or short facilities providing direct access through development projects or connecting areas not directly accessible by streets. Pathways should be planned to serve the full range of mobility needs for people of all ages, races, ethnicities, incomes, and physical abilities. The following shall apply to pedestrian pathways or multi-use trails:
    1. Easement or right-of-way dedication. Dedication of easements or rights of way for pathways through new private developments may be required.

2. Cooperation with local and regional agencies and jurisdictions. The City shall cooperate with other agencies to establish and maintain off-street pathways and trails utilizing creek, utility, and railroad right-of-way.
3. Other potential locations for multi-use paths are within the Great Redwood Trail Agency right-of-way from Giuntoli Lane to Samoa Boulevard, along the west side of Samoa Boulevard/Old Arcata Road east of US 101, and along the perimeter of Arcata Bay towards Manila.
4. Create separated walk/bike lanes in multi-use trails with explanatory signage on placement and how to safely pass, as deemed necessary based on increased use in future.
5. Provide sidewalks or multi-modal trails on both sides of all streets.
6. Support ride-share in various modes (car, bike, etc.) through public and private infrastructure, and encourage systems designed to provide access to shared facilities. Improvements and programs should include public options, such as bike share racks or carpool parking, public-private partnerships for vehicle share, and private facilities or programs, such as project-based car share.
7. Retain and expand the current total linear feet of Class I trails within the City, including the L Street segment of the Bay Trail North/Annie Mary Trail. If current facilities must be realigned or relocated to other routes, ensure no net loss of trail length and connectivity. In limited circumstances, the City Council shall retain the discretion to allow removal or relocation of Class I Trail sections if such approval would improve active transportation access and connectivity. Collaborate with the Great Redwood Trail Agency and other landowners and agencies to retain and expand the Class I trail and Class 4 bikeways throughout the City.
8. Reduce vehicle trips from other parts of the City by creating pedestrian and bicycle-friendly corridors that draw residents and visitors to enter the various neighborhoods via means other than motorized vehicles. Fulfill the potential of the existing and planned Class I trails by planning for expanded connections that will draw bikes/peds from between activity centers.

### *City of Blue Lake General Plan – Circulation Element*

The City of Blue Lake Circulation Element identifies circulation facilities and transportation needs to coordinate circulation systems with planned land uses. The following Circulation Element policy relates to the proposed plan:<sup>20</sup>

- **Policy 18.** The City shall promote the use of bicycles as a convenient, alternate mode of transportation consistent with Blue Lake’s “small town” atmosphere.

### *Blue Lake Municipal Code*

Chapter 12.08 of the Blue Lake Municipal Code sets forth standards for encroachment and requires the protection of traffic via use of lights, barriers, warning lights, and other safeguards. In addition, Chapter 12.08 requires encroachments minimally interfere with traffic, including via the use of flaggers and prohibiting complete road closures.

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<sup>20</sup> Blue Lake, City of. 1986. General Plan Circulation Element. [https://bluelake.ca.gov/wp-content/uploads/2022/05/General-Plan\\_updated\\_2009-\\_10-24-11.pdf](https://bluelake.ca.gov/wp-content/uploads/2022/05/General-Plan_updated_2009-_10-24-11.pdf) (accessed October 2024).

### *City of Eureka General Plan – Mobility Element*

The City of Eureka’s Mobility Element guides the improvement, operation and maintenance of the City’s mobility network. Specifically, the Mobility Element provides goals and policies that integrate improvements to create more complete streets, and promote efficient use of streets and highways, connected pedestrian and bicycle paths to encourage the use of alternative transportation modes, coordinated transit service, adequate parking, efficient goods movement, and adequate water transportation service. The following Mobility Element policies relate to the proposed plan:<sup>21</sup>

- **M-1.1 Complete Streets.** Design and construct both new and reconstructed streets with adequate rights-of way and facilities to support the full range of locally available travel modes, compliant with the City of Eureka Design/Complete Streets Design Guide and the California Complete Streets Act (AB 1358). Consider a layered transportation network approach that distributes a range of facility types across neighborhoods and districts.
- **M-1.2 Investment in Alternative Modes.** Emphasize investment in alternative travel modes to provide a realistic and cost-effective balance between modes.
- **M-1.6 Dense Development.** Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable and transit friendly.
- **M-1.10 Shared Transportation.** Develop guidelines and incentives to direct how transportation sharing (e.g., bikeshare, carshare, rideshare, e-scooters, bike rentals) would be accommodated in the City, including where docking would be required, what amount and type of parking (e.g., automobile spaces, bike parking, docking stations) would be required, passenger loading zones, and other considerations.
- **M-2.9 Multi-modal Access.** Promote the provision of multi-modal access to activity centers such as commercial and employment uses, Downtown, Old Town, schools, and parks.
- **M-3.2 Extend Facilities.** Provide for the extension of sidewalks, trails, and walking/bicycling facilities throughout the City to allow for convenient and safe pedestrian and cyclist movement and to promote walking and bicycling as viable modes of transportation for all types of trips.
- **M-3.3 Continuous Networks.** Provide continuous pedestrian and bicycle systems that link neighborhoods, parks, schools, commercial centers, major employers, and other frequently-visited destinations and expand access to the gulches and greenways consistent with the City’s Bicycle Plan and street design guidelines.
- **M-3.4 Regional Connectivity.** Provide a bicycle system that is interconnected with the regional bikeway system.
- **M-3.5 Street Design.** Consider the needs of pedestrians and bicyclists in the design of all new or reconstructed streets, with improvements to be provided consistent with the street design guidelines.
- **M-3.10 Enhanced Crossings.** Evaluate need for enhanced crossing treatments, new signals or modified signal operations to promote safety for pedestrians and bicyclists. Coordinate with Caltrans to effect change along the U.S. 101 corridor.
- **M-3.12 Infill Sidewalk Gaps.** Create a plan to infill sidewalk gaps.
- **M-4.1 Transit Services.** Work with local and regional transit providers to maintain and expand services within the City that meet the needs of residents, and are accessible, timely, and

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<sup>21</sup> Eureka, City of. 2018. 2040 General Plan. <https://www.eurekaca.gov/DocumentCenter/View/1190/2040-General-Plan-PDF?bidId=> (accessed October 2024).

responsive to growth patterns, and design routes with transit stops linking to trails and recreation areas.

- **M-4.5 Transit Use.** Work with Core Area employers, workers, residents, and visitors to encourage public transit use, thereby reducing traffic congestion and parking demand in the Core Area.
- **M-4.8 Safe Routes to Transit.** Implement and maintain a safe routes program that prioritizes pedestrian and bicycle access to transit stops and stations.
- **M-5.5 Alternative Fuel Vehicle Parking.** Support parking for Electric Vehicles (EVs), carpools, and hybrids, including the development of local charging stations in both public and private parking lots and large commercial parking lots.

### *Eureka Municipal Code*

Chapter 56 of the Eureka Municipal Code addresses traffic encroachments. Section 56-10 requires implementation of a traffic control plan if roadway encroachment would occur during construction activities. Section 56-10 specifies no disruption of traffic is permitted after 4:00pm or before 8:00am.

### *City of Eureka Other Plans and Policies*

The City of Eureka also has adopted Engineering Standards Details for transportation infrastructure (typical pavement section for roadways, sidewalk widths, driveway design, street tree installation, etc.) and an adopted Eureka Bike Plan (adopted in September 2024). Council also adopted a Complete Streets policy in January 2023. And the City is working on Old Town/Downtown Parking Management Improvements, implementing a recent Parking Study conducted for the area.

### *City of Fortuna General Plan - Transportation and Circulation Element*

The City of Fortuna's Transportation and Circulation Element promotes more efficient travel to reduce air pollution, reduce the need for costly roadway improvements, and facilitate the travel of those who cannot or do not wish to use automobiles. The following Transportation and Circulation Element policies relate to the proposed plan:<sup>22</sup>

- **TC-1.1 Reducing Mode Conflicts.** The City shall seek to minimize conflicts between pedestrians, automobiles, and bicycles.
- **TC-3.2 Fixed-Route Transit.** The City shall work with HCAOG, the Humboldt Transit Authority, and Redwood Transit Service to expand fixed-route transit service to serve new development areas, including direct connections to employment, residential, and commercial areas.
- **TC-3.4 Alternative Transportation Linkages.** The City shall link other modes of transportation (e.g., pedestrian and bike routes) with public transportation to further facilitate their use.
- **TC-4.4 Regional Pedestrian Needs Assessment Update.** The City shall implement the projects identified in the Humboldt County Association of Governments (HCAOG) Regional Pedestrian Needs Assessment study.
- **TC-5.1 Bicycle Transportation Plan.** The City shall prepare a Bicycle Transportation Plan that incorporates the bicycle facilities plan for the City included in HCAOG's 2009 Humboldt County Regional Trails Master Plan. A copy of the route plan is shown on page 4-4 for reference. The

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<sup>22</sup> Fortuna, City of. 2010. Transportation and Circulation Element.

[https://cms8.revize.com/revize/fortunaca/Document%20center/Department/Planning%20Division/General%20Plan%20and%20EIR%20Documents/Fortuna%20General%20Plan%202030%20-%20Policy%20Document\\_web.pdf](https://cms8.revize.com/revize/fortunaca/Document%20center/Department/Planning%20Division/General%20Plan%20and%20EIR%20Documents/Fortuna%20General%20Plan%202030%20-%20Policy%20Document_web.pdf) (accessed October 2024).

City shall strive to fully implement the proposed facilities to fill in gaps in the existing bicycle network, improve existing bicycle facilities, improve motor vehicle and bicycle interactions, and increase bicyclist safety. The City shall also identify the locations of planned bicycle parking facilities in the plan linked to schools, government buildings, shopping centers and transit stops, establish bicycle parking standards, and strive to coordinate Class II bikeway striping with surfacing of city streets.

#### *Fortuna Municipal Code*

Chapter 12.08 of the Fortuna Municipal Code sets forth provisions for encroachment during construction. Chapter 12.08 requires traffic control methods to be approved by the City engineer prior to the start of construction.

#### *City of Rio Dell General Plan – Circulation Element*

The City of Rio Dell Circulation Element identifies the guiding principles for moving people and goods within the City and identifies the infrastructure necessary to assure that the transportation network will serve the City at General Plan buildout. The following Circulation Element policies relate to the proposed plan: <sup>23</sup>

- **Policy CE 1-2.** Design street systems in residential areas to minimize through traffic, to encourage internal movement by bicycling and walking, to provide safer and quieter neighborhoods, to minimize vehicular conflicts at intersections and to ensure that the impact of recreational traffic on local residents is minimized.
- **Policy CE 3-1:** Provide an extensive network of pedestrian, including the physically disabled and bicycle pathways to support community health and provide safe alternatives to automobile use.
- **Policy CE 4-1:** Participate in efforts to maintain and enhance public transit opportunities within the City.

#### *City of Trinidad General Plan*

The City of Trinidad Circulation Element describes the existing rural character of the city streets and identifies the need for supporting the regional bus system serving the Trinidad area. The following Circulation Element policies relate to the proposed plan: <sup>24</sup>

- **Policy 41.** The city should support the continuation of regional bus service in the Trinidad area.

#### *Trinidad Municipal Code*

Chapter 12.04 of the Trinidad Municipal Code sets forth the standards for encroachments during construction and requires continuous vehicle and pedestrian access to be maintained. In addition, Chapter 12.04 requires all signs, flags, lights, and safety devices to conform to the Caltrans current Manual of Traffic Control Warning Signs, Lights and Other Devices for Use in Performance of Work Upon Highways.

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<sup>23</sup> Rio Dell, City of. 2013. Circulation Element. [https://www.cityofriodell.ca.gov/sites/g/files/vyhlf8526/f/uploads/rio\\_dell\\_circulation\\_element\\_january\\_2013.pdf](https://www.cityofriodell.ca.gov/sites/g/files/vyhlf8526/f/uploads/rio_dell_circulation_element_january_2013.pdf) (accessed October 2024).

<sup>24</sup> Trinidad, City of. 2021. Circulation Element. <https://www.trinidad.ca.gov/media/5491> (accessed January 2025).

## 3.8.4 Impacts and Mitigation Measures

### 3.8.4.1

#### **Significance Criteria**

Humboldt County utilizes the following 2024 CEQA Guidelines Appendix G significance criteria questions related to Transportation.

Would the RCAP and CEQA GHG Emissions Thresholds:

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?
- c) Substantially increase traffic-related hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d) Result in inadequate emergency access?

#### **Approach to Analysis**

##### *VMT Impact Methodology and Assumptions*

Since SB 743 eliminated the use of level of service for CEQA impact analysis purposes, level of service is not discussed in this analysis. The analysis in this document examines potential roadway transportation impacts under current CEQA criteria. The primary quantitative measure of roadway impacts is VMT. The County and cities within Humboldt have not formally adopted thresholds to determine impacts based on VMT. The City of Arcata, in their General Plan Update Environmental Impact Report, utilized an interim ordinance for SB 743, which assessed VMT impacts based on Arcata's land diversity index in comparison to the Humboldt regional land diversity index.<sup>25</sup> However, this VMT threshold was not formally adopted, and would not be applicable to the RCAP, which covers the entire Humboldt region. Therefore, the VMT analysis methodology utilizes the LCI Technical Advisory on Evaluating Transportation Impacts in CEQA for guidance to evaluate the proposed plan's potential impact related to VMT. The LCI Technical Advisory on Evaluating Transportation Impacts in CEQA states that a plan or project resulting in residential- and office-related VMT exceeding a level of 15 percent below existing regional VMT per capita or an increase in total retail-related VMT may indicate a significant VMT impact.

##### *CEQA GHG Thresholds Analysis and RCAP EIR Focus Approach*

The CEQA GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use designations and zoning. Thus, implementation of the CEQA GHG Emissions Thresholds would not result in direct construction or operational impacts related to transportation. Therefore, the analysis in this section focuses on the potential for the RCAP to result in impacts related to transportation in Humboldt.

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<sup>25</sup> Arcata, City of. 2024. General Plan Update Draft Environmental Impact Report.  
[https://www.cityofarcata.org/DocumentCenter/View/13935/Arcata-GP-DEIR\\_20240126](https://www.cityofarcata.org/DocumentCenter/View/13935/Arcata-GP-DEIR_20240126) (accessed January 2025).



### *EIR Scoping Comments Consideration*

Comments received during the EIR scoping period include those which express concern regarding the potential of the RCAP to result in VMT impacts (see Table 1-1 in Chapter 1.0, *Introduction*). Specifically, EIR scoping comments discuss potential inconsistency with LCI guidance. These comments are addressed under Impact TRA-2.

### **Specific Thresholds of Significance**

The County and incorporated cities have not adopted quantitative thresholds for the evaluation of VMT, transit facilities, bicycle and pedestrian facilities, design feature hazards, or emergency access. However, the County and cities apply the qualitative transportation thresholds described below.

#### *VMT*

The RCAP was assessed for VMT to comply with SB 743 requirements and CEQA Guidelines section 15064.3, subdivision (b). The County and incorporated cities have not adopted guidelines or thresholds for VMT analysis. To determine impact findings for the RCAP, the analysis is based on LCI guidance. According to the LCI Technical Advisory on Evaluating Transportation Impacts in CEQA, a plan or project resulting in residential- and office-related VMT exceeding a level of 15 percent below existing regional VMT per capita or an increase in total retail-related VMT may indicate a significant VMT impact. .

#### *Roadway Facilities*

Generally, a plan/project causes a significant impact to roadway facilities if an element of it conflicts with existing or planned roadways. The evaluation of roadway facilities considers whether:

- A plan or project or related mitigation disrupts existing roadway facilities, such as by creating safety issues or resulting in temporary or permanent closure of roadways;
- A plan or project or related mitigation conflicts with a planned roadway facility; or
- A plan or project or related mitigation conflicts with roadway policies adopted by the County or incorporated cities for their respective facilities.

#### *Transit Facilities*

Generally, a plan/project causes a significant impact to transit facilities and services if an element of it conflicts with existing or planned transit services. The evaluation of transit facilities considers whether:

- A plan or project creates demand for public transit services above the capacity that is provided, or planned;
- A plan or project or related mitigation disrupts existing transit services or facilities;
- A plan or project or related mitigation conflicts with an existing or planned transit facility; or
- A plan or project or related mitigation conflicts with transit policies adopted by the County or incorporated cities for their respective facilities.

### *Bicycle and Pedestrian Facilities*

The County or incorporated cities' general plans describe the related policies necessary to ensure that pedestrian and bicycle facilities are safe and effective for all users. Using the general plans as a guide, significant impacts to these facilities would occur if a plan or project:

- Creates a hazardous condition that currently does not exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the County or incorporated cities.

### *Design Feature Hazards*

The impact would be significant if a plan/project results in transportation facilities that do not conform to applicable County or incorporated cities and industry design standards for roadways, bicycle facilities, and pedestrian facilities.

### *Emergency Access*

The County and incorporated cities do not have significance thresholds related to emergency access. The County and City Municipal Codes adopt the California Building Code and California Fire Code and amend the code to address local conditions. Therefore, this EIR evaluates the RCAP using the significance threshold provided by the California Fire Code as follows: provide a fire apparatus access road that has a minimum width of 20 feet with turning radii of 25 feet inside and 45 feet outside.

In addition, the following factors determine whether a plan or project has sufficient access for emergency vehicles, including:

- Location of closest fire stations
- Number of access points (both public and emergency access only)
- Width, height, and turning radius of access points
- Width, height, and turning radius of roadways

## **Impact Evaluation**

### ***Conflicts With Transportation Policies***

**Significance Criterion a:** Would the proposed plan conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

**Impact TRA-1      IMPLEMENTATION OF THE RCAP WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES. NO IMPACT WOULD OCCUR.**

---

## *Construction*

### **ROADWAY, TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES**

RCAP Measures T-1 Urban and Rural and T-2 Urban and Rural, would directly affect roadway, transit, bicycle, and pedestrian facilities through the addition of new pedestrian and bicycle infrastructure, public transit service expansion, and improvements to public transit facilities. Construction activities related to these measures have the potential to affect the circulation system. In addition, future sustainable infrastructure projects and infill development facilitated by the RCAP could also result in construction impacts to the roadway, transit, bicycle, and pedestrian facilities surrounding individual project sites. Construction activities related to implementation of the RCAP could create potential conflicts with other roadway, transit, bicycle, and pedestrian users. For example, construction-related activities resulting in lane, bicycle path, or sidewalk closures along the frontages of individual projects facilitated by the RCAP, construction vehicles queuing within the public right-of-way waiting entry to the site, construction worker parking in non-designated parking areas, or construction debris on public streets could all result in potential impacts to the circulation system.

Most construction facilitated by the RCAP would occur along local streets, transit routes, bicycle paths, sidewalks, and in existing parking areas, though some future projects could also affect state routes in Humboldt. Construction impacts would be temporary in nature and encroachment permits from Caltrans would be required for facilities under its administration, such as SR 299, SR 36, SR 36, and other state routes listed in Section 3.8.2, *Environmental Setting*. Future projects affecting local roadways in unincorporated Humboldt County would be subject to the regulations of County Code Title IV, Division 1, Chapter 1, which require the implementation of safeguards necessary to protect roadway, transit, bicycle, and pedestrian facilities users. These include, but are not limited to, the use of barriers, warning lights, flaggers, and prohibition of complete road closure unless authorized by the Director of Public Works. Similar local regulations requiring traffic control during construction within incorporated cities, such as Chapter 56-10 of the Eureka Municipal Code, Chapter 12.08 of the Blue Lake Municipal Code, Chapter 12.08 of the Fortuna Municipal Code, and Chapter 12.04 of the Trinidad Municipal Code, would apply on a project-by-project basis to minimize construction-related impacts on roadway, transit, bicycle, and pedestrian facilities. Through compliance with these existing regulations and permit requirements, the RCAP would result in less than significant impacts related to conflicts with circulation system policies.

## *Operation*

### **ROADWAY FACILITIES**

RCAP Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-3 include actions which emphasize regional coordination to pursue funding to implement modifications to existing street facilities to create a more pedestrian- and bicycle-oriented street network. These modifications could cause existing and future local and regional roadway vehicles to circulate differently. The expected influence on existing and future traffic would be minimal, because roadway modifications would conform to State and local standards and generally be implemented to improve circulation. Overall, RCAP-related bicycle and pedestrian improvements would not conflict with existing or planned roadway facilities, because related street changes would be additions of pedestrian and bicycle facilities and do not specifically propose roadway closures.

RCAP measures and actions would support projects and infrastructure consistent with applicable plans, such as VROOM and County and City General Plans. As demonstrated in Table 3.8-1 below, implementation of the below RCAP measures would ensure consistency with circulation system policies related to roadway facilities:

**Table 3.8-1 Proposed Plan Consistency with Long Range Planning Documents – Roadway Facilities**

| Policy  | Consistency   |
|---|---|
| <b>Humboldt County Circulation Element</b>  | <b>Finding</b>  |
| <p><b>C-P17. Highway Improvements.</b> Encourage state and federal highway improvements that promote safety and connectivity for all users, especially for communities with highway arterials. The County supports a strategy for safety and operational improvements to the U.S. Highway 101 Safety Corridor that is implemented in a manner consistent with the General Plan.</p>   | <p><b>Consistent.</b> The proposed plan includes measures that promote safety and connectivity for roadway users throughout Humboldt, including Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4.</p> |
| <b>City of Arcata Transportation Element</b>  | <b>Finding</b>  |
| <p><b>CM-1d Intercity travel.</b> The City shall coordinate with Humboldt County and Caltrans to provide adequate facilities for vehicles, buses, and bicycles to serve intercity demand. Joint efforts may include transportation improvements outside of Arcata which serve intercity travel, such as bicycle links, timed-transfer bus stops, park-and-ride lots, and regional transit service and development of park-and-ride lots in Arcata to reduce intercity vehicular travel.</p> | <p><b>Consistent.</b> The proposed plan includes measures that promote adequate facilities to serve intercity roadway demand, including Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4.</p>         |
| <b>City of Eureka Mobility Element</b>  | <b>Finding</b>  |
| <p><b>M-1.1 Complete Streets.</b> Design and construct both new and reconstructed streets with adequate rights-of way and facilities to support the full range of locally available travel modes, compliant with the City of Eureka Design/Complete Streets Design Guide and the California Complete Streets Act (AB 1358). Consider a layered transportation network approach that distributes a range of facility types across neighborhoods and districts.</p>                           | <p><b>Consistent.</b> The proposed plan includes measures that aim to support a full range of travel modes on roadways, including Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4.</p>               |
| <p><b>M-1.10 Shared Transportation.</b> Develop guidelines and incentives to direct how transportation sharing (e.g., bikeshare, carshare, rideshare, e-scooters, bike rentals) would be accommodated in the City, including where docking would be required, what amount and type of parking (e.g., automobile spaces, bike parking, docking stations) would be required, passenger loading zones, and other considerations.</p>   | <p><b>Consistent.</b> RCAP Measures T-1 Urban and Rural, T-2 Rural, and T-4 include actions to promote the expansion of e-bike and car share programs in the region.</p>  |
| <p><b>M-2.9 Multi-modal Access.</b> Promote the provision of multi-modal access to activity centers such as commercial and employment uses, Downtown, Old Town, schools, and parks.</p>   | <p><b>Consistent.</b> The proposed plan includes measures that aim to support multi-modal access, including Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4.</p>                                     |
| <p><b>M-3.5 Street Design.</b> Consider the needs of pedestrians and bicyclists in the design of all new or reconstructed streets, with improvements to be provided consistent with the street design guidelines.</p>   | <p><b>Consistent.</b> The proposed plan includes measures that aim to support multi-modal access, including Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4.</p>                                     |
| <p><b>M-3.10 Enhanced Crossings.</b> Evaluate need for enhanced crossing treatments, new signals or modified signal operations to promote safety for pedestrians and bicyclists. Coordinate with Caltrans to effect change along the U.S. 101 corridor.</p>   | <p><b>Consistent.</b> The proposed plan includes measures that promote safety and connectivity for roadway users throughout Humboldt, including Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4.</p> |

| Policy  | Consistency   |
|---|---|
| <b>M-3.12 Infill Sidewalk Gaps.</b> Create a plan to infill sidewalk gaps.  | <b>Consistent.</b> The proposed plan includes measures that aim to increase sidewalks and pedestrian infrastructure, including Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4.  |
| <b>City of Fortuna Transportation and Circulation Element</b>   | <b>Finding</b>  |
| <b>TC-1.1 Reducing Mode Conflicts.</b> The City shall seek to minimize conflicts between pedestrians, automobiles, and bicycles.  | <b>Consistent.</b> The proposed plan includes measures that aim to promote safety and minimize conflicts for pedestrians and bicyclists, including Measures T-1 Urban and Rural and T-2 Urban and Rural.  |
| <b>City of Rio Dell Circulation Element</b>   | <b>Finding</b>  |
| <b>Policy CE 1-2.</b> Design street systems in residential areas to minimize through traffic, to encourage internal movement by bicycling and walking, to provide safer and quieter neighborhoods, to minimize vehicular conflicts at intersections and to ensure that the impact of recreational traffic on local residents is minimized.  | <b>Consistent.</b> The proposed plan includes measures that encourage development patterns that encourage walking and bicycling, as well as traffic minimization and alternative transportation on roadways. These include Measures T-1 Urban and Rural, T-2 Urban and Rural, T-3, and T-4. |
| <b>VROOM 2022-2042</b>  | <b>Finding</b>  |
| <b>Policy Climate-6.</b> Land use-transportation resilience strategies: HCAOG will support local communities in developing integrated transportation and land use strategies for responding resiliently to climate change, and codifying such strategies in General Plans, Regional Transportation Plans, Local Coastal Programs, and other long-range plans. <i>(CTP 2040 recommended policy)</i>  | <b>Consistent.</b> HCAOG is listed as a partner on several proposed plan Actions, ensuring HCAOG is involved during implementation of roadway-related Actions in the proposed plan. These Actions include T-1d Urban, T-1e Urban, and T-1b Rural.   |
| <b>Policy Streets-1. Multi-modal safety &amp; functionality:</b> HCAOG shall encourage and facilitate local jurisdictions, local Native American Tribes, Caltrans, and non-profits to individually and collaboratively plan, design, install, and maintain roads in Humboldt County to build a transportation system that emphasizes safety over speed, and emphasizes multi-modal functionality over convenience for single-occupancy automobiles. | <b>Consistent.</b> HCAOG is listed as a partner on several proposed plan Actions, ensuring collaboration between local jurisdictions and other agencies. These Actions include T-1d Urban, T-1e Urban, and T-1b Rural.  |

**TRANSIT FACILITIES**

RCAP Measures T-2, T-3 and T-4 would encourage mixed, in-fill development and modifications and expansions to transit facilities to increase transit ridership and decrease dependence on motor vehicles. RCAP implementation would not obstruct existing transit services or facilities, nor would it conflict with existing or planned facilities. All transportation-related projects and infrastructure promoted by the RCAP would be subject to County and/or city review to ensure that project designs would not interfere with transit operations. RCAP implementation could increase the number of potential transit users on the various transit systems serving Humboldt. Increased users would result in a correlated increase in demand for transit. However, the RCAP also includes measures and actions to obtain funding for and increase transit services and transit facilities within the region, thereby offsetting increased demands.

RCAP measures and actions would support transit projects and infrastructure consistent with applicable plans, such as VROOM, the Humboldt Transit Plan, and County and City General Plans. Implementation of the RCAP measures below would ensure consistency with circulation system policies related to transit facilities, as demonstrated in Table 3.8-2 below:

**Table 3.8-2 Proposed Plan Consistency with Long Range Planning Documents – Transit Facilities**

| Policy  | Consistency  |
|---|--|
| <p><b>Humboldt County Circulation Element</b></p> <p><b>C-P24. Long Term Transit Plan.</b> The County shall support HCAOG’s long term transit planning with the goal of increasing the percentage of public transit trips compared to automobile trips.</p>   | <p><b>Finding</b></p> <p><b>Consistent.</b> HCAOG is listed as a regional partner in the Draft RCAP and is specifically included in several proposed plan Actions, ensuring HCAOG is involved during implementation of transportation-related measures and actions in the proposed plan. RCAP Measures would support the HCAOG goal of increasing public transit trips through Measures T-2 Urban and Rural, T-3, and T-4.</p> |
| <p><b>City of Arcata Transportation Element</b></p> <p><b>CM-2a Land use development patterns.</b> The City encourages and supports travel demand management efforts. The City shall promote land use and development patterns that encourage walking, bicycling and transit use. In recognition of the link between land use and transportation, the land use plan shall discourage low density, homogenous land-use patterns that foster automobile travel and are impractical to serve with transit. Land use planning shall emphasize high density and mixed land use patterns which translate into higher transit and pedestrian travel in the downtown and neighborhood commercial areas. Infill, redevelopment, and reuse of underutilized property at higher densities shall be encouraged prior to outward expansion of City boundaries. The following land use measures are emphasized:</p> <ol style="list-style-type: none"> <li>1. Mixed-use neighborhood centers within transit corridors which include housing and commercial services near employment.</li> <li>2. Land use patterns which maximize linking trip opportunities by assembling uses, thus allowing people to take care of a variety of daily needs with a single trip.</li> <li>3. Clustering of higher density housing and incorporation of residential apartments on upper floors of buildings in the downtown area.</li> <li>4. Integration of new housing into neighborhood shopping centers, including Sunny Brae, Westwood, and Valley West.</li> <li>5. Pedestrian-oriented land use and urban design, including the following elements:             <ol style="list-style-type: none"> <li>a. Pedestrian-scale block patterns.</li> <li>b. Incorporate pedestrian and bicycle amenities into public and private projects.</li> <li>c. Design streets for multi-modal use.</li> <li>d. Integrate transit stop facilities into public and private projects.</li> <li>e. Orient buildings and houses to street.</li> <li>f. Provide attractively landscaped streets and buffers.</li> <li>g. Preserve existing and historic urban fabric.</li> <li>h. Eliminate blank wall facades.</li> </ol> </li> </ol> | <p><b>Finding</b></p> <p><b>Consistent.</b> The proposed plan includes several actions,, including Action T-3b, T-3c, T-3d, and T-3e, that promote infill and mixed-use patterns for future development in the region.</p>   |

Humboldt County  
**Regional Climate Action Plan and CEQA GHG Emissions Thresholds**

| Policy  | Consistency  |
|---|--|
| <ul style="list-style-type: none"> <li>i. Incorporate bicycle routes and enhancements in public and private projects.</li> <li>6. A fixed urban services boundary to reduce sprawl and infrastructure costs.</li> <li>7. Focused growth along existing or planned transit corridors rather than extension of transit to serve new isolated development.</li> <li>8. Prevention of large areas of single uses. Isolated single-use developments at the edge of the City could encourage automobile travel for commuting and errands.</li> <li>9. Provision of convenience retail and services in ground floor space in the downtown to accommodate the needs of employees and reduce the need for mid-day automobile trips.</li> <li>10. Adopt and maintain zoning regulations that allow for a mix of land uses to reduce vehicle trips and the overall need for automobile use.</li> </ul> |  |
| City of Eureka Mobility Element   | Finding  |
| <p><b>M-4.5 Transit Use.</b> Work with Core Area employers, workers, residents, and visitors to encourage public transit use, thereby reducing traffic congestion and parking demand in the Core Area.</p>  | <p><b>Consistent.</b> The proposed plan includes Action T-5a which requires commercial and industrial employers with 25 or greater employees to implement a Transportation Demand Management Plan, including emphasis on transit use. In addition, Measure T-2 Urban and T-4 promotes coordination with HCAOG to prioritize transit projects in urban areas and the creation of mobility hubs.</p>   |
| <p><b>M-1.6 Dense Development.</b> Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable and transit friendly.</p>   | <p><b>Consistent.</b> The proposed plan includes several actions, including Action T-3b, T-3c, T-3d, and T-3e, that promote infill and mixed-use patterns for future development in the region.</p>  |
| <p><b>M-4.1 Transit Services.</b> Work with local and regional transit providers to maintain and expand services within the City that meet the needs of residents, and are accessible, timely, and responsive to growth patterns, and design routes with transit stops linking to trails and recreation areas.</p>  | <p><b>Consistent.</b> The proposed plan includes Measures T-2 Urban and T-2 Rural, which promote coordination with HCAOG to improve public transit opportunities in Humboldt.</p>  |
| City of Fortuna Transportation and Circulation Element  | Finding  |
| <p><b>TC-3.2 Fixed-Route Transit.</b> The City shall work with HCAOG, the Humboldt Transit Authority, and Redwood Transit Service to expand fixed-route transit service to serve new development areas, including direct connections to employment, residential, and commercial areas.</p>  | <p><b>Consistent.</b> HCAOG is listed as a partner on several proposed plan Actions, ensuring HCAOG is involved during implementation of transit-related Actions in the proposed plan. These Actions include T-2c Urban, T-2d Urban, T-2e Urban, and T-2f Urban.</p>   |
| <p><b>TC-3.4 Alternative Transportation Linkages.</b> The City shall link other modes of transportation (e.g., pedestrian and bike routes) with public transportation to further facilitate their use.</p>  | <p><b>Consistent.</b> The proposed plan includes Measure T-3 which aims to increase mixed-use and infill development that provides multiple methods of travel, including proximity to public transportation and bicycle routes. In addition, Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4 would increase pedestrian facilities, bicycle routes, and mobility hubs in Humboldt, linking active transportation to public transit facilities.</p> |



| Policy   | Consistency   |
|--|---|
| <p><b>M-4.8 Safe Routes to Transit.</b> Implement and maintain a safe routes program that prioritizes pedestrian and bicycle access to transit stops and stations.</p>   | <p><b>Consistent.</b> The proposed plan includes Measure T-3 that aims to increase mixed-use and infill patterns for future development in the region and that provides multiple methods of travel, including proximity to public transportation and bicycle routes. In addition, Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4 would increase pedestrian facilities, bicycle routes, and mobility hubs in Humboldt, linking active transportation to public transit facilities.</p> |
| <p><b>City of Rio Dell Circulation Element</b></p>   | <p><b>Finding</b></p>   |
| <p><b>Policy CE 4-1:</b> Participate in efforts to maintain and enhance public transit opportunities within the City.</p>  | <p><b>Consistent.</b> The proposed plan includes Measures T-2 Urban and T-2 Rural which promote coordination with HCAOG to improve public transit opportunities in Humboldt.</p>  |
| <p><b>City of Trinidad Circulation Element</b></p>   | <p><b>Finding</b></p>   |
| <p><b>Policy 41.</b> The city should support the continuation of regional bus service in the Trinidad area.</p>  | <p><b>Consistent.</b> The proposed plan includes Measures T-2 Urban and T-2 Rural, which promote improvements to public transit infrastructure in Humboldt.</p>   |
| <p><b>VROOM 2022-2042</b></p>  | <p><b>Finding</b></p>   |
| <p><b>Policy Transit-1</b> To grow and meet transit demand, fund programs and support services that make public transportation a fast and convenient way for people to get to their destinations. Support funding expanded routes, increased trip frequency, faster travel times (express routes), and first-last mile services including on-demand service. Prioritize programs with the highest potential to increase ridership and reduce the number of single-occupancy-vehicle trips made in Humboldt County.</p> | <p><b>Consistent.</b> HCAOG is listed as a partner on several proposed plan Actions, ensuring HCAOG is involved during implementation of transit-related measures and actions in the proposed plan. RCAP Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4 support this policy by including actions to obtain grants and funding to implement new first-last mile infrastructure, additional public transit services, and mobility hubs in the region.</p>                               |
| <p><b>Policy Transit -3</b> HCAOG supports having an integrated transit network that enables users to conveniently connect transit trips with biking and walking (first-last mile connectivity), such as by accommodating bicycles on transit vehicles, providing secure bicycle parking at transit stops, integrating mobility-on-demand services with transit service (e.g., bikeshare, scootershare, carshare, carpooling), and maximizing walkability and ADA accessibility to bus stops.</p>                      | <p><b>Consistent.</b> RCAP Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4 would expand access and opportunities for active transportation and public transit use in the region. In addition, the proposed plan includes Measure T-3 to encourage mixed-use and infill development with accommodations to increase transit travel. In addition, Action T-23 aims to expand first and last mile access to transit facilities.</p>   |
| <p><b>Policy Transit -4.</b> Local funding for expansion: HCAOG will help develop local funding sources to afford expanding service to meet demand.</p>  | <p><b>Consistent.</b> RCAP Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4 direct the regional climate coalition to collaborate to obtain grant funding for transit service expansion and improvements and active transportation facility improvements, particularly in underserved and marginalized areas.</p>  |

**BICYCLE FACILITIES**

RCAP Measures T-1 Urban and Rural, T-3, and T-5 would encourage mixed-use, in-fill development patterns, bicycle transportation, and modifications to the existing circulation system accommodate increased bicycle demands. RCAP implementation would not create roadway hazards for cyclists, obstruct existing bicycle services or facilities, or conflict with existing or planned facilities. All RCAP projects and infrastructure would be subject to County and/or city review to ensure that project designs would not interfere with bicycle operations. RCAP implementation could increase the

number of potential bicycle users on the various bicycle routes serving Humboldt. Increased users would result in a correlated increase in demand for bicycle facilities. However, the RCAP also includes measures and actions to obtain funding for and improve bicycle facilities and connectivity within the region, thereby offsetting increased demands.

RCAP measures and actions would support projects and infrastructure consistent with applicable plans, such as VROOM and County and City General Plans. Implementation of the below RCAP measures would ensure consistency with circulation system policies related to bicycle facilities, as demonstrated in Table 3.8-3 below:

**Table 3.8-3 Proposed Plan Consistency with Long Range Planning Documents – Bicycle Facilities**

| Policy   | Consistency  |
|--|--|
| <b>Humboldt County Circulation Element</b>   |  |
| <b>C-G4. Access to Active Transportation.</b> Improved access to non-motorized modes of transportation, including walking, bicycling, horseback riding and hiking.   | <b>Consistent.</b> The proposed plan includes measures that promote non-motorized transportation, including Measures T-1 Urban and Rural, T-3, T-4, and T-5.   |
| <b>C-P9. Circulation Planning for Bicycles, Pedestrians and Transit.</b> Circulation planning and project review shall include an assessment for bicycle, pedestrian and public transit access.  | <b>Consistent.</b> The proposed plan includes measures requiring feasibility studies for bicycle, pedestrian, and public transit access, including Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4. |
| <b>C-P36. Bicycle Facilities.</b> Encourage the planned placement of secure and/or weather-protected bicycle storage facilities at public buildings and bus stops, where appropriate. Incentivize placement of bicycle parking and storage at businesses, new or modified bus stops and multi-family housing.  | <b>Consistent.</b> The proposed plan includes measures that aim to expand bicycle infrastructure, including Measures T-1 Urban and Rural, T-2 Urban and Rural, T-3, and T-4.                                   |
| <b>City of Arcata Transportation Element</b>   |  |
| <b>CM-1b Investment in alternative modes.</b> To provide a realistic and cost-effective balance between travel modes, the City shall emphasize investment in alternative modes (bikeways, etc.) as a priority over increasing vehicular capacities of streets. Support ride-share in various modes (car, bike, etc.) through public and private infrastructure, and encourage systems designed to provide access to shared facilities. Improvements and programs should include public options, such as bike share racks or carpool parking, public-private partnerships for vehicle share, and private facilities or programs, such as project-based car share. | <b>Consistent.</b> The proposed plan includes measures that promote alternative transportation, including T-1c Urban, T-1d Urban, T-1a Rural, T-1c Rural, T-1f, T-1i Rural, and T-3c.                          |
| <b>CM-5b Bikeway system and pedestrian network standards.</b> The City of Arcata Pedestrian & Bicycle Master Plan and Humboldt County Association of Governments (Association of Governments) Humboldt Regional Bicycle Plan contain appropriate design standards and guidelines for the proposed bikeway system and pedestrian network improvements in the City of Arcata. Continue to work with regional partners and Association of Governments to plan improvements to the bikeway system and pedestrian network.  | <b>Consistent.</b> The proposed plan includes measures that aim to expand bicycle and pedestrian infrastructure, including Measures T-1 Urban and Rural, T-2 Urban and Rural, T-3, and T-4.                    |
| 1. Right-of-way opportunities. As opportunities arise, the City shall utilize existing or acquire new  |  |

| Policy  | Consistency   |
|---|---|
| <p>easements or right-of-way for Class I bikeways. Such opportunities may include connecting dead-end streets in new developments with existing neighborhoods, along streets with excess width and unpaved right-of-way, along drainage channels or creeks, or along abandoned railroad rights of way.</p>  |   |
| <p><b>CM-5c Bicycle parking facilities.</b> Secure bicycle parking facilities shall be provided at important activity centers, civic facilities, apartment complexes, employment centers, shopping centers, major bus stops, and schools. Bicycle parking facilities include racks, and lockers. Developers shall be required to provide a minimum number of bicycle parking devices at convenient and visible ground-floor locations within the development. Bicycle parking should be in an interior location near an entrance whenever feasible. The required number of bicycle parking spaces shall be calculated as a proportion of the number of users. Designate locations for public, outdoor bike lockers coordinated with public transit stops accessible in the public right-of-way.</p> | <p><b>Consistent.</b> The proposed plan includes measures that aim to expand bicycle infrastructure and facilities, including Measures T-1 Urban and Rural, T-2 Urban and Rural, T-3, and T-4.</p>  |
| City of Blue Lake Circulation Element   | Finding   |
| <p><b>Policy 18.</b> The City shall promote the use of bicycles as a convenient, alternate mode of transportation consistent with Blue Lake’s “small town” atmosphere.</p>  | <p><b>Consistent.</b> RCAP Measures T-1 Urban and Rural aim to expand bicycle infrastructure and promote the use of active transportation.</p>  |
| City of Eureka Mobility Element   | Finding   |
| <p><b>M-1.2 Investment in Alternative Modes.</b> Emphasize investment in alternative travel modes to provide a realistic and cost-effective balance between modes.</p>  | <p><b>Consistent.</b> The proposed plan includes measures that promote alternative transportation, including T-1 Urban and Rural, T-2 Urban and Rural, T-3, T-4, and T-5.</p>   |
| <p><b>M-3.2 Extend Facilities.</b> Provide for the extension of sidewalks, trails, and walking/bicycling facilities throughout the City to allow for convenient and safe pedestrian and cyclist movement and to promote walking and bicycling as viable modes of transportation for all types of trips.</p>   | <p><b>Consistent.</b> The proposed plan includes measures to increase bicycle and pedestrian facilities in the region, including T-1 Urban and Rural, T-2 Urban and Rural, T-3, T-4, and T-5.</p>   |
| <p><b>M-3.3 Continuous Networks.</b> Provide continuous pedestrian and bicycle systems that link neighborhoods, parks, schools, commercial centers, major employers, and other frequently-visited destinations and expand access to the gulches and greenways consistent with the City’s Bicycle Plan and street design guidelines.</p>   | <p><b>Consistent.</b> The proposed plan includes measures to increase bicycle and pedestrian connectivity in the region, including T-1 Urban and Rural, T-2 Urban and Rural, T-3, T-4, and T-5.</p>   |
| <p><b>M-3.4 Regional Connectivity.</b> Provide a bicycle system that is interconnected with the regional bikeway system.</p>  | <p><b>Consistent.</b> The proposed plan includes measures to increase bicycle connectivity in the region, including T-1 Urban and Rural, T-2 Urban and Rural, T-3, T-4, and T-5.</p>  |
| City of Fortuna Transportation and Circulation Element  | Finding   |
| <p><b>TC-5.1 Bicycle Transportation Plan.</b> The City shall prepare a Bicycle Transportation Plan that incorporates the bicycle facilities plan for the City included in HCAOG’s 2009 Humboldt County Regional Trails Master Plan. A copy of the route plan is shown on page 4-4 for reference. The City shall strive to fully implement the proposed facilities to fill in gaps in the existing bicycle network, improve existing bicycle facilities, improve motor vehicle and bicycle interactions, and increase bicyclist safety. The City</p>   | <p><b>Consistent.</b> The proposed plan includes measures that aim to expand access to bicycle infrastructure and improve linkages to public transit and destinations, including Measures T-1 Urban and Rural, T-2 Urban and Rural, T-3, and T-4.</p> |

| Policy  | Consistency   |
|---|---|
| shall also identify the locations of planned bicycle parking facilities in the plan linked to schools, government buildings, shopping centers and transit stops, establish bicycle parking standards, and strive to coordinate Class II bikeway striping with surfacing of city streets.  |   |
| City of Rio Dell Circulation Element  | Finding   |
| <b>Policy CE 3-1:</b> Provide an extensive network of pedestrian, including the physically disabled, and bicycle pathways to support community health and provide safe alternatives to automobile use.  | <b>Consistent.</b> The proposed plan includes measures that aim to expand access to pedestrian and bicycle infrastructure, including Measures T-1 Urban and Rural, T-3, and T-4.  |
| VROOM 2022-2042   | Finding   |
| <b>Policy Streets-1. Multi-modal safety &amp; functionality:</b> HCAOG shall encourage and facilitate local jurisdictions, local Native American Tribes, Caltrans, and non-profits to individually and collaboratively plan, design, install, and maintain roads in Humboldt County to build a transportation system that emphasizes safety over speed, and emphasizes multi modal functionality over convenience for single-occupancy automobiles. | <b>Consistent.</b> HCAOG is a regional partner on the RCAP, ensuring collaboration between local jurisdictions and other agencies. RCAP measures that support multi-modal safety and functionality include Measures T-1 Urban and Rural, T-2 Urban and Rural, T-3, and T-4. |
| <b>Policy Streets -3. Complete Streets improvements:</b> HCAOG shall include Complete Streets improvements in regionally-funded transportation system projects to the extent feasible, as consistent with California Complete Streets Act of 2008 (AB 1358) and Caltrans Deputy Directive 64-R2.  | <b>Consistent.</b> The proposed plan includes measures that aim to expand access to pedestrian, bicycle, and public infrastructure and thereby create more complete streets. These include Measures T-1 Urban and Rural, T-2 Urban and Rural, T-3, and T-4.                 |
| <b>Policy Streets -4. Sharing Economy:</b> HCAOG shall pursue efforts to increase shared mobility options in the region, such as car share and bike share programs. HCAOG shall work to make shared mobility programs equitably available to people with low-incomes and other transportation disadvantages.  | <b>Consistent.</b> RCAP Measures T-1 Urban and Rural, T-2 Rural, and T-4 include actions to promote the expansion of e-bike and car share programs in the region.   |

**PEDESTRIAN FACILITIES**

RCAP Measures T-1 Urban and Rural and T-3 would encourage mixed-use and infill development and improvements to the pedestrian environment to encourage increased walking and other forms of active transportation. RCAP implementation would not obstruct existing pedestrian services or facilities, nor would it conflict with existing or planned facilities. Transportation-related projects and infrastructure promoted by the RCAP would be subject to County and/or city review to ensure that project designs would not result in hazards to pedestrians or substantially interfere with pedestrian circulation. RCAP implementation could increase the number of potential pedestrians on the various pedestrian paths serving Humboldt. Increased users would result in a correlated increase in demand for pedestrian facilities. However, the RCAP also includes measures and actions to obtain funding for and improve pedestrian facilities and connectivity within the region, thereby offsetting increased demands.

RCAP measures and actions would support projects and infrastructure consistent with applicable plans, such as VROOM and County and City General Plans. Implementation of the below RCAP measures would ensure consistency with circulation system policies related to pedestrian facilities, as demonstrated in Table 3.8-4 below:

**Table 3.8-4 Proposed Plan Consistency with Long Range Planning Documents – Pedestrian Facilities**

| Policy   | Consistency   |
|--|---|
| <b>Humboldt County Circulation Element</b>   |   |
| <p><b>C-G4. Access to Active Transportation.</b> Improved access to non-motorized modes of transportation, including walking, bicycling, horseback riding and hiking.</p>  | <p><b>Consistent.</b> The proposed plan includes measures that promote non-motorized transportation, including Measures T-1 Urban and Rural, T-3, T-4, and T-5.</p>   |
| <p><b>C-P9. Circulation Planning for Bicycles, Pedestrians and Transit.</b> Circulation planning and project review shall include an assessment for bicycle, pedestrian and public transit access.</p>   | <p><b>Consistent.</b> The proposed plan includes measures requiring feasibility studies for bicycle, pedestrian, and public transit access, including Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4.</p> |
| <b>City of Arcata Transportation Element</b>   |   |
| <p><b>CM-1b Investment in alternative modes.</b> To provide a realistic and cost-effective balance between travel modes, the City shall emphasize investment in alternative modes (bikeways, etc.) as a priority over increasing vehicular capacities of streets. Support ride-share in various modes (car, bike, etc.) through public and private infrastructure, and encourage systems designed to provide access to shared facilities. Improvements and programs should include public options, such as bike share racks or carpool parking, public-private partnerships for vehicle share, and private facilities or programs, such as project-based car share.</p>  | <p><b>Consistent.</b> The proposed plan includes measures that promote alternative transportation, including T-1c Urban, T-1d Urban, T-1a Rural, T-1c Rural, T-1f, T-1i Rural, and T-3c.</p>                          |
| <p><b>CM-5e Pedestrian pathways and multi-use trails.</b> Pedestrian pathways or multi-use trails for the exclusive use of non-motorized transportation modes and non-auto motorized vehicles, such as electric bikes with appropriate limitations should be provided. Pathways may be long facilities located along corridors or short facilities providing direct access through development projects or connecting areas not directly accessible by streets. Pathways should be planned to serve the full range of mobility needs for people of all ages, races, ethnicities, incomes, and physical abilities. The following shall apply to pedestrian pathways or multi-use trails:</p> <ol style="list-style-type: none"> <li>1. Easement or right-of-way dedication. Dedication of easements or rights of way for pathways through new private developments may be required.</li> <li>2. Cooperation with local and regional agencies and jurisdictions. The City shall cooperate with other agencies to establish and maintain off-street pathways and trails utilizing creek, utility, and railroad right-of-way.</li> <li>3. Other potential locations for multi-use paths are within the Great Redwood Trail Agency right-of-way from Giuntoli Lane to Samoa Boulevard, along the west side of Samoa Boulevard/Old Arcata Road east of US 101, and along the perimeter of Arcata Bay towards Manila.</li> <li>4. Create separated walk/bike lanes in multi-use trails with explanatory signage on placement and how to safely pass, as deemed necessary based on increased use in future.</li> </ol> | <p><b>Consistent.</b> The proposed plan includes measures that aim to expand access to pedestrian and bicycle infrastructure, including Measures T-1 Urban and Rural, T-3, and T-4.</p>                               |

| Policy  | Consistency   |
|---|---|
| <ol style="list-style-type: none"> <li>5. Provide sidewalks or multi-modal trails on both sides of all streets.</li> <li>6. Support ride-share in various modes (car, bike, etc.) through public and private infrastructure, and encourage systems designed to provide access to shared facilities. Improvements and programs should include public options, such as bike share racks or carpool parking, public-private partnerships for vehicle share, and private facilities or programs, such as project-based car share.</li> <li>7. Retain and expand the current total linear feet of Class I trails within the City, including the L Street segment of the Bay Trail North/Annie Mary Trail. If current facilities must be realigned or relocated to other routes, ensure no net loss of trail length and connectivity. In limited circumstances, the City Council shall retain the discretion to allow removal or relocation of Class I Trail sections if such approval would improve active transportation access and connectivity. Collaborate with the Great Redwood Trail Agency and other landowners and agencies to retain and expand the Class I trail and Class 4 bikeways throughout the City.</li> <li>8. Reduce vehicle trips from other parts of the City by creating pedestrian and bicycle-friendly corridors that draw residents and visitors to enter the various neighborhoods via means other than motorized vehicles. Fulfill the potential of the existing and planned Class I trails by planning for expanded connections that will draw bikes/peds from between activity centers.</li> </ol> |   |
| <p><b>CM-2a Land use development patterns.</b> The City encourages and supports travel demand management efforts. The City shall promote land use and development patterns that encourage walking, bicycling and transit use. In recognition of the link between land use and transportation, the land use plan shall discourage low density, homogenous land-use patterns that foster automobile travel and are impractical to serve with transit. Land use planning shall emphasize high density and mixed land use patterns which translate into higher transit and pedestrian travel in the downtown and neighborhood commercial areas. Infill, redevelopment, and reuse of underutilized property at higher densities shall be encouraged prior to outward expansion of City boundaries. The following land use measures are emphasized:</p> <ol style="list-style-type: none"> <li>1. Mixed-use neighborhood centers within transit corridors which include housing and commercial services near employment.</li> <li>2. Land use patterns which maximize linking trip opportunities by assembling uses, thus allowing people to take care of a variety of daily needs with a single trip.</li> </ol>   | <p><b>Consistent.</b> The proposed plan includes Action T-5a which requires commercial and industrial employers with 25 or greater employees to implement a Transportation Demand Management Plan. Furthermore, several additional actions promote infill and mixed-use patterns for future development in the region, including Action T-3b, T-3c, T-3d, and T-3e.</p> |

| Policy  | Consistency  |
|---|--|
| <ol style="list-style-type: none"> <li>3. Clustering of higher density housing and incorporation of residential apartments on upper floors of buildings in the downtown area.</li> <li>4. Integration of new housing into neighborhood shopping centers, including Sunny Brae, Westwood, and Valley West.</li> <li>5. Pedestrian-oriented land use and urban design, including the following elements:               <ol style="list-style-type: none"> <li>a. Pedestrian-scale block patterns.</li> <li>b. Incorporate pedestrian and bicycle amenities into public and private projects.</li> <li>c. Design streets for multi-modal use.</li> <li>d. Integrate transit stop facilities into public and private projects.</li> <li>e. Orient buildings and houses to street.</li> <li>f. Provide attractively landscaped streets and buffers.</li> <li>g. Preserve existing and historic urban fabric.</li> <li>h. Eliminate blank wall facades.</li> <li>i. Incorporate bicycle routes and enhancements in public and private projects.</li> </ol> </li> <li>6. A fixed urban services boundary to reduce sprawl and infrastructure costs.</li> <li>7. Focused growth along existing or planned transit corridors rather than extension of transit to serve new isolated development.</li> <li>8. Prevention of large areas of single uses. Isolated single-use developments at the edge of the City could encourage automobile travel for commuting and errands.</li> <li>9. Provision of convenience retail and services in ground floor space in the downtown to accommodate the needs of employees and reduce the need for mid-day automobile trips.</li> <li>10. Adopt and maintain zoning regulations that allow for a mix of land uses to reduce vehicle trips and the overall need for automobile use.</li> </ol> |  |
| <p><b>City of Eureka Mobility Element</b></p> <p><b>M-1.2 Investment in Alternative Modes.</b> Emphasize investment in alternative travel modes to provide a realistic and cost-effective balance between modes.</p>  | <p><b>Finding</b></p> <p><b>Consistent.</b> The proposed plan includes measures that promote alternative transportation, including T-1 Urban and Rural, T-2 Urban and Rural, T-3, T-4, and T-5.</p>  |
| <p><b>City of Fortuna Transportation and Circulation Element</b></p> <p><b>TC-3.4 Alternative Transportation Linkages.</b> The City shall link other modes of transportation (e.g., pedestrian and bike routes) with public transportation to further facilitate their use.</p>   | <p><b>Finding</b></p> <p><b>Consistent.</b> The proposed plan includes Measure T-3 which aims to increase mixed-use and infill development that provides multiple methods of travel, including proximity to public transportation and bicycle routes. In addition, Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4 would increase pedestrian facilities, bicycle routes, and mobility hubs in Humboldt, linking active transportation to public transit facilities.</p> |

| Policy   | Consistency   |
|--|---|
| <b>TC-4.4 Regional Pedestrian Needs Assessment Update.</b><br>The City shall implement the projects identified in the Humboldt County Association of Governments (HCAOG) Regional Pedestrian Needs Assessment study.   | <b>Consistent.</b> The proposed plan includes Measures T-1 Urban and Rural, that would implement pedestrian projects identified by HCAOG in their existing transportation plans.  |
| <b>City of Rio Dell Circulation Element</b>  | <b>Finding</b>  |
| <b>Policy CE 3-1:</b> Provide an extensive network of pedestrian, including the physically disabled and bicycle pathways to support community health and provide safe alternatives to automobile use.  | <b>Consistent.</b> The proposed plan includes measures that aim to expand access to pedestrian and bicycle infrastructure, including Measures T-1 Urban and Rural, T-3, and T-4.  |
| <b>VROOM 2022-2042</b>   | <b>Finding</b>  |
| <b>Complete Streets and Connected Communities Sub-Objective 2:</b> Expand and maintain a regional network of inter-connected pedestrian and bicycle facilities. Create safe and effective walking and bicycling facilities that create neighborhood connectivity and continuity. | <b>Consistent.</b> The proposed plan includes measures that aim to expand access to pedestrian and bicycle infrastructure and improve regional connectivity, including Measures T-1 Urban and Rural and T-4. In addition, the proposed plan includes Measure T-3 that aims to increase mixed-use and infill development that provides multiple methods of travel, including pedestrian proximity to public transportation and bicycle routes. |

As illustrated in the above subsections, operation of the RCAP would result in less than significant impacts with respect to conflicts with circulation system policies related to roadway, transit, bicycle, and pedestrian facilities.

*Mitigation Measure*

No mitigation is required.

*Level of Significance*

Less Than Significant Without Mitigation

**Vehicle Miles Traveled**

**Significance Criterion b:** Would the proposed plan conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

**Impact TRA-2 IMPLEMENTATION OF THE RCAP WOULD RESULT IN REDUCED VMT AND, THEREFORE, WOULD NOT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B). THERE WOULD BE NO IMPACT.**

*Construction*

Impacts related to CEQA Guidelines Section 15064.3, subdivision (b) are limited to operational impacts. No respective construction impacts would occur, because construction is temporary in nature and, while it may marginally generate VMT from construction worker trips or road detours, it would not substantially impact regional VMT.

*Operation*

The transportation measures and actions contained in the RCAP focus on transitioning residents and visitors out of single-occupancy vehicles and into active transportation mode options (i.e., walking



and biking) and public and shared transit options (e.g., public buses, carpools) by improving these mode options and safety and adopting policies to discourage single-occupancy vehicle commutes. Additionally, land use changes such as promoting jobs and amenities to be located near residents can help reduce the region's average trip length as well as encourage mode shifts to active or public transit. In addition to measures described under Impact TRA-1 above that encourage alternate modes of transportation, the proposed plan would implement the following actions that would reduce VMT:

- **T-1e Urban:** Increase inter-connectivity across the region working with HCAOG and the Regional Climate Committee representatives to:
  - Evaluate and prioritize land use projects and transportation projects, including active transportation projects, for their impact on increased regional connectivity
  - Identify hurdles limiting connectivity and use, such as last-mile commute limitations
  - Facilitate coordination across jurisdictions and rural and urban areas to plan development in a coordinated and most strategic manner
  - Apply for regional funding opportunities focused on increased inter-connection and VMT reduction
  - Implement the VMT mitigation measures associated with VMT thresholds
- **T-3a:** Work with the Regional Climate Committee to develop template land use and development policy to enable and encourage infill development and streamline zoning changes that allow for higher density housing development. Work with urban areas to rezone for higher residential density and mixed use, reduced parking requirements, and expedited planning and permitting processes in the downtown core, along transit corridors, and within future planned development areas that is compact, pedestrian friendly, and transit oriented where applicable.
- **T-3b:** Leverage feasibility studies conducted by HCAOG to identify opportunities for mixed-use and infill development, map current and future planned transit networks, and establish a priority list of development that encourages regional growth to be in alignment with HCAOG and HTA transit goals. If not already included in previously conducted HCAOG studies, assess equity considerations with regards to location and distribution of developments, and potential transit access equity impacts.
- **T-3c:** Work with HCAOG, HTA, RCEA and CBOs to plan prospective mixed-use and infill projects so that they include design considerations with regards to alternative energy access/generation, EV charging infrastructure, and local public transit facilities. Promote development that increases walkability and is bikeable in neighborhoods.

According to the LCI Technical Advisory on Evaluating Transportation Impacts in CEQA, transit and active transportation projects generally reduce VMT and are, therefore, presumed to result in less than significant impacts related to transportation. LCI applies this presumption to passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects. The proposed plan's actions promote active transportation development and transit improvements that, accordingly, would be presumed to have less than significant VMT impacts. Overall, the RCAP would result in reduced regional VMT, and, therefore, the proposed plan would result in no operational impact in terms of consistency with CEQA Guidelines Section 15064.3(b).

*Mitigation Measure*

No mitigation is required.

*Level of Significance*

No Impact

**Roadway Design Safety Hazards**

**Significance Criterion c:** Would the proposed plan substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

**Impact TRA-3 IMPLEMENTATION OF THE RCAP WOULD NOT SUBSTANTIALLY INCREASE HAZARDS BECAUSE OF A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT). IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

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*Construction*

Implementation of some proposed plan Actions may cause intermittent and temporary traffic hazards due to construction. However, existing State, County, and City regulations minimize the potential to introduce roadway hazards. For example, temporary construction barricades or other obstructions that could impede emergency access on State highway systems/routes would be subject to the standards set forth in the California Manual of Uniform Traffic Control Devices (Manual).<sup>26</sup> The Manual requires the creation and approval of temporary traffic control plans to be used for minimizing roadway hazards. Pursuant to County Code Title IV, Division 1, Chapter 1, construction activities occurring on County roads would require the use of lights, barriers, warning lights, and other safeguards necessary to minimize roadway hazards. Projects occurring in the incorporated Cities would be required to comply with similar City-specific regulations regarding encroachment and construction safety, such as Chapter 56-10 of the Eureka Municipal Code, Chapter 12.08 of the Blue Lake Municipal Code, Chapter 12.08 of the Fortuna Municipal Code, and Chapter 12.04 of the Trinidad Municipal Code. Compliance with these existing encroachment and construction safety regulations would ensure that construction would not result in substantial traffic hazards. Therefore, construction impacts related to roadway design safety hazards would be less than significant.

*Operation*

Future RCAP projects that would introduce new facilities on roadways, such as bicycle and pedestrian infrastructure, would be required to be designed in accordance with applicable State, County and/or City standards, such as Caltrans' bikeway design criteria, to ensure these facilities would not be designed to avoid the creation of dangerous curvature, slopes, or intersections. Future RCAP-related projects would be reviewed by County or City staff to ensure consistency with applicable design standards, such as those contained in County Code Title III, Division 11, Chapter 2, including standards for roadway width, grade, sight lines, turnarounds, driveways, and roadway modifications. Accordingly, design and regulatory review would minimize the potential for RCAP-related projects to result in hazards due to geometric design features. Furthermore, future RCAP-

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<sup>26</sup> California Department of Transportation. 2024. CA Manual on Uniform Traffic Control Devices. <https://dot.ca.gov/programs/safety-programs/camutcd> (accessed October 2024).

related projects for the transportation sector would primarily be related to increasing alternative transportation facilities, such as bike lanes, pedestrian access, and increased public transit, and would not introduce incompatible uses such as farm equipment to roadways. Therefore, operational impacts related to roadway design safety hazards would be less than significant.

#### *Mitigation Measures*

No mitigation is required.

#### *Level of Significance*

Less Than Significant Without Mitigation

### **Emergency Vehicle Access**

|   |
|---|
| <b>Significance Criterion d:</b> Would the proposed plan result in inadequate emergency access? |
|---|

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**Impact TRA-4      IMPLEMENTATION OF THE RCAP WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

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#### *Construction*

Implementation of some proposed plan Actions may cause intermittent and temporary traffic interferences due to construction. However, as described in Impact TRA-3, construction on State Highways must adhere to the Manual, which requires the creation and approval of temporary traffic control plans to be used for facilitating road users through a work zone.<sup>27</sup> Furthermore, pursuant to County Code Title IV, Division 1, Chapter 1, construction activities occurring on County roads must minimize interference with traffic, which includes emergency response traffic. Accordingly, existing regulations would minimize the potential for construction to result in inadequate emergency access. Therefore, the construction-related emergency vehicle access impact would be less than significant.

#### *Operation*

Future RCAP related-projects would be required to adhere to State, County and/or City standards, such as the California Fire Code and County Code Title III, Division 11, Chapter 2, and would be subject to review on a project-by-project basis by the applicable fire protection district. Standards include those that address minimum driveway width, signage and addressing, and emergency access. Furthermore, in accordance with standard development review procedures, plans for projects and infrastructure promoted by the RCAP would be submitted to the County or respective City for review and approval to ensure adequate emergency access and escape routes in compliance with existing fire protection district regulations. RCAP-related projects would be reviewed by County or City staff to ensure consistency with all applicable design standards, including turning radii, vertical clearance, and provision of multiple access points for emergency vehicles. Additionally, RCAP projects would be required to comply with the applicable requirements of the California Fire Code, such as providing two separated and approved fire apparatus access roads that have a minimum width of 20 feet with turning radii of 25 feet inside and 45 feet outside. Through adherence to applicable regulations, the proposed plan would not introduce projects and

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<sup>27</sup> California Department of Transportation. 2024. CA Manual on Uniform Traffic Control Devices. <https://dot.ca.gov/programs/safety-programs/camutcd> (accessed October 2024).

infrastructure that would result in inadequate emergency access. Therefore, the RCAP would result in less than significant impacts related to emergency access.

*Mitigation Measures*

No mitigation is required.

*Level of Significance*

Less Than significant Without Mitigation

### 3.8.5 Cumulative Impacts

#### 3.8.5.1

#### **Regional Cumulative Impacts**

Regional cumulative impacts consider impacts throughout Humboldt that would occur from projected long-term growth identified in Table 3-1 of Section 3.0, *Environmental Impact Analysis*. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3.0, *Environmental Impact Analysis*.

*Compatibility with Programs, Plans, Ordinances, and Policies Related to Circulation*

Cumulative development resulting from long-term growth throughout Humboldt would be subject to the same circulation-related programs, plans, ordinances, and policies as future projects promoted by the proposed plan. Cumulative development would be required to demonstrate consistency with the HCAOG regional transportation plan (i.e., VROOM) as well as County and/or City General Plan policies that guide the continued development and improvement of the transportation system in Humboldt. Therefore, cumulative development would not result in a significant impact related to a program, plan, ordinance, or policy addressing the circulation system.

*Vehicle Miles Traveled*

Cumulative development resulting from long-term growth throughout Humboldt would be evaluated for the potential to result in VMT-related impacts in accordance with the project-level guidance within the LCI Technical Advisory on Evaluating Transportation Impacts in CEQA. On a project-level, cumulative development that results in VMT exceeding a level of 15 percent below existing VMT per capita would be required to implement mitigation for VMT-related impacts. Nonetheless, overall growth throughout Humboldt could result in a substantial overall VMT increase. As such, cumulative impacts related to VMT would be potentially significant. However, as discussed under Impact TRA-2, the proposed plan includes measures that require coordination with HCAOG and other regional planning agencies for the purpose of reducing regional VMT by increasing mixed-use development in infill priority areas and promoting active transportation and public transit use. Accordingly, the proposed plan would reduce VMT throughout Humboldt. Therefore, the proposed plan would not contribute to cumulative VMT impacts and, thus, would represent a less than significant cumulative impact.

*Roadway Safety and Emergency Vehicle Access*

Roadways and public right-of-way modifications constructed as part of the cumulative development resulting from long-term growth throughout Humboldt would be constructed to meet State, County,

and/or City design and regulatory requirements to prevent transportation hazards associated with geometric hazards or incompatible uses. Similarly, State, County, and/or City design and regulatory requirements would require cumulative development to provide adequate emergency access to a specific project site. Transportation hazards and emergency access impacts are site-specific and would not be affected by or contributed to by cumulative development. Therefore, no cumulative impacts related to roadway safety hazards and emergency vehicle access would occur.

*Overall Level of Cumulative Significance*

Less Than Significant Without Mitigation