

CHAPTER 4

ACTIVE TRANSPORTATION SYSTEM

This chapter provides the framework for developing a regional trail network or active transportation system in Humboldt County. The various types of natural surface and paved off-street trails and on-street facilities that will comprise the system are introduced. To better characterize trail development needs and responsibilities, the information in this section has been separated into regional trails, local and tribal networks.

TRAIL CLASSIFICATION SYSTEM

The regional trail network will be comprised of a variety of trail types to accommodate different user groups and regional topography. The trail classification system is organized by natural and paved surface trail types, which are described below. The classification system has been used to identify existing and proposed trails in Humboldt County and illustrated in the maps included in this chapter. Detailed information on trail design and standards, including trail cross sections, accessible trail design, trailhead layout, and trail support facilities, is included in Chapter six, Trail Design Guidelines.

Natural Surface Trails

Natural surface trails are primarily unpaved trails that serve a variety of recreational user groups and may occasionally serve transportation (e.g., commuter use) and local connectivity (e.g., school and local errand access) needs. Natural surface trails are classified into multipurpose, equestrian, and developed/improved trails.

Multipurpose Trails

Multipurpose trails accommodate a wide variety of user groups. These paths, while constructed with native surface materials or compacted, crushed or granulated stone, provide wide treads and clearances (i.e., width varies from four feet to eight feet) potentially accommodating significant volumes of hikers, equestrians and bicyclists. Where hikers, bicyclists and equestrians are allowed on the same trail “Yield to” signage should be installed to notify users of rights-of-way.



Natural surface trail

Equestrian Trails

Equestrian trails should provide for local- and long-distance trail rides, and may also serve multiple user types. Basic dimensional requirements include an 18 to 36 inch wide trail tread

and appropriate horizontal clearances. In high use and developed areas, a minimum tread width of seven to eight feet should be provided to allow for riding side by side as well as opportunities for passing when bidirectional movements are expected. Compacted natural soil is typically the preferred trail tread, but surfacing trails with crushed fines may be preferred in Humboldt County due to climate conditions.

Developed/Improved Trails

Developed/improved trails accommodate walking and hiking in a variety of contexts and are the minimum trail standard typically incorporated into a regional trails network. They generally have a compacted natural soil surface (or surfaced with crushed fines to improve trail conditions due to climate) and widths ranging from 18 inches to 48 inches. These types of facilities are typically located in open space areas, at local and county parks, in undeveloped public rights-of-way such as utility corridors, and in parklands and resource lands.

Paved Surface Trails

Paved trails and on-street routes are intended to meet Caltrans and AASHTO dimensional, geometric and functional standards for Class I bike paths, Class II bike lanes, and Class III bike routes that serve a variety of commuter trips, utilitarian trips, and recreational trips. Paved surface trails are further described below.



Paved surface trail

Class I (Bike Path)

Class I bike paths provide a paved right-of-way completely separated from nearby streets or highways, designated for the “exclusive use of bicycles and pedestrians” (Section 890.4 of the Streets and Highways Code). In practice however, Class I bike paths are typically shared by bicyclists, pedestrians, skaters, wheelchair users, joggers and other non-motorized users. Recommended widths range from 10 to 12 feet (eight feet minimum), depending on anticipated usage.

Class II (Bike Lane)

Class II bike lanes are defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bicycle lanes can be installed on arterial, collector and neighborhood roadways where space allows and subject to locally established minimum travel lane widths. The recommended minimum width for a bicycle lane is five feet, not including the gutter.

Class III (Bike Route)

Class III bike routes share the roadway with motor vehicles, typically on streets without adequate width for bicycle lanes. This type of facility is usually established on roads with low speeds and traffic volumes, however can be used on higher volume roads with wide outside lanes or shoulders.

AASHTO recommends 14 foot wide travel lanes for Class III facilities. Bike routes are identified through signage using the standard “Bike Route” sign, although alternative signs can be used to reflect a numerical route and name designation. Bicycle routes can also be identified through shared lane pavement markings, or “sharrows” that alert vehicle drivers to the presence of cyclists on arterials as well as direct bicyclists of the safest portion of the travel lane to ride in.

In Humboldt County, State Highways are open to bicycle use and are designated as Class III facilities (e.g., The Pacific Coast Bike Route runs along the US Highway 101 corridor).

REGIONAL TRAILS

A regional trail system is envisioned for Humboldt County that will provide for continuous travel between communities. The regional trail system will be comprised of a network of individual trail segments that are at various stages of development, from early conceptual planning to built and in-use. Many of these trail segments cross multiple jurisdictions and provide opportunities for collaborative planning and implementation efforts.

Trail segments that define the regional trail system include the Annie and Mary Rail-Trail, Arcata Rail with Trail, California Coastal Trail (including the Hammond Trail), Humboldt Bay Trail: Arcata to Eureka Segment, and Eureka Waterfront Trail and Promenade. Following is a description of each regional trail segment and its current status.

Annie and Mary Rail-Trail

The proposed Annie and Mary Rail-Trail is envisioned as a Class I facility connecting the Cities of Arcata and Blue Lake. The proposed trail would utilize sections of the northernmost spur of the Northwestern Pacific Railroad, historically known as the Arcata and Mad River (or ‘Annie and Mary’) line. The spur leaves the main line in downtown Arcata, runs through the community of Glendale, continues past the City of Blue Lake, and ends in the mill town of Korbel. The Annie and Mary corridor is owned and managed by the North Coast Railroad Authority (NCRA) and Green Diamond Timber Company, and runs through Humboldt County, Cities of Arcata and Blue Lake, Blue Lake Rancheria, and Caltrans jurisdictions.



The Annie and Mary Mad River Bridge

The 6.8 mile Annie and Mary line is one of the oldest rail corridors on the west coast. Trains have not run on the Annie and Mary line since 1992. In 1997-1998, the tracks and ties of the rail bed were removed. Encroachment of neighboring uses (e.g., residential, agricultural and

industrial) and a lack of corridor maintenance (i.e., drainage structures, vegetation management, etc.) have deteriorated the physical state of the corridor. There are six existing timber trestles (including two approaches to the Annie and Mary Mad River Bridge) that need renovation and retrofitting and two short missing wooden bridges that need replacing. Due to budgetary constraints, the NCRA has no immediate plans to reopen the corridor for rail service; however, the NCRA wants to retain the right to resume future rail service on the route (NCRA, 2008).

The community has shown strong support for multi-use trail development on the Annie and Mary corridor that would enable public access for non-motorized recreation and transportation. In addition to having community support and a nonprofit (501 (c)(3)) organization dedicated to the effort (the Friends of the Annie & Mary Rail-Trail), the Annie and Mary Rail-Trail has been identified as a priority, planned or recommended project in a number of plans, which include: *1997 Humboldt County Bicycle Facilities Feasibility Analysis, 2001 Humboldt Bay Trails Feasibility Study, City of Arcata 2004 Bicycle and Pedestrian Plan, 2004 Humboldt County Regional Bicycle Plan, and 2008 Humboldt County Regional Transportation Plan.*

In 2003, the California Coastal Conservancy funded the development of the *Annie and Mary Rail-Trail Feasibility Study* to analyze the opportunities and constraints of railbanking the Annie and Mary corridor. Railbanking (as defined by the National Trails System Act, 16 USC 1247 (d)) is a voluntary agreement between a railroad company and a trail agency (such as a government entity or land trust) to use an out-of-service rail corridor as a trail until some railroad might need the corridor again for rail service (Rails to Trails Conservancy, 2007).

The study conducted engineering feasibility analyses on the trestles and bridge. Adjacent landowners and potential management agencies were involved in identifying trail priorities and design recommendations. The study recommended preferred alignments and designs and provided cost estimates for construction. This study recommended that until Green Diamond was willing to support trail extension to Korbek, the Annie and Mary Rail-Trail should end in Blue Lake.

Railbanking is designed to allow other uses while preserving the railroad rights-of-way for possible future rail service. Railbanking will leave the existing corridor, bridges, and other infrastructure intact and relieve the NCRA from responsibility of maintenance and taxation. If economic conditions warrant resuming rail operation, the retained rights-of-way make future restored rail service possible.



The former Annie and Mary railroad depot, which now serves as a museum.

To better understand how the statutory railbanking process could be applied to the Annie and Mary corridor, Humboldt County Association of Governments (HCAOG) funded the *Annie and Mary Trail – Next Steps* report in 2008. The “next steps” described in the report include:

1. *Form a Trail Management Entity.* The report recommended that the entire Annie and Mary corridor be transferred to a single lead trail management entity rather than individual jurisdictions developing and managing separate segments of the trail.
2. *Abandonment Exception Filing.* NCRA would file the Abandonment Exception with the Surface Transportation Board (STB) invoking STB’s two-year out-of-service exempt abandonment procedures (described in 49 CFR §1152.50) (RCAA NRS, 2003). This process would resolve the uncertainty over previous abandonment proceedings of the right-of-way by prior railroad entities.
3. *Completion of Title Searches.* Railbanking proceedings would require the filing of historical reports with the STB. Preliminary research indicates the NCRA does retain the rights to the Annie and Mary corridor, however, to determine exact status of parcels in question, full title searches will need to be completed.
4. *Trail Use Request Filing.* NCRA and the Trail Management entity would file for a Trail Use request with the STB.

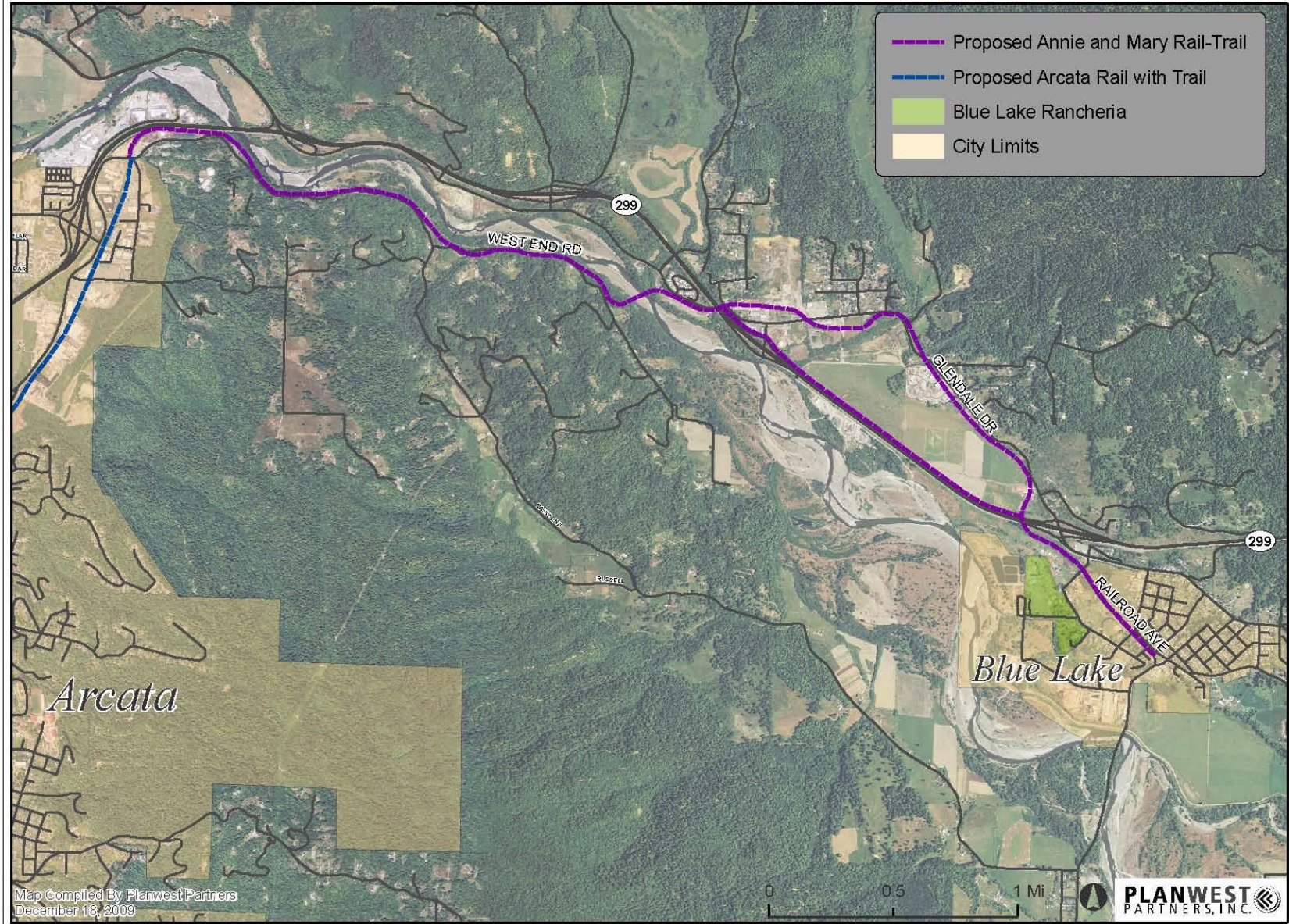
In a 2008 resolution, the NCRA expressed its support for multi-modal transportation use on the Annie and Mary corridor and willingness to cooperate with stakeholders in a railbanking process. HCAOG has taken steps to act as the interim rail manager until railbanking is complete and a Memorandum of Understanding between interested agencies of those listed above with jurisdictional relationship to the corridor can be brokered.

HCAOG's 2009/2010 Overall Work Program Element 3.3 is devoted to coordination and planning activities required for the Annie and Mary Trail development. The HCAOG Board allocated \$15,000 for legal counsel services to assist with railbanking activities. Legal counsel will be working for both HCAOG and the NCRA in filing STB exemption notices and railbanking responsibilities. A coordinated multi-jurisdictional effort will be required in order to establish this as the first railbanking project in the region.

The HCAOG Board has initiated an amendment to their joint powers agreement to include trail planning activities. The amendment, to include regional trails planning, management and development, is scheduled to be heard for adoption by the end of the 2010 calendar year.

Multi-jurisdictional support between the cities of Arcata and Blue Lake, the County of Humboldt, HCAOG, NCRA, Blue Lake Rancheria, Caltrans and possibly the Humboldt Bay Municipal Water District is critical to the long-term success of the Annie and Mary Rail-Trail, including leveraging funding, adopting a phased construction strategy, and management as a consistent trail corridor through multiple jurisdictions.

Annie and Mary Rail-Trail



Arcata Rail with Trail

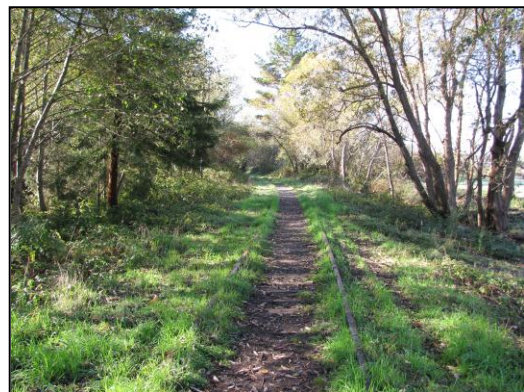
The Arcata Rail with Trail is envisioned as a 4.5-mile Class I, ADA accessible, non-motorized trail that would extend from the northern end of the City of Arcata near West End Road, south to Samoa Boulevard. The trail corridor would run from the Aldergrove Industrial Park area located in northern Arcata, through Shay Park and the downtown area, and extend south near the Arcata Marsh and Wildlife Sanctuary. The proposed trail alignment would primarily run parallel to and within the North Coast Railroad Authority rail right-of-way, but has the potential to route along city-owned land adjacent to the rail line and Caltrans right-of-way.



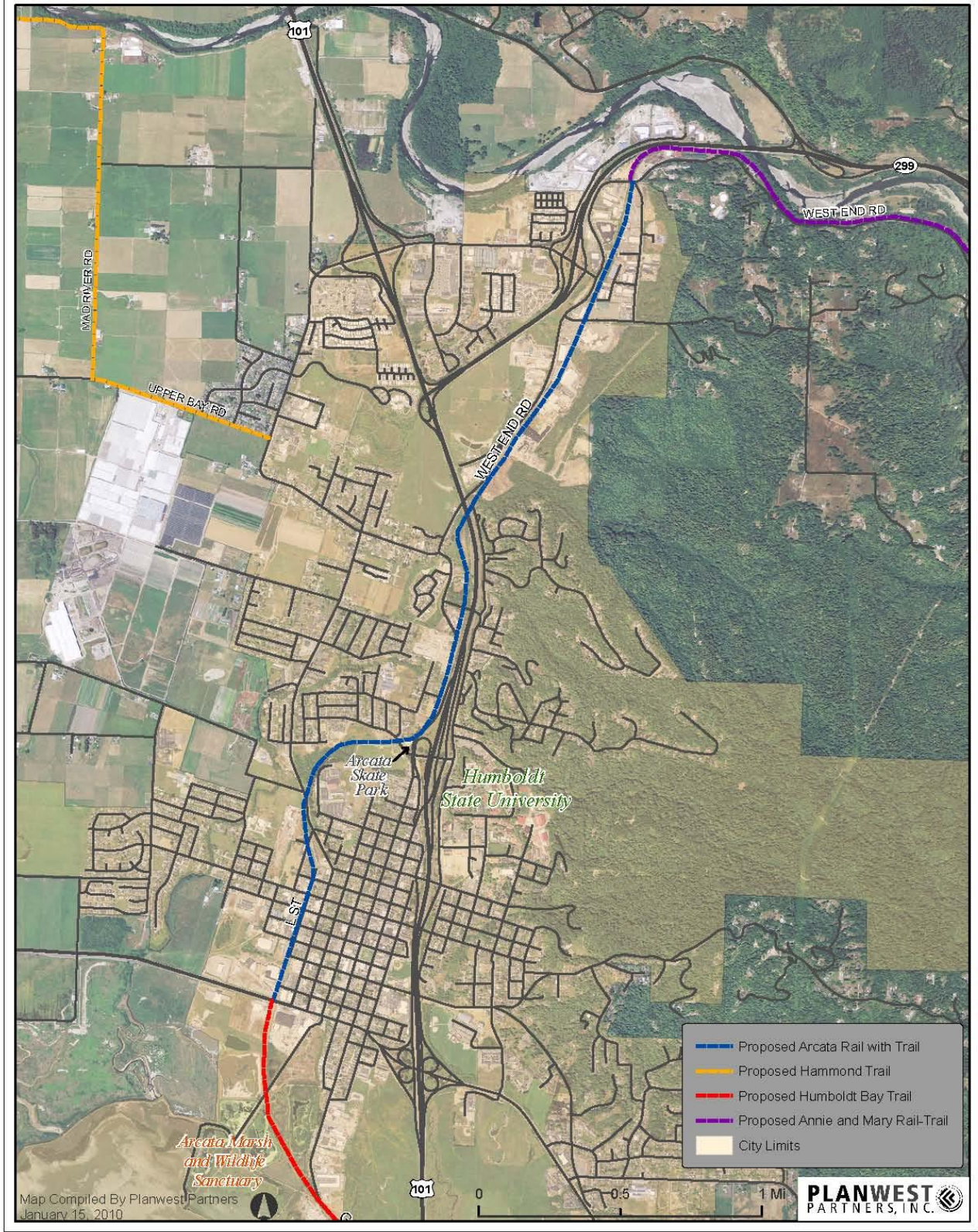
NCRA rail line adjacent to Arcata High playing fields

The trail would provide the most direct route for residents and employees in the northern part of the city to the downtown area and would provide connectivity between recreational areas within the city. The trail would serve as an important regional trail link connecting the proposed Annie and Mary Trail, Hammond Trail south, and Humboldt Bay Trail: Arcata to Eureka segment. Key players in the implementation and construction of the trail include the City of Arcata, North Coast Railroad Authority, Caltrans, Redwood Community Action Agency, United States Fish and Wildlife Service, and the State Coastal Conservancy.

The Arcata Rail with Trail has been identified in the *City of Arcata 2010 Pedestrian and Bicycle Master Plan* and in the *2007 Humboldt Bay Trail Feasibility Study: Arcata to Eureka segment*. The City of Arcata has initiated the *Arcata Rail with Trail Connectivity Project: Skate Park to Bracut Trail* to complete planning, engineering design and permitting for 3.9 miles of the trail. The overall project objectives are to: 1) identify alternatives for feasible and cost-effective trail routes; 2) prepare trail and corridor planning documents; 3) select preferred route and complete engineering specifications for the trail; and 4) prepare and submit necessary environmental and regulatory permits for construction and prepare construction bids. The study is being funded by the State Coastal Conservancy using Proposition 40 (“California Clean Water, Air, Safe Neighborhood Parks and Coastal Protection Fund”) funds and is expected to be completed in the spring of 2010.



Arcata Rail with Trail



California Coastal Trail

The California Coastal Trail (CCT) is envisioned as a network of public trails (i.e., footpaths, multipurpose trails, Class I facilities), beach routes, sidewalks and road shoulders for walkers, cyclists, equestrians, wheelchair users and others along the entire California coastline from Oregon to Mexico. In some places the trail includes alternative routes for a varied trail experience and to provide options where seasonal or safety issues might present challenges on a given route. The trail will be one of the longest planned trail routes and the coastal equivalent to the California portion of the Pacific Crest Trail.



The State of California has had a long-held goal of establishing a continuous Coastal Trail within the state and through Humboldt County. The California Coastal Conservancy report, *Completing the California Coastal Trail* (2003), initiated by Senate Bill 908, identified a 154-mile Humboldt County trail route. The proposed trail would cross spectacular, but rugged terrain including miles of beaches – some bordered by rocky cliffs and promontories – redwood forests and agricultural bottom lands, and provide access to bays and lagoons known for abundant wildlife. Once completed, the CCT in Humboldt County would offer significant public access opportunities, link rural communities via multiple-use trails, connect communities to recreation amenities and coastlines and serve as a magnet for visitors from around the world.



The *Completing the California Coastal Trail* report noted that approximately 90 linear trail miles that are considered “adequate” for trail users currently exist in Humboldt County. However, much of the existing route is informal or generally described, and includes stretches of sandy beach inaccessible to handicapped users and some forms of non-motorized transportation, such as bicycles. Completed Humboldt County segments of the CCT trail include the Hammond Trail, completed portions of the Eureka Waterfront Trail and trails in State and National Parks and the King Range.

Improving the remaining 62 linear trail miles will require agency and landowner collaboration. The *Completing the California Coastal Trail* report proposes routing approximately 50 linear trail miles through privately held lands, which will require either land acquisition or legally binding agreements with private landowners. Caltrans and the North Coast Railroad Authority will need to be closely involved in the design and location of the trail as several trail segments would be located in rights-of-way or closely parallel to US Highway 101. Additionally, where highway and roads span the Eel and Mattole Rivers, road and bridge improvements would be required. A number of trail segments would need to be constructed on lands held by public entities, including State Parks, the County of Humboldt, and the Cities of Arcata and Eureka.



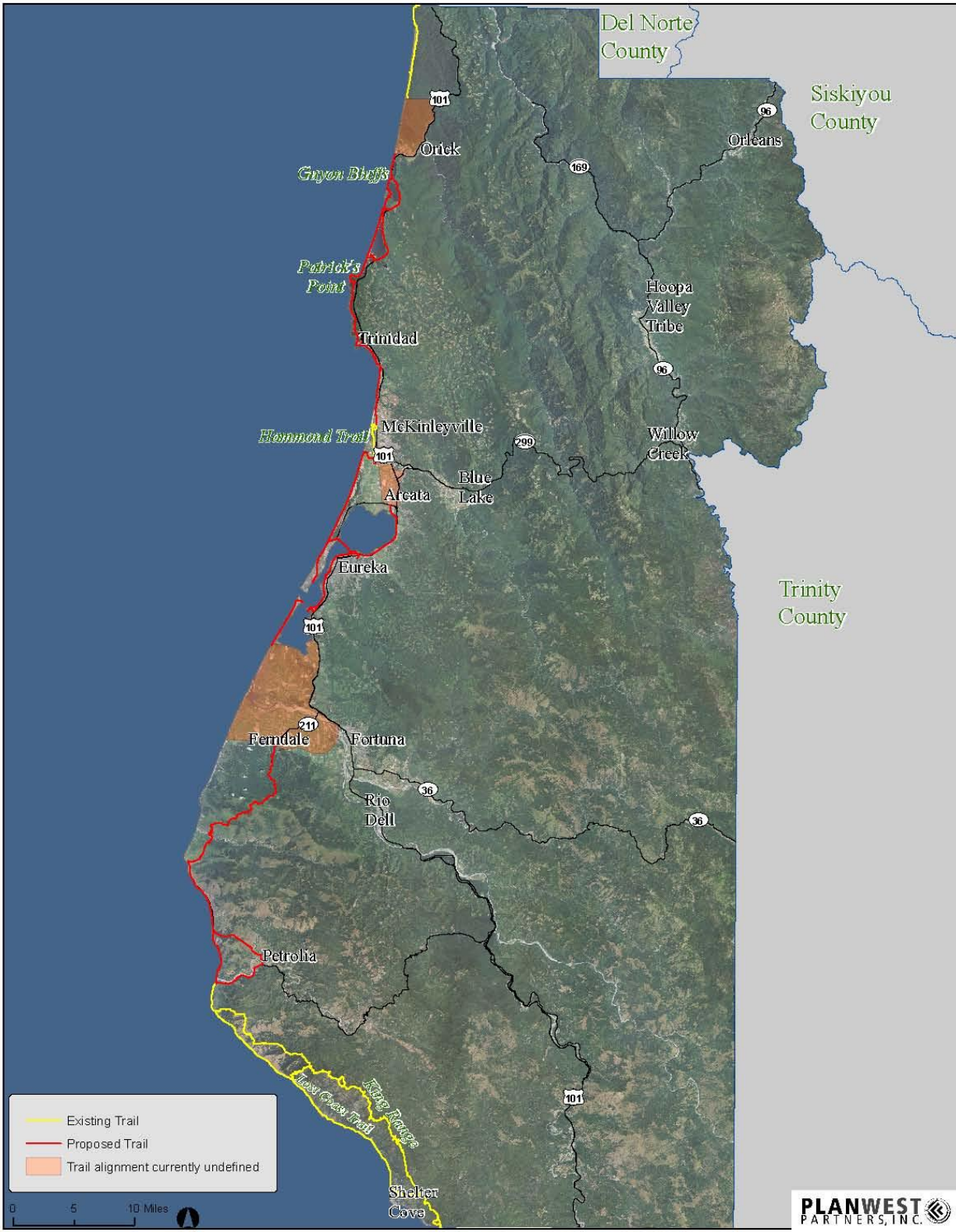
As of 2010, the Redwood Community Action Agency was assessing the proposed alignment of undeveloped CCT segments in Humboldt County; recommending a route and implementation strategy in a Master Plan; prioritizing potential projects, most of which have been identified in previous studies, to close existing gaps; providing technical assistance to local, state and national jurisdictions to coordinate multi-jurisdictional efforts; and drafting acquisition plans (if needed), construction designs and environmental documentation for the most “ready to implement” trail segments.

Local segments of the CCT will need to be integrated into the regional trail system. As is the case with regional trail planning in general in Humboldt County, successful implementation of a contiguous coastal trail will require ongoing coordination between numerous local, state and federal agencies. Ideas about this goal are currently being explored through the Humboldt County Association of Governments. In particular, one common concern and barrier to regional trail development that needs to be addressed is the plan for operations and maintenance of the system.

Additionally, to ensure that each local government has the state’s goal of CCT connectivity in mind as they pursue local transportation and recreation system improvements, it is recommended that city and county Local Coastal Plans and General Plans be updated to include how each jurisdiction will pursue, develop and manage local segments of the CCT.



California Coastal Trail: Humboldt County



Hammond Trail

The Hammond Trail is a 5.5 mile trail that stretches from the Hammond Bridge northward to Clam Beach County Park in McKinleyville. The trail is ADA-accessible and accommodates hiking, biking and equestrian users. The trail is a segment of the California Coastal Trail and Pacific Coast Bike Route, and is a combination of Class I (bike path), multi-use, pedestrian only, and shared road facilities. The three trail segments that share the roadway include: the southern portion of Fischer Road from the Hammond Bridge to School Road, the western portion of Murray Road, and the entirety of Letz Avenue. Trailheads and parking facilities are located at the south and north sides of the Hammond Bridge, Hiller Park, Murray Road, Letz Avenue and Clam Beach County Park. Future Hammond Trail connections include a northern extension from Clam Beach County Park to Westhaven and a southern extension from the Hammond Bridge to the City of Arcata.



Hammond Bridge and Fischer Road

The Hammond Trail is an important community resource that provides local and regional connectivity, as well as recreational and educational opportunities. The trail is a local model for multi-use and Class I (bike path) trail development in Humboldt County.

History of Hammond Trail Development

The historic Hammond Lumber Company railroad grade was identified as a potential trail corridor in the County of Humboldt's 1979 Trails Plan. In 1970, the County of Humboldt issued a Coastal Development Permit for the Hammond Trail route between the Hammond Bridge and Clam Beach County Park. Trail development was initiated in 1979 by the County of Humboldt with funding from the California Coastal Conservancy (Conservancy). Once landowner support and final permits were secured, the Conservancy funds were used to construct the portion of the Hammond Trail from the Mad River to Hiller Park in McKinleyville.

Natural Resources Services (NRS), a division of Redwood Community Action Agency (RCAA) got involved with Hammond Trail development activities in the early 1980s. In concert with the County of Humboldt, private landowners and the Conservancy, NRS has been a driving force in continued fund acquisition and trail expansion. In 1987, Conservancy funds were used to construct two trail extensions and develop a feasibility analysis for remaining segments of the Hammond Trail. The projects were the catalyst of an existing third-party agreement between the County of Humboldt, RCAA and the Conservancy. The Conservancy funded extensions included the Hiller Community Park to Knox Cove extension completed by the County of Humboldt in 1987, and the Knox Cove to Murray Road extension completed by NRS in 1992.

The Conservancy funded the *Hammond Trail Feasibility Analysis: An Analysis of Alternative Routes Between Murray Road and Clam Beach*, which was completed concurrently to the design and construction of the 1987 and 1992 trail extensions. The Hammond Trail Feasibility Analysis identified possible trail routes to bypass an eroded section of the original railroad grade which prevented the extension of the trail to Clam Beach. Based on feasibility analysis recommendations, additional trail extensions in the northern section from Highway 101 Vista Point to Clam Beach County Park near Strawberry Creek were planned in 1997 and constructed in 2000. The feasibility analysis also led to easement acquisition.

A County of Humboldt-owned section of the railroad grade south of Widow White Creek extending north, was given to a property owner in exchange for an access easement to develop the trail through the Widow White Creek riparian corridor. Easement dedications were also secured from the Hartman Family for a section of the trail that approached the Widow White Creek and from the McKinleyville Community Services District for an easement along their sewer pumping station access road. The easements were identified as portions of the trail that would serve as Pedestrian / Interpretive Routes. Easement acquisition set the stage for permitting and planning for what would later be known as the “Hole the Hammond”.



Hammond Trail in McKinleyville

In 2001, a portion of the Hammond trail along the Fischer Road neighborhoods was developed. In 2002, a bridge over Strawberry Creek made the trail accessible from the Clam Beach trailhead, and the Sand Pointe subdivision established trailhead improvements and connections to the trail at and beyond Murray Road. Once these portions of the trail were completed, the “Hole in the Hammond” was the last piece in the contiguous route from the Hammond Bridge to Clam Beach County Park permitted by the County in 1970.

In 2002, RCAA received funds to restore sections of Widow White Creek, which cut through the Hole in the Hammond. Increased streamflow associated with expanding urbanization in the Widow White Creek watershed had resulted in streambank erosion, which was degrading salmonid habitat in the creek. The eroding banks also threatened the trail easements and the bridge site for the Widow White Creek pedestrian-interpretive trail portion of the Hammond. The funds received from the Department of Water Resources and National Oceanic and Atmospheric Administration Community-Based Restoration Program and the SCC allowed RCAA to complete Widow White Creek restoration efforts to improve fish passage and facilitated trail completion.

In late 2006, Conservancy and State Resource Agency River Parkways Program funds were obtained for completion of the key missing link in the Hammond Trail. The County of Humboldt Public Works Department prepared the engineering plans and obtained the necessary permits to enable construction to begin. In June of 2007, RCAA and California Conservation Corp filed crews broke ground on the trail construction project that begun ten years prior. The entire length of the Hammond Trail, from the Hammond Bridge to Clam Beach County Park, opened to the public on November 10, 2007.

Continued Hammond Trail Development Efforts

In 2009, the County initiated the *Letz Avenue Pedestrian/Bicycle Path and Hammond Trail Enhancement* project to improve the safety for non-motorized users at two existing Hammond Trail segments. The project will design and construct a new Class I Bikeway adjacent to the west side of Letz Avenue (an existing shared road segment) and pave an existing gravel-surfaced trail segment near Vista Point (scenic overlook/parking lot adjacent to Highway 101).

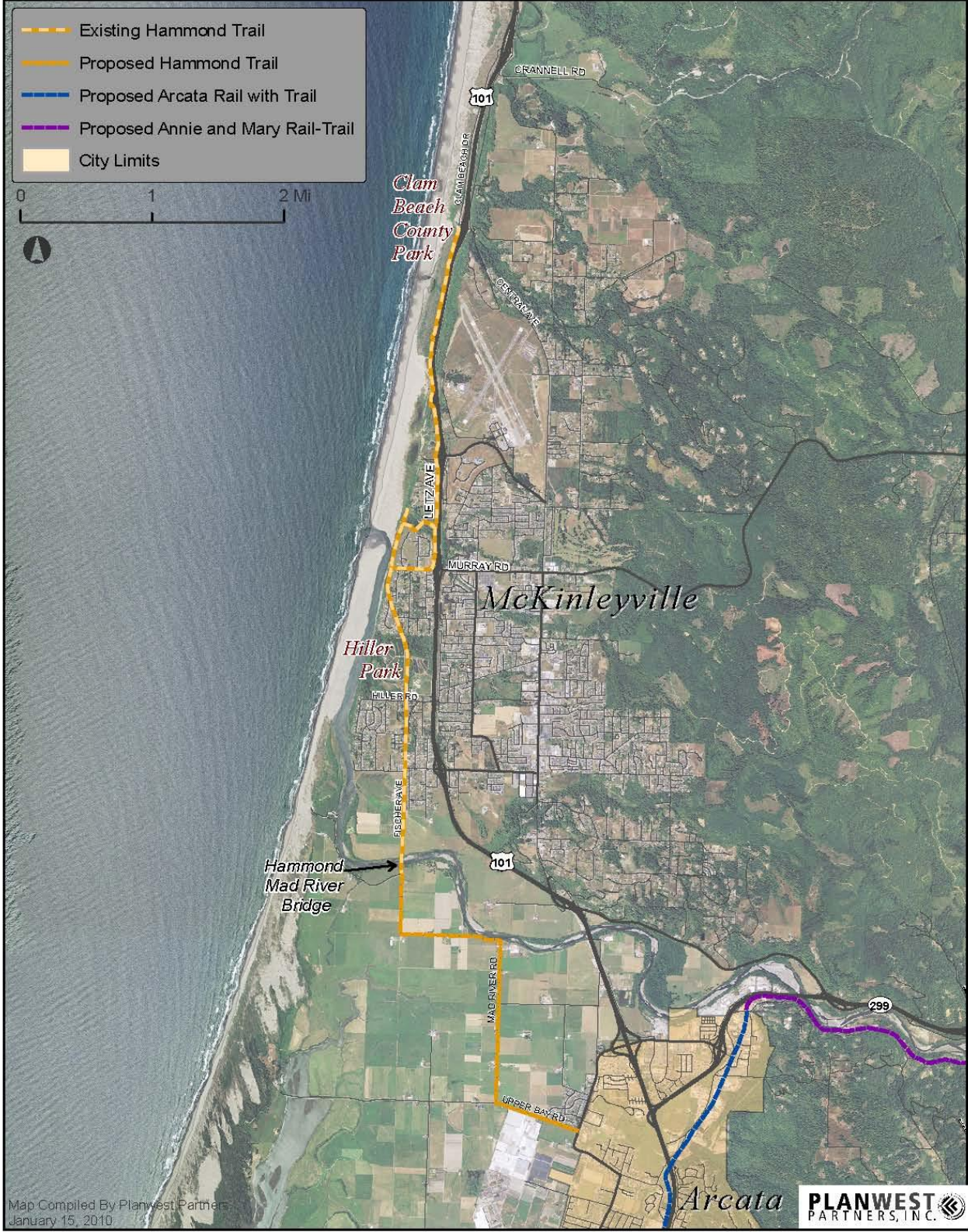
The community has identified the need for southward extension of the Hammond Trail between the Hammond Bridge and downtown Arcata, referred to as the Arcata Bottoms. Currently, trail users have to use Mad River Road, a 40-foot wide public right-of-way as well as other narrower roads, such as Miller Lane to get from the Hammond Bridge to the City of Arcata. The Arcata Bottoms is an agricultural area subject to seasonal flooding. Road and highway rights-of-way in and adjacent to the Arcata Bottoms are managed by the City of Arcata, Caltrans (US Highway 101 and SR 255), and the County of Humboldt. Drainage ditches parallel both sides of most roads and wetland impacts would need to be considered for trail development. Additionally, the Hammond Bridge needs to be replaced, which is a high priority project for the County.

In 2005, the Conservancy funded the *Hammond Coastal Trail – South Implementation Strategy Report*, which explored eleven alternative routes to extend the Hammond Trail through the Arcata Bottoms. Of these, three alternative routes recommended were: 1) a new trail following the abandoned railroad right-of-way south of the Hammond Bridge; 2) improving Mad River Road to accommodate required width for a multi-use pathway; and 3) developing a trail along the south levee of the Mad River from a County-owned parcel and Highway 101. In 2008, HCAOG funded the development of the *Hammond Trail Extension – Next Steps*, a study that further evaluated the three alternative routes and concluded improvements to Mad River Road to accommodate a multi-use pathway would be the easiest to implement.

Northern extension of the Hammond Trail, between its current terminus at the Clam Beach County Park and the City of Trinidad, is also desired. In the *Hammond Coastal Trail Extension Analysis: From Trinidad to Fortuna* (2001), north extension route alternatives were analyzed, including Little River Crossing options, and access from the Little River to Trinidad.

Multi-jurisdictional coordination and support between the County of Humboldt, City of Arcata, Caltrans, HCAOG, State Coastal Conservancy, and California State Parks is critical for future Hammond Trail extensions.

Hammond Trail



Humboldt Bay Trail: Arcata to Eureka Segment

The Humboldt Bay Trail: Arcata to Eureka segment (“Bay Trail”) is a proposed 6.25-mile Class I trail connecting the Cities of Arcata and Eureka. The proposed trail would follow the existing North Coast Railroad Authority’s (NCRAs) railroad right-of-way and the California Department of Transportation’s (Caltrans) US Highway 101 corridor on the east side of Humboldt Bay. This proposed trail would connect to the proposed Arcata Rail with Trail to the north and to Eureka’s Waterfront Trail and Promenade to the south.

The Bay Trail corridor runs through County of Humboldt, and Cities of Arcata and Eureka jurisdictions. In addition to these cities, county and transportation agencies, the Humboldt County Association of Governments (HCAOG); Humboldt Bay Harbor, Recreation and Conservation District (HBHRCD); California Coastal Commission; Public Utilities Commission; U.S. Fish & Wildlife Service; and California Department of Fish and Game are other key players in the continued planning for construction of the Bay Trail.

The Bay Trail would connect local residential, commercial and recreational destinations and be a significant segment of the California Coastal Trail. The Bay Trail has been identified as a priority, planned or recommended project in a variety of plans, which include: *2001 Humboldt Bay Trails Feasibility Study*, *City of Arcata 2004 Bicycle and Pedestrian Plan*, *2004 Humboldt County Regional Bicycle Plan*, *HBHRCD 2005 Humboldt Bay Management Plan*, *2008 Humboldt County Regional Transportation Plan*, and the City of Eureka 2009-2014 Capital Improvement Program.

The community has continually identified a need for an improved active transportation and recreational facility that connects the cities of Arcata and Eureka. In 1997, the North Coast Unified Air Quality Management District funded the development of the *Humboldt County Bicycle Facilities Feasibility Analysis*, which analyzed six potential routes between the cities of Arcata and Eureka via State Route 255, US Highway 101, Old Arcata Road and Myrtle Avenue, and NCRA railroad corridors. The analysis concluded that a non-motorized path utilizing US Highway 101 and NCRA railroad right-of-ways would be the easiest option to pursue when considering environmental impacts, safety issues, cost constraints, and level of service to non-motorized travelers.

From 2006-2008, with technical and facilitation support from the National Park Service’s ‘Rivers, Trails & Conservation Assistance’ (RTCA) Program, HCAOG, the City of Arcata and Redwood Community Action Agency led a planning team consisting of all the agencies listed above as well as the Wiyot Tribe, Humboldt Bay Bicycle Commuters Association and Timber Heritage Association to consider feasibility and management options for the Bay Trail. During this process, the planning team considered other formerly studied trail alignments and agreed that the route west of US Highway 101 was the preferred route, particularly because there was a question about the feasibility of a route on the east side of US Highway 101. Due specifically to the need to cross several freeway on/off-ramps, impacts to sloughs and distance from the bay, the planning team chose to focus the next step of an HCAOG-funded study on the west side of US Highway 101.

In response to community support for the Bay Trail and as a follow-up to the RTCA effort, HCAOG funded the development of the *2007 Humboldt Bay Trail Feasibility Study*. The study

conducted a constraints analysis on the physical, biotic and regulatory constraints of constructing a Bay Trail. Constraints to trail development in the corridor include wetlands; tidal mudflats; shorebird roosting habitat, water crossings; vehicular crossings (i.e., driveways and road intersections); and future sea level rise.

Several regulatory agencies will need to permit and oversee Bay Trail development and implementation plans. First, the Public Utilities Commission will need to review and approve: 1) setbacks from the centerline of the railroad to the trail edge; 2) any proposed at-grade crossings; and 3) methods of separation or barrier between the railroad and multi-use trail.

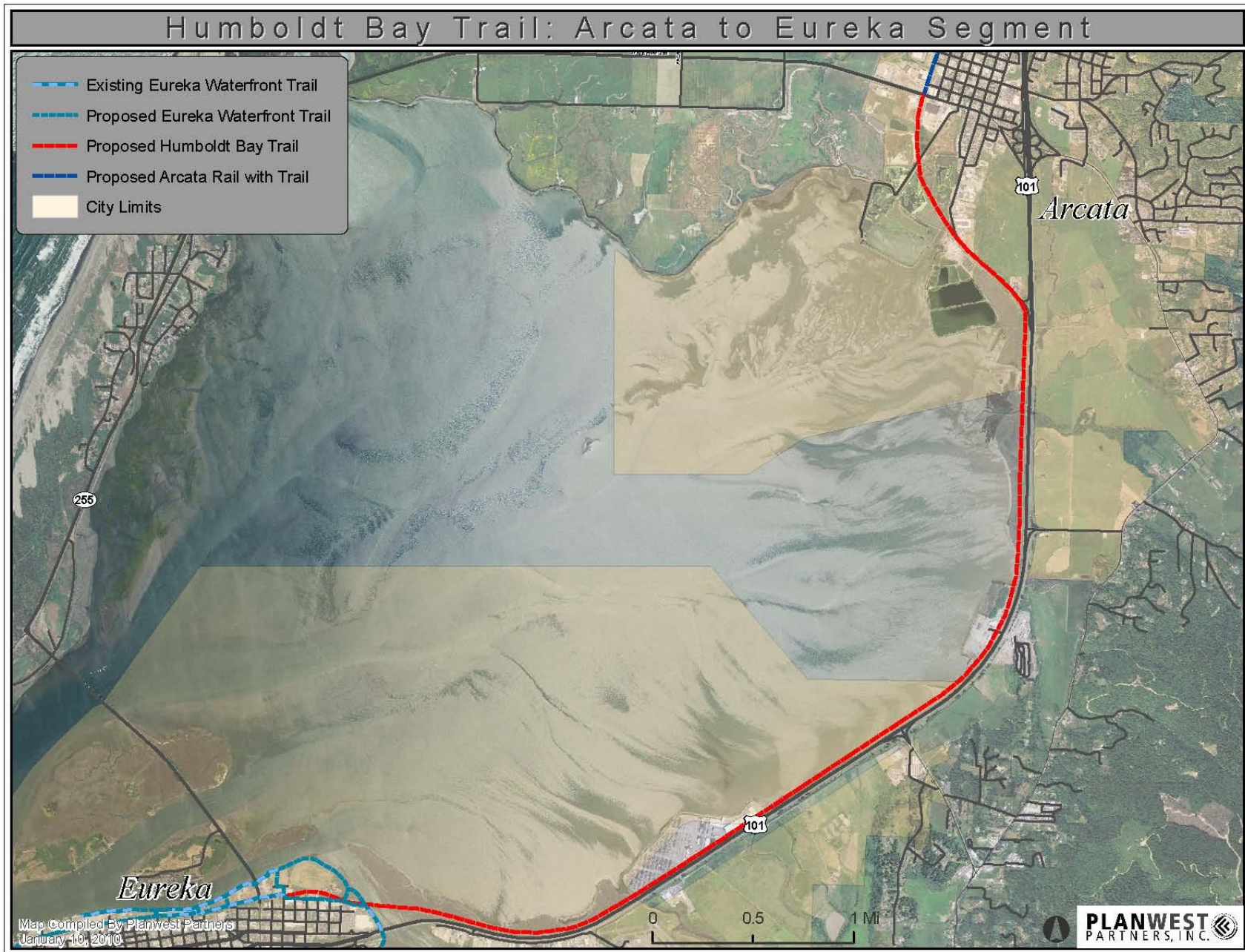
Next, the Coastal Commission will need to review and approve: 1) project for Local Coastal Program consistency; 2) development within the Coastal Zone, and 3) filling of any wetland areas to be consistent with State Public Resource Code 30233. The United States Army Core of Engineers, and United States Fish and Wildlife Service will need to regulate improvements impacting wetlands and rare and endangered species. Lastly, the County of Humboldt, and the Cities of Eureka and Arcata will need to review the project to ensure consistency with their General Plans and Local Coastal Plans.

The study also analyzed trail alignment options and designs, and provided cost estimates for construction. The trail alignment options analyzed in the study are as follows:

- *Option one: Rail with Trail.* Construct the trail on the west side of the railroad, within the boundaries of the NCRA right-of-way. The estimated total cost for option one is \$31,223,868;
- *Option two: Freeway with Trail.* Construct the trail within the Caltrans Highway 101 right-of-way. Total estimated cost for option two is \$42,389,233;
- *Option three: Combination of Freeway and Rail with Trail.* Construct the trail within the NCRA right-of-way and Caltrans Highway 101 right-of-way. Total estimated construction cost for option three is \$31,159,999;
- *Option four: Railbanking.* Railbank the railroad right-of-way and construct the trail on the rail road track alignment. Total estimated construction cost, including reconstruction of railroad facilities assuming return of rail service, is \$14,801,280; and
- *Option five: No Project.* Continued use of the Highway 101 shoulder as the active transportation facility connecting the cities of Arcata and Eureka.

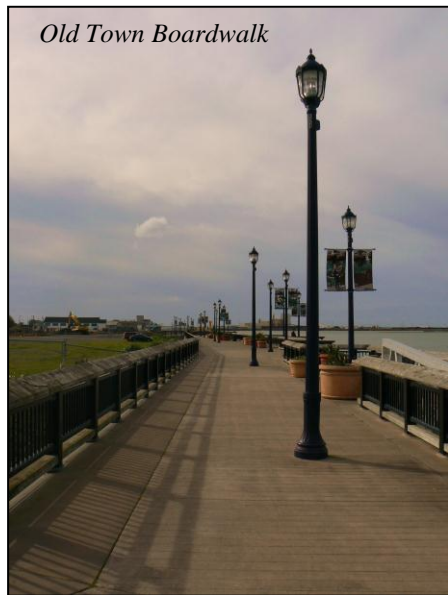
The Feasibility Study identifies option one as the preferred Bay Trail alignment. As a result of environmental limitations and physical constraints of the corridor, a detailed topographic survey, biotic studies, engineering studies, and an environmental review will need to be completed. Project implementation costs and funding availability may require project phasing, or trail completion in segments.

Multi-jurisdictional support is critical to develop a long-term management and financing structure for the Bay Trail. To proceed with additional planning, engineering, environmental review, and construction phases of the project, a “Lead Agency” will be required. A multi-jurisdictional management agreement between agencies with jurisdictional relationship to the project corridor could be brokered.



Eureka Waterfront Trail and Promenade

The Eureka Waterfront Trail and Promenade is envisioned as a 6.5 mile contiguous non-motorized public recreation and transportation route along the Humboldt Bay waterfront, from the Eureka Slough to the Elk River Wildlife Sanctuary. The trail and promenade would link together a variety of Eureka's waterfront attributes including the Eureka Slough, inner Humboldt Bay, historic Old Town, the working waterfront, wildlife sanctuaries, and the southern waterfront beaches.



The Waterfront Trail would consist of several facility types including multi-use trail, boardwalk (i.e., 14 foot wood or composite structure elevated partially or wholly above water or ground), urban promenade (i.e., a road-adjacent, 12 to 15 foot, concrete or hard surface pedestrian facility that functions as a significantly enhanced sidewalk and includes distinctive amenities such as special paving, landscaping, benches, signage and lighting), bicycle lanes, and bicycle boulevard. The trail would accommodate a variety of users, including but not limited to walkers, bicyclists, runners, wheelchairs, strollers, inline skates, and dog walkers. Proposed trail access amenities include trailhead parking areas, picnic tables and benches, restrooms, observational platforms, site and interpretive signs, trash and dog waste receptacles, and lighting. The proposed Waterfront Trail and Promenade facilities and amenities would provide for a diverse waterfront experience while co-existing with other waterfront uses.

Currently, the Pacific Coast Bike Route utilizes existing segments of the Waterfront Trail and when complete, the trail would become a segment of the California Coastal Trail. The Waterfront Trail would also provide linkages to other proposed trail systems including the Humboldt Bay Trail: Arcata to Eureka segment, and potentially the Samoa Peninsula via SR 255 pending Samoa Bridge design improvements. The trail would also connect to local City of Eureka on-street bicycle facilities.

Portions of the Waterfront Trail are currently in place. Existing trail segments include: the Eureka Slough trail adjacent to Target; the trail near the Adorni Center; the Old Town Boardwalk; the PALCO Marsh trail; and the Elk River Wildlife Sanctuary trail. Two of the existing trail sections are built to optimal standards (i.e., Old Town Boardwalk and Eureka Slough trail); the remaining segments should be improved to meet design standards and enhance public access. If a regional system is developed, the two complete segments may require upgrades to accommodate higher levels of use.

The City of Eureka's 2009-2014 Capital Improvement Plan recommends completing the remaining Waterfront Trail segments, which include: Second Slough Trail (Sequoia Park to Eureka Slough), Eureka Slough (Eureka Slough to S Street), Eureka Boardwalk (Adorni Center to C Street Boardwalk), Waterfront Drive Pathway Improvements (C Street Boardwalk to Del Norte Street), PALCO Marsh Trail Improvements, Waterfront Drive path (Del Norte Street to

Truesdale Avenue), Elk River Wildlife Sanctuary (Truesdale Avenue to Elk River Trailhead / Hilfiker Lane).

Eureka Waterfront Trail and Promenade constraints include the permitting and engineering costs for construction of remaining segments, private property concerns, easement acquisitions upon development, and NCRA approval for necessary railroad crossings and identified alignments that utilize the railroad corridor. However, the trail has opportunities as well, which consist of two completed segments and potential connections between existing neighborhoods and the Waterfront Trail.



The Waterfront Trail has been identified as a priority in the City of Eureka General Plan, the *2001 Humboldt Bay Trails Feasibility Study*, the *2002 Elk River Access Project Recommendations*, the *2004 Regional Bicycle Transportation Plan*, the *2008 Regional Pedestrian Plan*, and the *2005 Waterfront Trail and Promenade Recommendations*.

The *2005 Waterfront Trail and Promenade Recommendations* was prepared for the Eureka Trails Committee, a volunteer group formed in 1999 (now defunct) to assist City of Eureka staff and Council to formulate a comprehensive Waterfront Trail plan. The document presents the Waterfront Trail and Promenade vision, summarizes existing and proposed non-motorized transportation facilities along Eureka's waterfront, suggests design specifications, and recommends priority trail segments for implementation. The document also illustrates existing, improvable, and proposed route segments for the proposed Waterfront Trail.

The City of Eureka is making progress planning and implementing Waterfront Trail sections. The city is pursuing grant funding for the Elk River Trail and has receiving some PG&E funding for the northern trailhead of this project. The Marina Center project will provide recreational facilities, including trails and interpretive signage, around the proposed wetland preserve; final site designs for this project have not been completed. As part of the Fisherman's Terminal project, the city plans to include public access path signage, bicycle parking facilities, and Class II (bike lane) facilities on First Street. The Shoreline RV Park redevelopment project did not include a trail as outlined in the 2005 plan, but the city maintains an easement and plans to develop a trail through the RV Park that connects to the Eureka Slough trail adjacent to Target.

To function as a contiguous Waterfront Trail & Promenade, advanced planning is critical to achieve a contiguous, intuitive trail system given that development of the trail will occur as small, individual projects. The potential for varied trail styles and confusing or absent connections is a potential outcome. To ensure the Waterfront Trail and Promenade is identified as one contiguous system, trail users will need clear direction to and along the variety of facilities that will function as a whole. A trail system signage and directional system will need to be developed. When completed, the Eureka Waterfront Trail will provide a local alternative to US Highway 101, which has a high occurrence of pedestrian and bicycle collisions and fatalities. When constructed the Eureka Waterfront Trail and Promenade will be part of a regional trail

system from McKinleyville to Eureka and the California Coastal Trail, hence it has a great deal of regional importance.

Eureka Waterfront Trail and Promenade



LOCAL NETWORKS

Active transportation connections to important community destinations will increase the number of people that will travel by non-motorized modes. This section describes trail planning and development in the seven incorporated cities and the County.

City of Arcata

The City of Arcata has a population of approximately 17,600 persons (Department of Finance, 2009) and is home to Humboldt State University. Arcata is bordered by agricultural pastures to the west, the Arcata Community Forest to the east, Humboldt Bay and the Arcata Marsh and Wildlife Sanctuary to the south, and the Mad River to the north.

Arcata initially developed around the Plaza, which still remains the “hub” of the city. Street patterns around the Plaza and in the older parts of the city have a traditional grid system, whereas outlying residential neighborhoods are more contemporary or suburban in style. US Highway 101 bisects the city, and creates significant access issues for several residential areas, such as the Sunny Brae and Valley West neighborhoods.

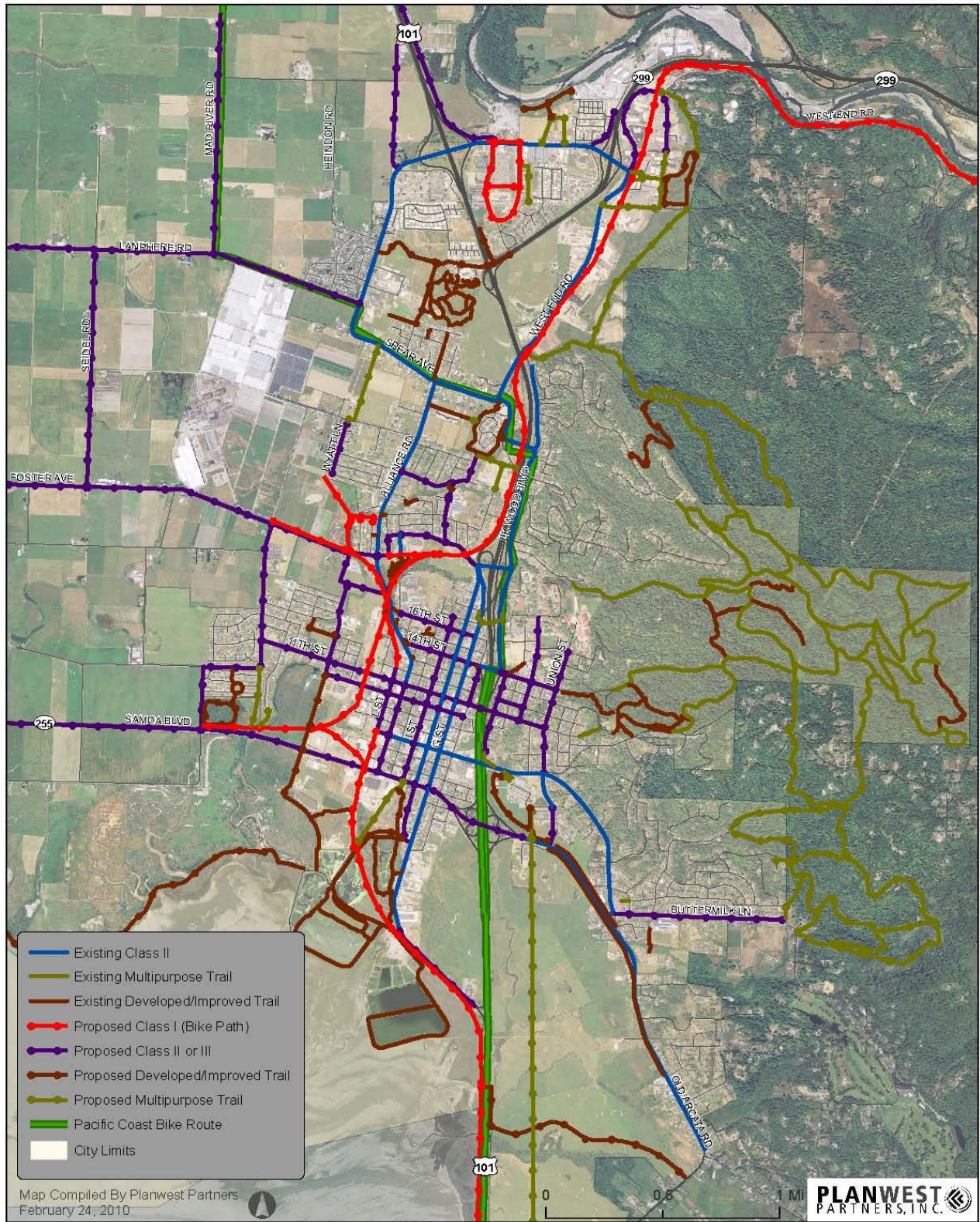
The city currently has approximately 20 miles of off-road trails and 16 miles of on-street bike lanes. The Arcata Marsh and Wildlife Sanctuary and the Arcata Community Forest include abundant hiking trails and as a result are popular destinations for visitors and Humboldt County residents. Although the city’s active transportation network is largely in place, some challenges and gaps still exist. To meet the increasing local demand for non-motorized transportation alternatives, the city has prioritized projects that would improve non-motorized system connectivity, safety, and functionality.

The City of Arcata will serve as a hub for several regional trail systems, including the Humboldt Bay Trail, Hammond Trail and Annie and Mary Rail-Trail. The city’s General Plan Transportation Element includes policies that address bicycle and pedestrian facility connectivity. In addition, the city has a Pedestrian and Bicycle Master Plan, Open Space Acquisition and Management Plan, and Parks and Recreation Master Plan that identify important non-motorized transportation and recreational trail system corridors.

There are a number of bicycle and pedestrian programs in place in Arcata. The programs are designed to: engage the community; enhance safety and mobility; educate pedestrians, bicyclists, and motorists; and help people enjoy walking and biking. Some programs are city-funded, some are funded by a local organization(s), some are volunteer run, but almost all are collaborative, cooperative efforts. As a result of the City of Arcata’s support for creating a more balanced pedestrian/ bicycle/ automobile environment, the American League of Bicyclists ranked the City of Arcata a bronze-level “Bicycle Friendly Community” in 2008.

The city also partners with local organizations and businesses for monthly volunteer clean up days and trail maintenance days. To improve safety for hikers in the Arcata Community Forest, the city has developed a volunteer trail patrol program, but still needs a full-time ranger and training curriculum to kick it off.

City of Arcata



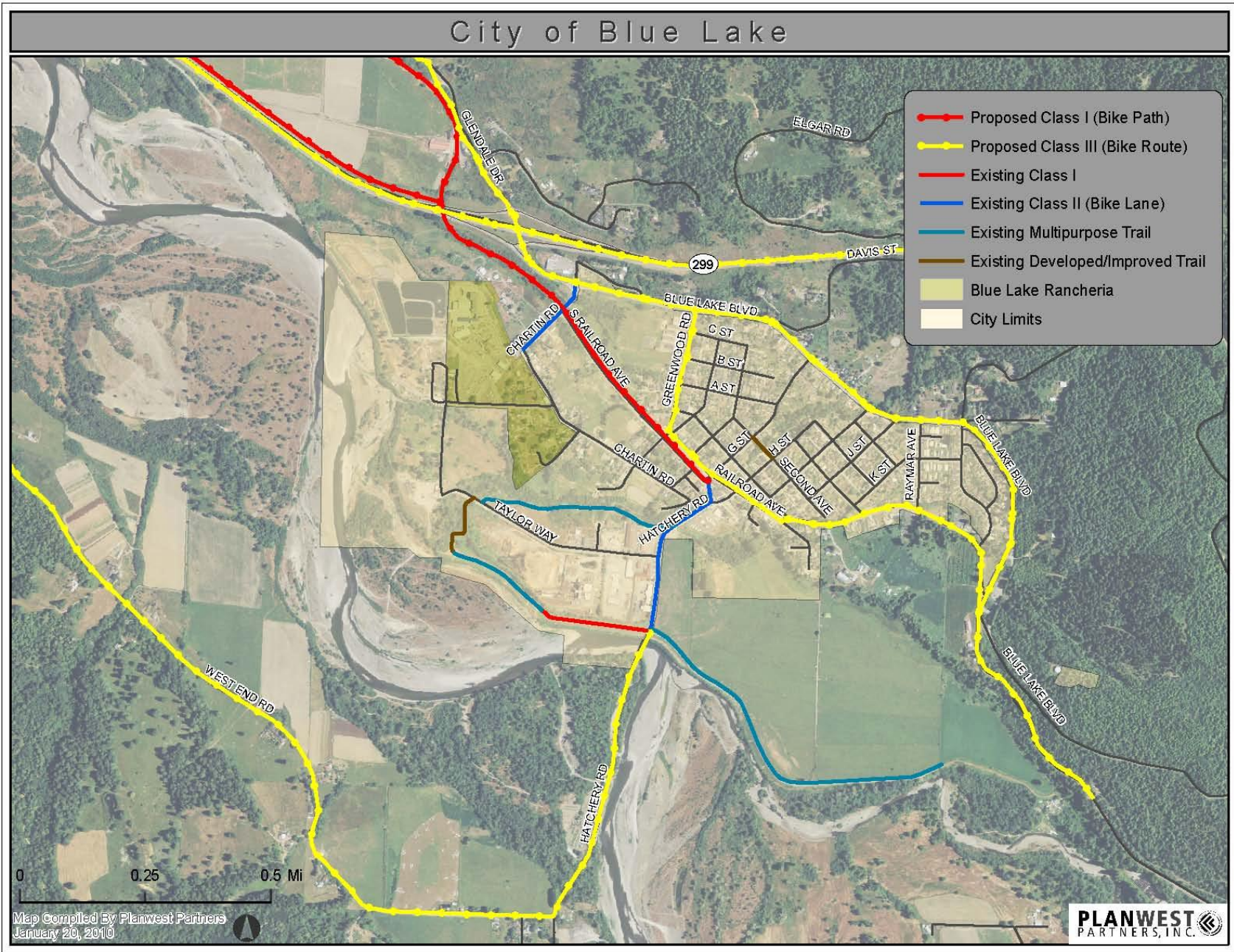
City of Blue Lake



The City of Blue Lake is primarily a residential community with approximately 1,200 residents (Department of Finance, 2009). The city is approximately five miles east of the City of Arcata and is located along US Highway 299 and the Mad River. The lands surrounding Blue Lake are comprised of forested hillsides to the north and east, and relatively flat valleys to the south and west used primarily for agricultural and residential uses. The Blue Lake Rancheria consists of approximately 91 acres and is located adjacent to the city. A casino and hotel are located on Rancheria lands.

Much of the downtown and community core was constructed in the late 19th and early 20th centuries, and a number of small housing subdivisions have been constructed in recent decades. Many residents travel out of town by car for work, shopping, and other needs. Within the town there is significant pedestrian activity by those who live and work in Blue Lake, children going to and from school, and for recreation. A one-mile walking trail exists around the industrial park and along the Mad River levee (maintained by the County of Humboldt). Given the close proximity of the Blue Lake Rancheria to the City of Blue Lake there is a need to provide shared community non-motorized walkways between the Rancheria and the city. The city and Rancheria also have an interest in, and support the establishment of a trail in the Annie and Mary railroad corridor.





City of Eureka

The City of Eureka is the county seat has a population of approximately 26,000 persons (Department of Finance, 2009). Humboldt Bay wraps around the city with the western and northern Eureka city limits extending into the Bay. The city's eastern and southern boundaries border the growing unincorporated communities of Cutten, Myrtle town and Bayview, although most residents do not differentiate the adjacent unincorporated communities from the city.

The core of Eureka was built primarily between the 1850s and 1940s and is set up in a traditional grid street pattern. Eureka contains large residential neighborhoods and a number of small- to moderate-sized commercial centers. US Highway 101 runs through Eureka and divides the primarily residential areas of the city from its waterfront and "Old Town" commercial districts. In addition to the highway corridor, three other 'one-way couplets' serve the city. The 'at-grade' highway and couplets are a significant challenge to a safe walking and cycling environment in Eureka. The city's Transportation Safety Commission is currently discussing development of a Transportation Safety Plan, and actively works to identify and remedy active transportation challenges – when necessary, in partnership with the County of Humboldt.



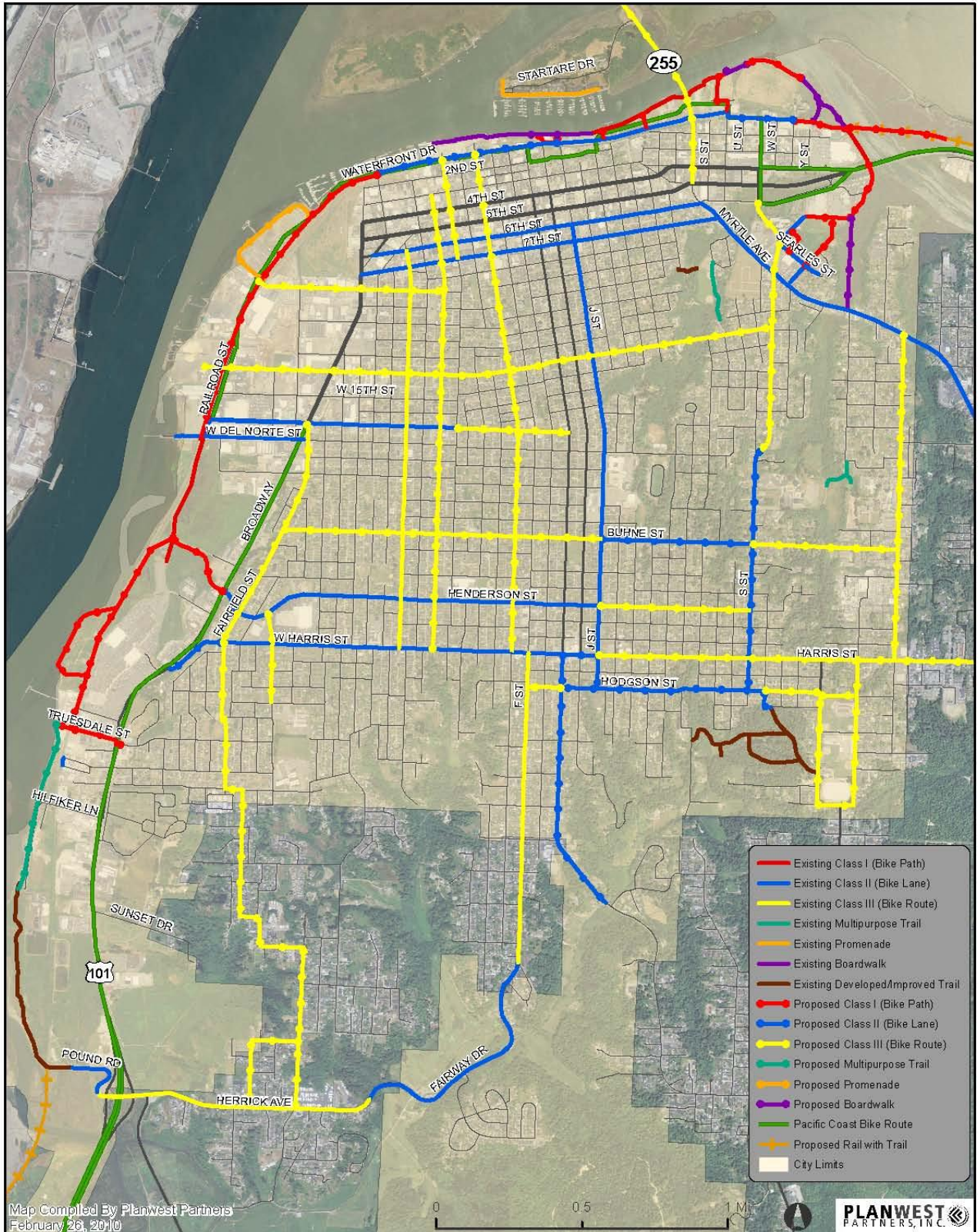
Waterfront Trail near the Adorni

The City of Eureka seeks to increase multi-modal access to and along Humboldt Bay, including access to public recreational resources along the bay. The city's General Plan establishes the framework for the completion of a trail system along the Humboldt Bay waterfront. The 2005 Eureka Waterfront Trail and Promenade Recommendations identifies a contiguous non-motorized recreation and transportation route along Humboldt Bay. The city plans to link neighborhoods and gulch greenways to the Waterfront Trail and Promenade.

The City of Eureka has an Open Space, Parks and Recreation Commission that oversees the use and improvement of publicly-owned open space, parks and recreation areas in the city, including wetlands, gulches, greenways, playgrounds, and recreational facilities and programs. Per General Plan policy, the commission is tasked to prepare a Gulch Greenway Preservation/Management program that will seek to identify and protect trails, but the city currently lacks capacity to initiate protection efforts.

The city maintains park related trails, waterfront access trails and the Elk River Trail. The city does not have a routine maintenance program; instead, the city partners with community and non-profit organizations for project-specific trail maintenance and improvement tasks.

City of Eureka



Map Compiled By PlanWest Partners
February 26, 2010

PLANWEST
PARTNERS, INC.

City of Ferndale

The City of Ferndale has a population of approximately 1,400 persons (Department of Finance, 2009) and is well known nationally and internationally for its historic Victorian architecture. The city's economic base is primarily tourism and agriculture. The primary access to town, on SR 211 (which turns into Main Street) from US Highway 101, is across Fernbridge, a narrow two lane historic bridge without pedestrian or bicycle facilities. Therefore, most tourists and residents drive into town and then walk in the downtown area.



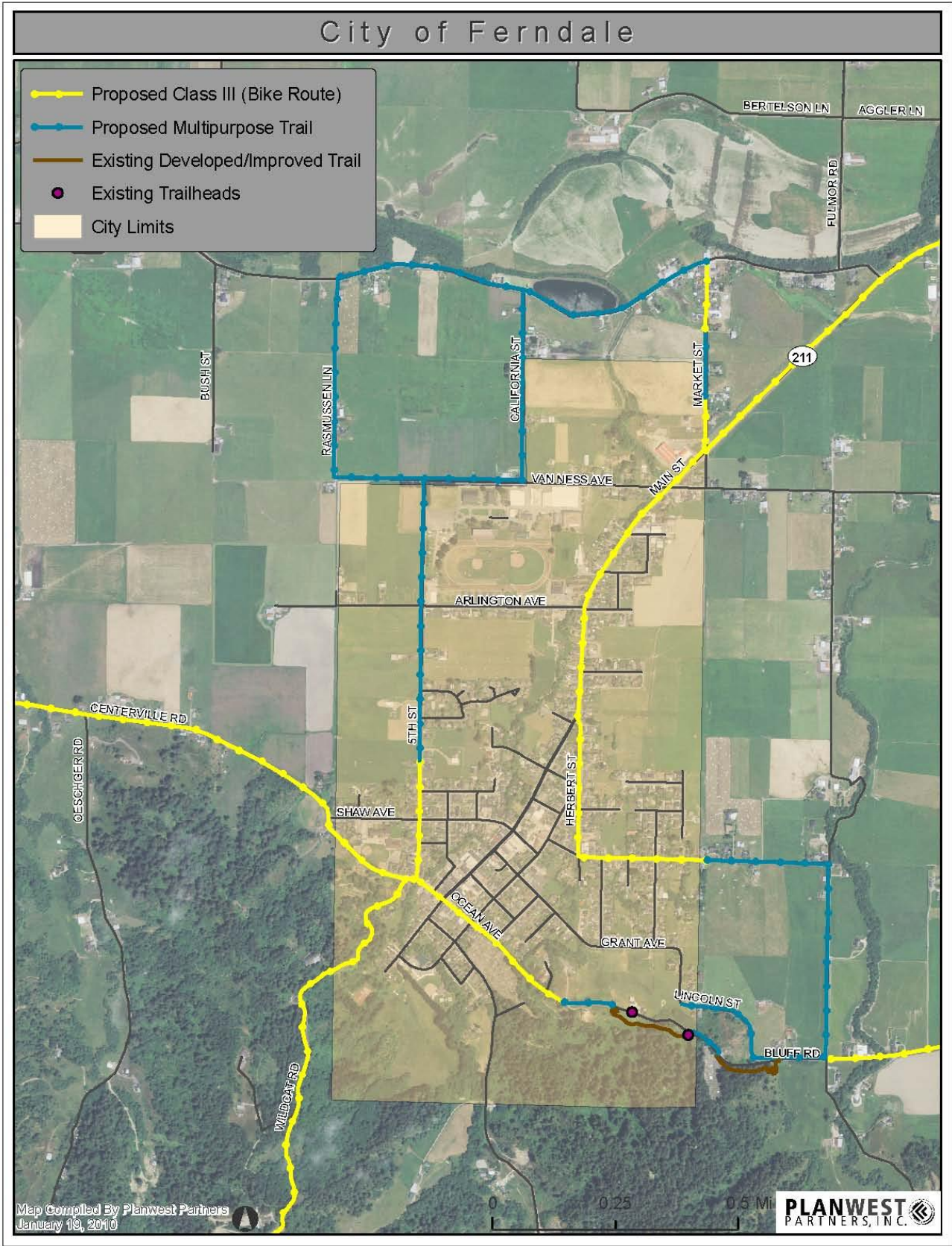
Historic Fernbridge

Russ Park is a 105-acre preserve located at the southern edge of Ferndale. Russ Park was donated to the city in 1920 and contains a three mile system of pedestrian-only trails. Trail construction and maintenance is performed by a coordinated volunteer group primarily comprised of local residents. The volunteer group raises funds to pay for trail amenities (e.g., stairs, benches) and trail maintenance activities (e.g., vegetation removal). The Ferndale City Council is the formal advisory group for Russ Park. The advisory group oversees trail names, long-term trail planning, and trail maintenance standards.

The City of Ferndale is interested in expanding trails within and adjacent to the city. It envisions a system of multi-use, bicycle and pedestrian facilities that loop around the city and connect to neighboring cities (i.e. Cities of Rio Dell and Fortuna) and recreational opportunities (i.e. Centerville County Park and Beach, Eel River). The proposed four mile trail loop is largely undeveloped route frequently used by residents for walking and jogging.

Trail development issues would need to be addressed early in the planning process. Some of the more feasible trail alignment opportunities are located on private property, and landowner approval or land acquisition would be required. Trail compatibility with adjacent agricultural operations would also need to be addressed; County of Humboldt agricultural preservation policies serve to minimize conflicts between agricultural and non-agricultural uses could be an obstacle to trail development in and around Ferndale. Community meetings should be conducted to gather information about trail development concerns and ideas, and to provide information on trail development processes firsthand.

A well-planned and inclusive non-motorized trail system in Ferndale can contribute to the economy and livability of the community. A trail system can provide residents with safe and accessible options for recreation and transportation. It can also attract visitors and benefit local businesses. Ferndale can utilize the tremendous local skills of its residents and create a unique trail system.



City of Fortuna

The City of Fortuna is the third largest city in Humboldt County with a population of approximately 11,400 persons (Department of Finance, 2009). The city has a small, traditionally designed downtown core surrounded by residential subdivisions. Fortuna also has several commercial corridors (e.g., Fortuna Boulevard, Main Street) and industrial areas, along with outlying agricultural and timberland areas. The city is bound by sloped hills and forests to the north and east, agricultural land and State Highway 36 to the south, and US Highway 101 and the Eel River to the west.



Levee Trail overlooking the Eel River

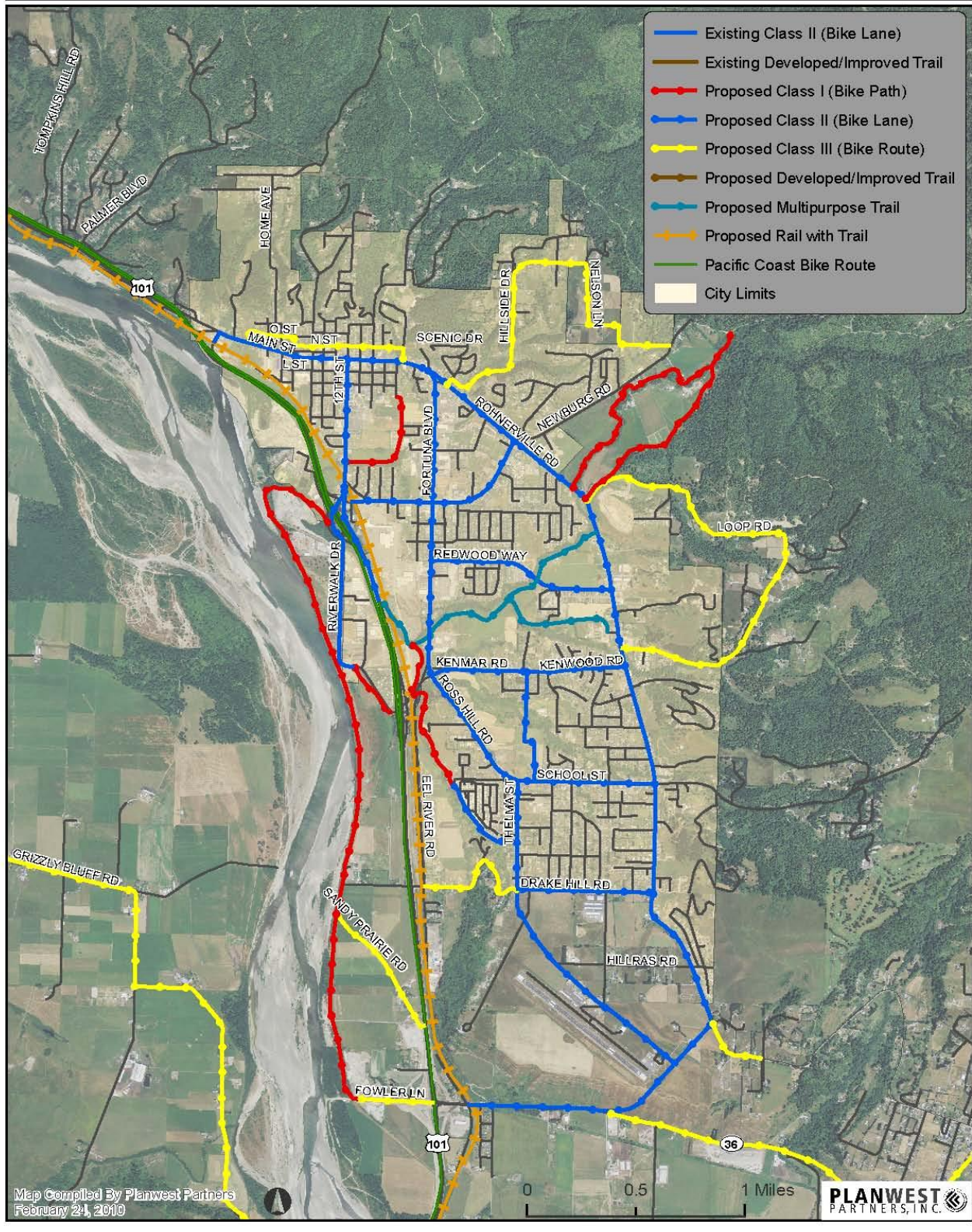
US Highway 101 bisects the city and restricts non-motorized access to the Riverwalk District and to Eel River recreational opportunities, such as the Levee Trail near the River Lodge Conference Center. The Levee Trail is maintained by the County of Humboldt, and is a popular walking facility. There are many primary arterial and collector roadways that link significant areas of the city together, most of which lack pedestrian and bicycle facilities.

The City of Fortuna is in the process of a General Plan Update. The General Plan Update includes policies supporting city-wide trail system development. General Plan programs call for road standards that include provisions for non-motorized transportation facilities. In addition, new development is expected to provide circulation improvements, such as new roads, trails, and bicycle facilities.

A lack of expressed community interest in trail development has been the status quo until recently. The City of Fortuna supports non-motorized transportation facility improvements although it recognizes that ongoing maintenance costs for infrastructure are significant. A new trail system associated with Strongs Creek is under consideration. When constructed, this trail will extend from the Riverwalk Drive area to the City limits near Newburg Road, with eventual access to the Headwaters Reserve.



City of Fortuna



City of Rio Dell



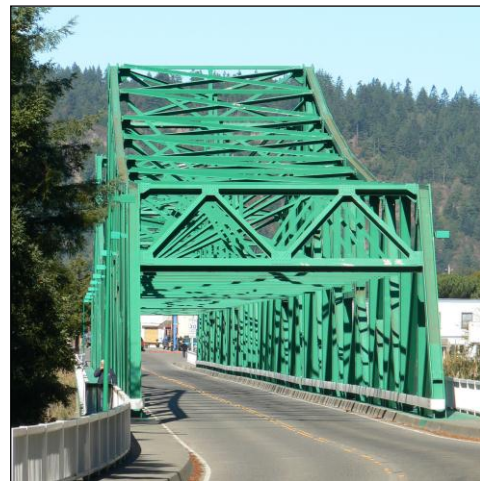
Railroad trestle passes below Scotia Bluffs

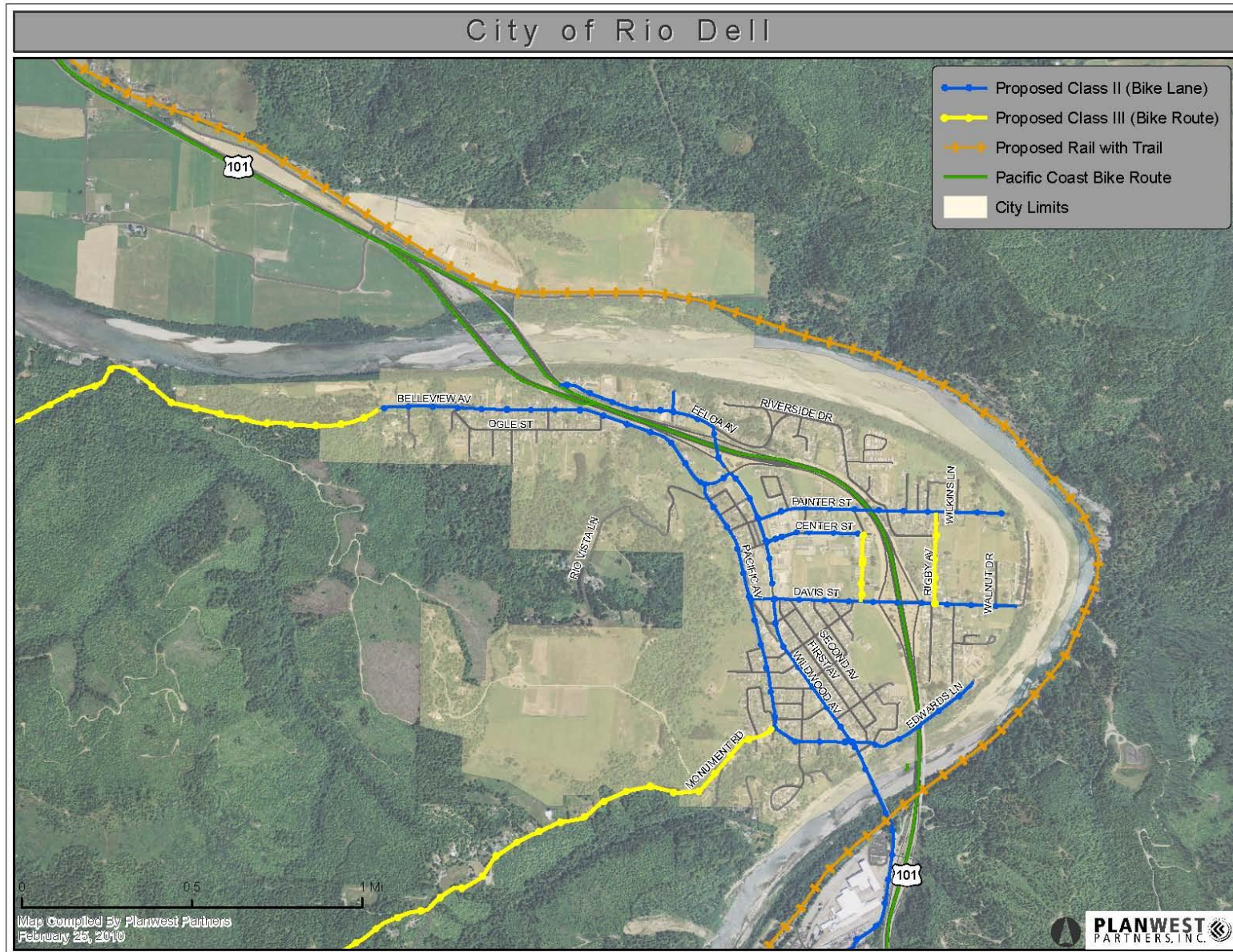
The City of Rio Dell has a population of approximately 3,300 persons (Department of Finance, 2009) and is located along a bend of the Eel River, south of Fortuna. Wildwood Avenue, formerly US Highway 101, is the main street through town that provides access to the adjacent Town of Scotia via Eagle Prairie Bridge (see figure to the right). The present US Highway 101 route traverses through the community and separates residential neighborhoods from the downtown area. Unfortunately, residents regularly cross the highway to traverse east / west through the city.

The City of Rio Dell has limited non-motorized transportation facilities. There are a number of informal trails throughout the community that provide connections to the town center and neighborhood destinations, as well as access to the Eel River. When new development projects are proposed within the city, informal trails should be identified for dedication by the city.

City staff has participated in non-motorized transportation project identification for inclusion in several regionally significant transportation plans, such as the Humboldt Peopled Powered Pathways (HP3) and other HCAOG documents.

The City of Rio Dell is in the process of a General Plan Circulation Element update. The Circulation Element will define a non-motorized transportation system for the city and will include goals, policies and implementation measures to support the development of pedestrian, bicycle, and trail facilities.





City of Trinidad

The City of Trinidad is a small city of approximately 300 people (Department of Finance, 2009). The combination of its very scenic setting on a coastal point surrounded by public beaches and bluffs, as well as the somewhat traditional architectural style of the small town, attracts a great deal of visitors. The town itself is very compact, and consequently supports a great deal of walking.

The Trinidad Trails Plan (2001 revision) focuses on trails within the city and is based on the 1976 General Plan circulation map. There are 4 main trail loops in Trinidad: Trinidad Head, Trinidad Beach State Park, Harbor Area and Indian Beach.



Trinidad Beach State Park Trail

Policy #64 of the city's 1976 General Plan states:

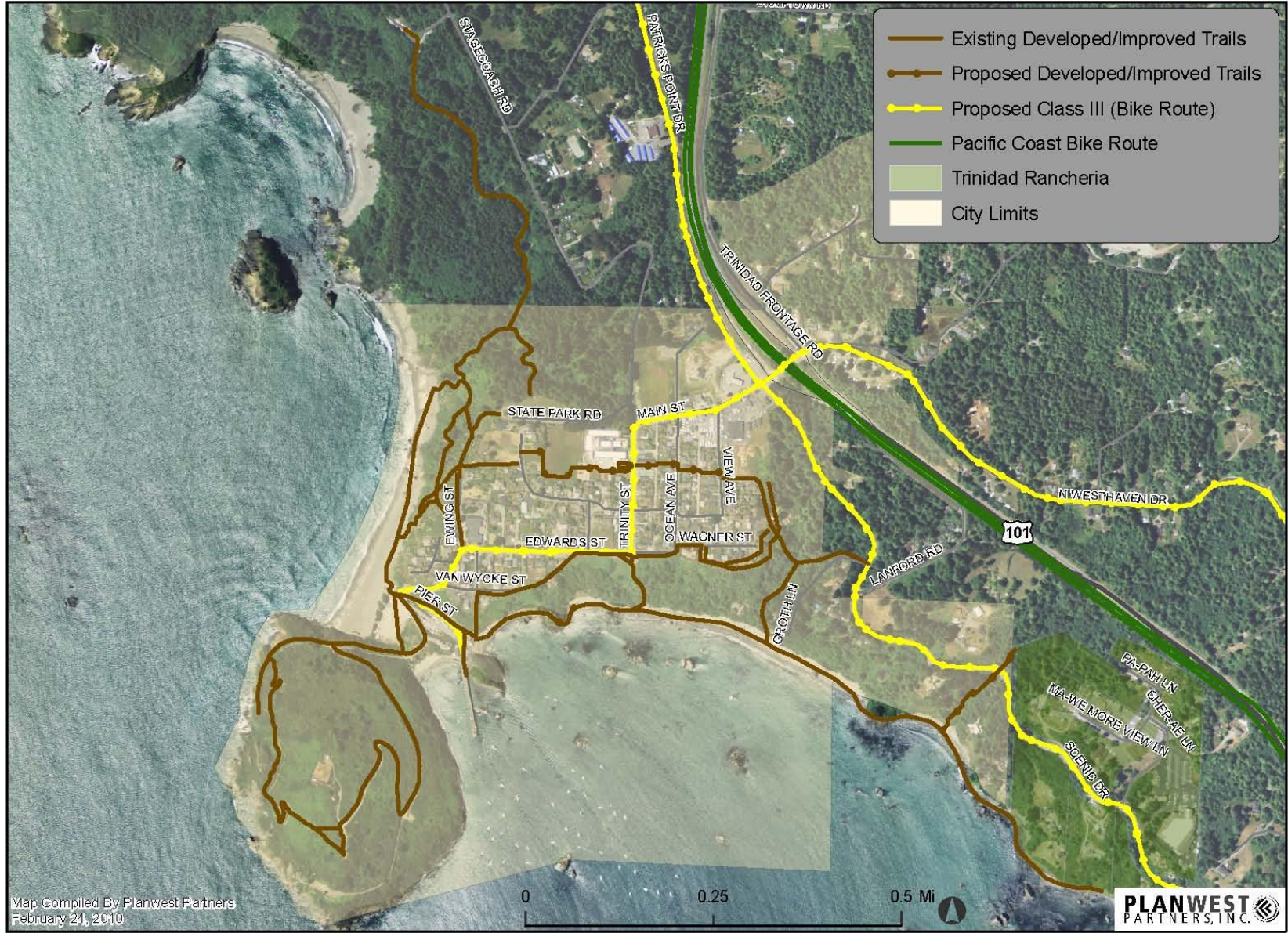
A formal pedestrian trail system shall be marked-out around Trinidad. The system should include the beaches, the existing Trinidad Beach State Parks trails, and ascend the bluff at Galindo Street to provide convenient pedestrian access from Edward Street to the harbor, the Old Wagon Road from Wagner Street to the Parker Creek Trail, the private road extending from Scenic Drive along the east branch of Parker Creek to the beach, and the beach extending southeasterly from Parker Creek to the city limits. The system should be advertised in visitor information and mapped at the visitor center.

The city is in the process of a General Plan Update. Through this process, a formal city trail system will be developed that identifies State Park trail connections and the California Coastal Trail alignment through Trinidad. Additionally, the city will continue to coordinate with the Trinidad Rancheria to develop trail connections to Tribal Land.

The city is also interested in developing a formal program to accept public access easement dedications at the time of development. This will guarantee continued public use of designated trails. Additionally, a formal trail signing program will be developed that provides:

- A unobtrusive, uniform, simple theme;
- Primary trail markers, which identify the beginning of trails and additional info (coastal resources); and
- Secondary trail markers, which identify when a trail turns a corner or connects to a street, or where sections of trails might otherwise be missed.

City of Trinidad and Trinidad Rancheria



County of Humboldt

More than half of the Humboldt County population resides in unincorporated areas, which are governed by the County of Humboldt. The County administers parks, recreation facilities, and transportation infrastructure in the unincorporated areas of the county, which are not in State or Federal ownership. Approximately 826 acres of parks and trail facilities are operated and maintained by the County (County of Humboldt, 2002).

The County has several plans that provide a framework for trail development. The 1979 Humboldt County Trails Plan identifies bicycle, pedestrian, and equestrian trails throughout the County. The 1980 Humboldt County Coastal Plan delineates trails within the coastal zone, including segments of the California Coastal Trail. As a result of the Humboldt County General Plan Update process, policies and trail route planning for specific Community Planning Areas and Local Coastal Plans will be amended.

The County has been successful with Hammond Trail development in McKinleyville and maintains levees in Orick, Fortuna and Blue Lake, which have become de facto recreational trails. The County participates in regional trail planning, specifically acting as lead agency for Humboldt People Powered Pathways (HP3); working with HCOAG to address regional trails planning, management and development; and assisting the Coastal Conservancy with planning the California Coastal Trail through Humboldt County.

Despite the rising demand for park and recreation facilities by residents, the County has limited funds and staff to support additional parks and/or trails. In 1992, the County Board of Supervisors adopted a policy requiring a long-term operations and maintenance funding source be secured before additional parks or trail facilities are developed and/or managed by the County. Although the County has limited funds, they have instituted the Humboldt County Rural Transportation & Access Partnership (RTAP).

The RTAP was created to help rural communities overcome transportation challenges and improve access to goods, services, employment, education and/or recreation via all modes of surface transportation through community partnerships. Eligible projects include, but are not limited to pedestrian and bicycle improvements. A match is required by residents' or community organizations, which can include services and labor, in addition to funding. Each year a variety of projects in County jurisdiction will be selected for implementation, depending on available County support. Below is a description of existing and/or proposed non-motorized transportation facilities in several Humboldt County communities.

King Salmon

King Salmon is a small bayside community located south of Eureka that is only accessible from US Highway 101. King Salmon does not have bicycle or pedestrian facilities that provide connection to South Bay Elementary School or Humboldt Hill. The County has identified a shoulder widening improvement project on King Salmon Avenue, from Buhne Drive to Loma Avenue/South Bay Elementary School. The community supports the development of a sidewalk

or trail route on this section of King Salmon Avenue in lieu of shoulder widening; a conceptual proposal has been prepared by community advocates and submitted to the County.

McKinleyville

McKinleyville is the largest unincorporated community in Humboldt County, with a population of approximately 13,600. The community is located at the northernmost portion of the region’s greater Humboldt Bay area population center, north of Arcata on US Highway 101.

McKinleyville has experienced high growth in the last 20 years (averaging nearly three percent growth per year), but is expected to slow in the next twenty years per the Humboldt County Building Communities report (2002).

The Hammond Trail traverses through McKinleyville and provides non-motorized transportation and recreation opportunities. The County is currently seeking grants to design and construct a new Class I segment within the existing Letz Avenue right-of-way of the Hammond Trail. Extension of the Hammond Trail into the City of Arcata has been extensively analyzed, but would require a long-term funding source for operations and maintenance. Additionally, the aging Hammond Mad River Bridge needs to be improved.



Hammond Trail in McKinleyville

To support the community’s desire for the development of a safer, more interconnected network of hiking and biking trails, the County prepared a trails element in the McKinleyville Community Plan, as part of the 2002 revision.

Samoa Peninsula

The communities of Samoa, Manila, and Fairhaven are located on the north spit of Humboldt Bay, known locally as the Samoa Peninsula. Access to these communities is via SR 255, an eight mile long, two-lane conventional highway that is owned and maintained by Caltrans. SR 255 extends between the cities of Eureka and Arcata and functions as an alternative route to US Highway 101.



Samoa Peninsula residents have identified the need to improve SR 255 to accommodate non-motorized transportation users. High-speed vehicular traffic on SR 255 coupled with the lack of pedestrian crossing facilities and narrow shoulder widths, fail to provide safe access for all non-motorized users. To address highway safety concerns and enhance community mobility, the Manila Community Services District (CSD) formed the Highway 255 Traffic Safety Committee and developed the Manila Community Transportation Plan – Phase I and II reports for the County of Humboldt.

In 2009, Caltrans initiated the *Route 255 Feasibility Study* to evaluate a range of potential non-motorized and traffic calming improvements along the SR 255 corridor. The Feasibility Study, which is planned to be complete in June 2010, will be used as a reference for future projects and to seek future funding sources. Non-motorized transportation improvements being evaluated in the Feasibility Study include pedestrian crossing facilities, speed controls, and shoulder widening. Class I, II and III Bikeway options are being assessed, including the feasibility of cantilevered bikeways on the Humboldt Bay Bridges.

Southern Humboldt

Southern Humboldt County is a rural, geographically-isolated area. Communities (e.g., Redway, Garberville, Benbow and Avenue of the Giants communities) serve as smaller hubs for limited services and employment, with most of the population spread throughout the surrounding hills, mountains and river valleys. The communities are commonly separated by miles of narrow two-lane roads through rugged, circuitous topography that lack dedicated non-motorized transportation facilities.

Southern Humboldt residents are interested in improving transportation options and non-motorized connections between communities, schools, parks, and recreation areas. There is growing support for a safe non-motorized commuting route between Garberville and Redway, the commercial and population centers of southern Humboldt County. There is also an identified need for a trail connecting Garberville to the Southern Humboldt Community Park and eventually to Benbow. Many of the feasible trail routes are along existing County roads, which are constrained by topography.



Willow Creek

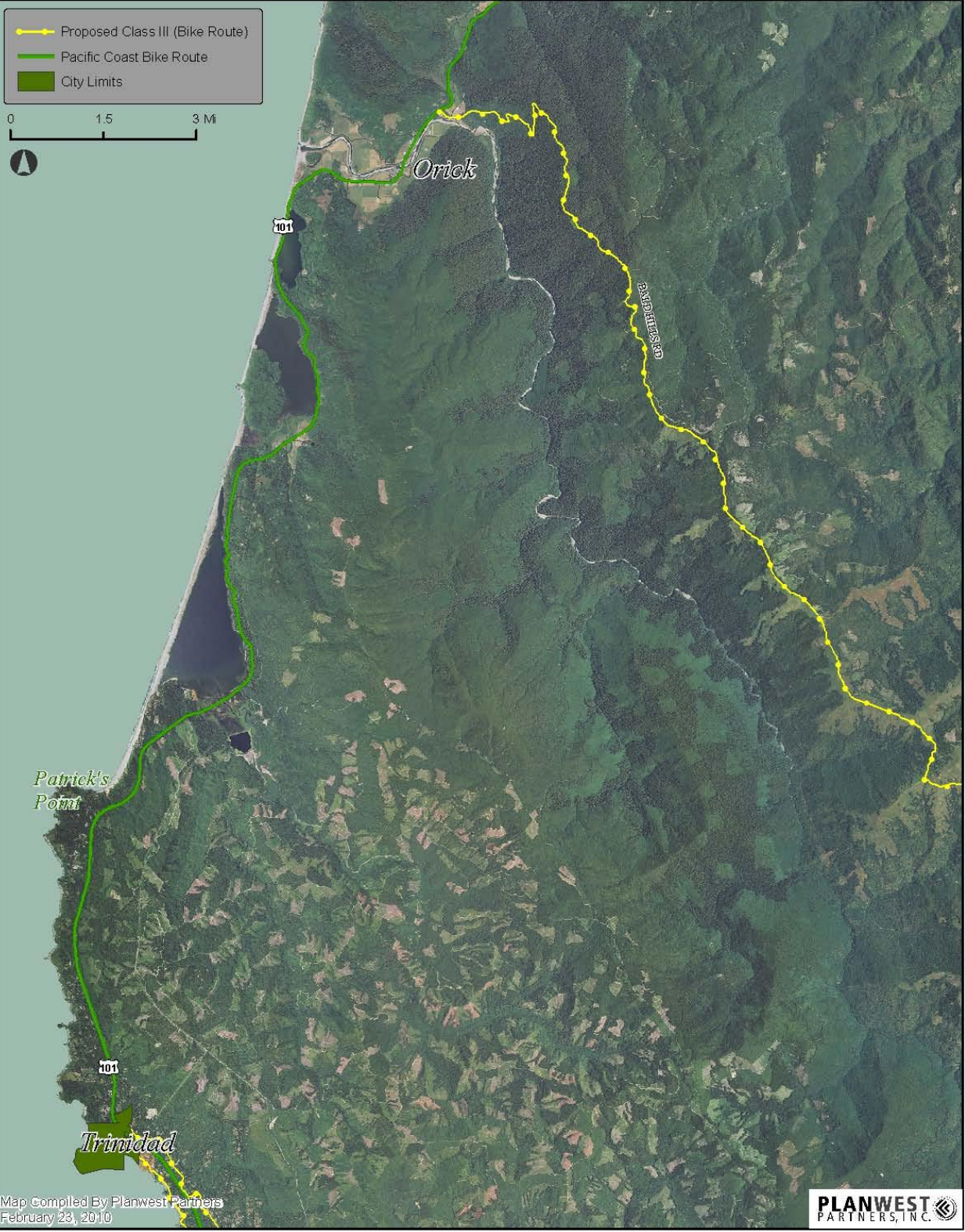
Willow Creek is located on the eastern edge of Humboldt County 45 miles inland from the City of Arcata. The community is situated at the confluence of Willow Creek and the Trinity River, along Highway 299. Willow Creek is the largest of the small communities scattered along the Trinity River with a population of 1,743 (2000 Census). Six Rivers National Forest surrounds the town.

The Willow Creek Community Services District (CSD) maintains over 38 acres of park area consisting of Veteran's Park, Creekside Park, downtown Community Commons, and the Willow Creek Hwy 299 corridor, in addition to Camp Kimtu and Kimtu Beach. The Creekside Loop Trail was created in 2008 as a moderate walking path circling the park that will eventually extend to Kimtu Beach along the south-side river bank. The Willow Creek CSD would like to develop and manage a community trail system to enhance recreation opportunities and access.

The Willow Creek CSD has actively supported non-motorized transportation enhancements to improve the accessibility of community and regional activities, for residents and visitors alike. In 2003, the Willow Creek CSD worked with Caltrans to complete a major downtown rehabilitation

project on SR 299. Utilizing context sensitive designs to meet the needs of the local community, the project resulted in improved facilities for bicycle and pedestrian mobility that has been transformed the community. The Willow Creek CSD also implemented the Willow Creek Signs and Monuments Project (WCSMP) for the design and construction of road signs, historical markers, information kiosks and interpretive sign

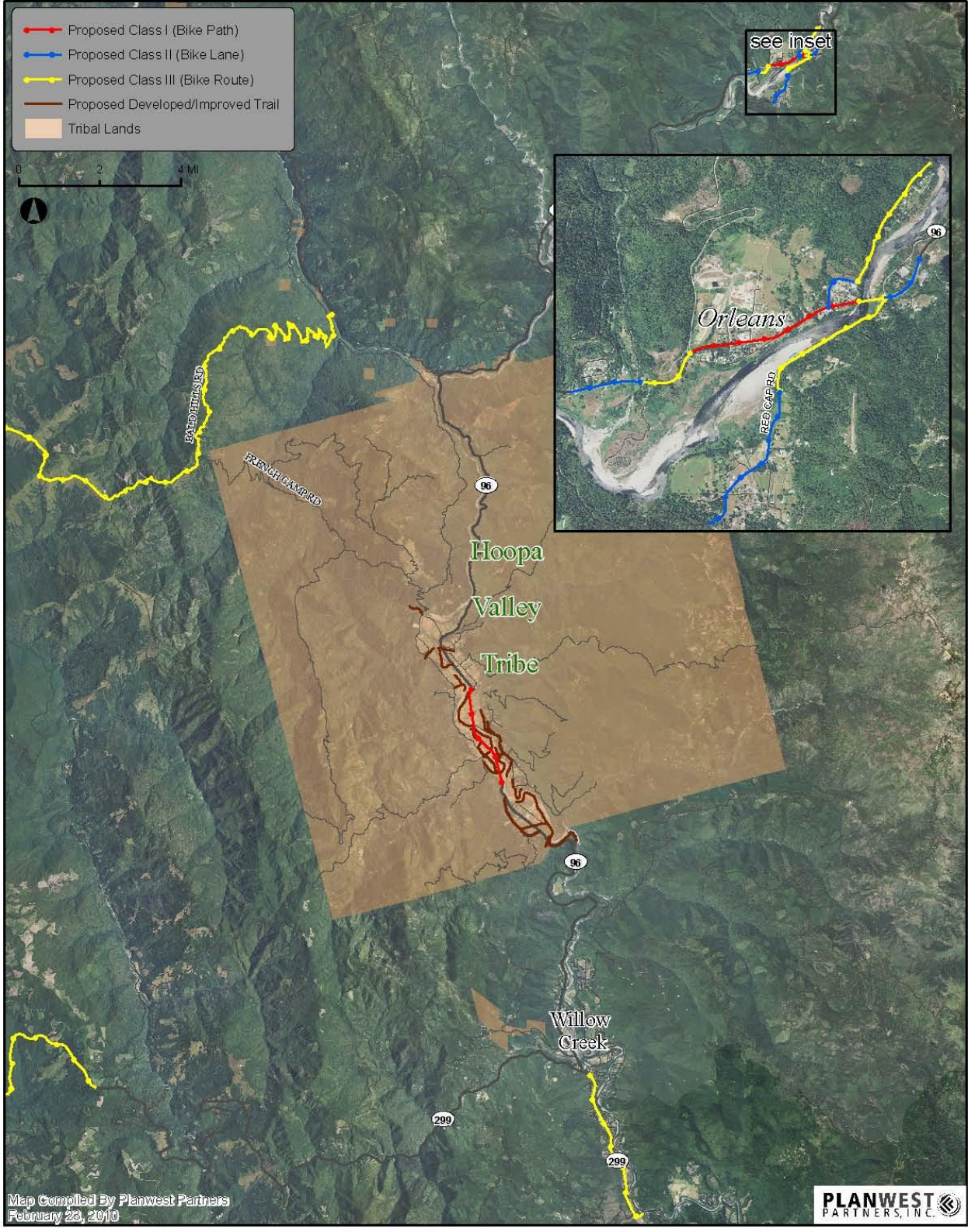
County of Humboldt: North



Map Compiled By Planwest Partners
February 23, 2010

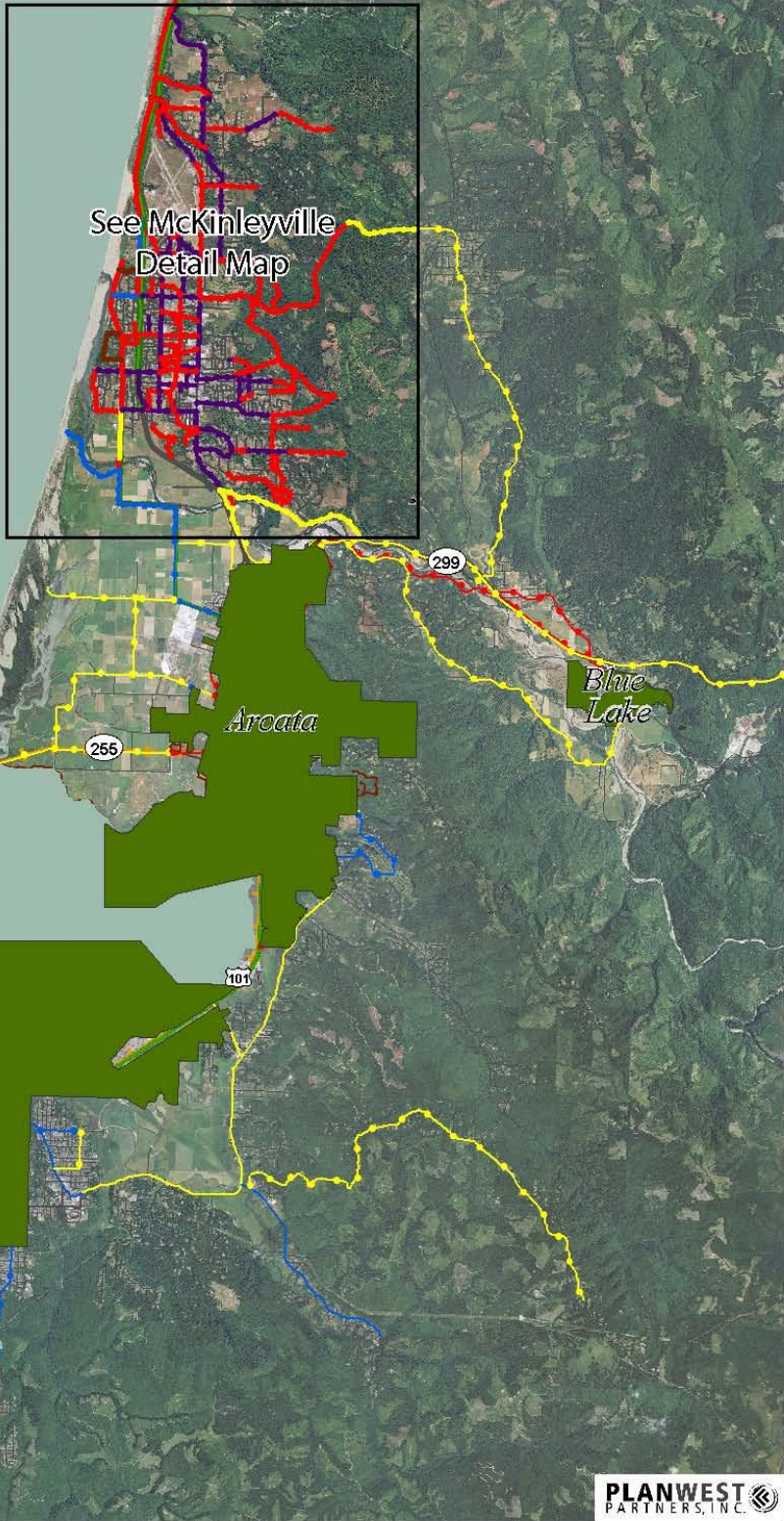
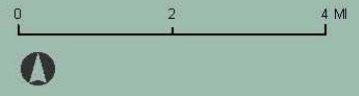


County of Humboldt: Northeast



County of Humboldt: Greater Humboldt Bay

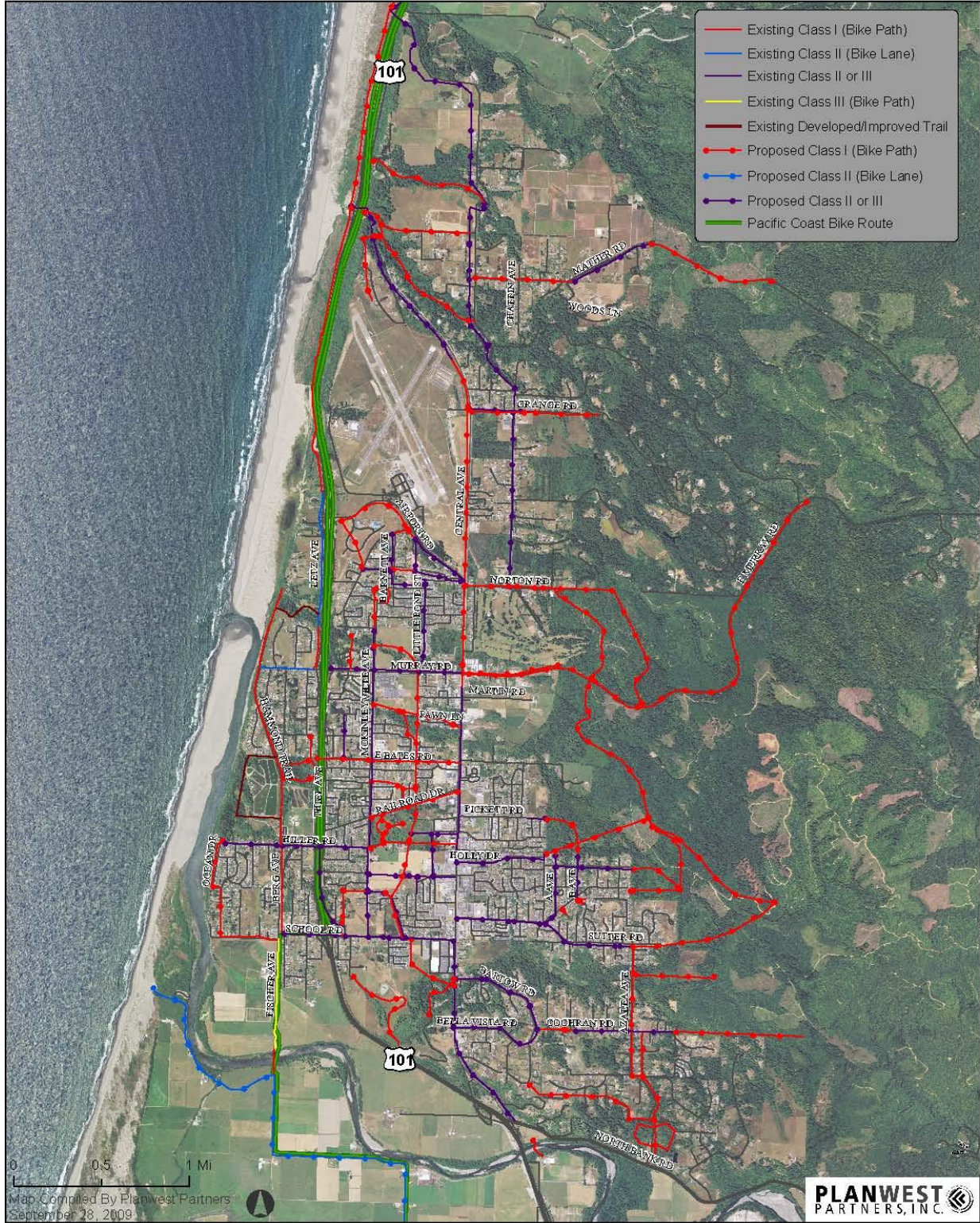
- Existing Class I (Bike Path)
- Existing Class II (Bike Lane)
- Existing Class III (Bike Route)
- Proposed Class I (Bike Path)
- Proposed Class II (Bike Lane)
- Proposed Class III (Bike Route)
- Proposed Developed/Improved Trail
- Pacific Coast Bike Route
- Proposed Rail with Trail
- City Limits



Map Completed by PlanWest Partners
February 23, 2010



County of Humboldt: McKinleyville Area

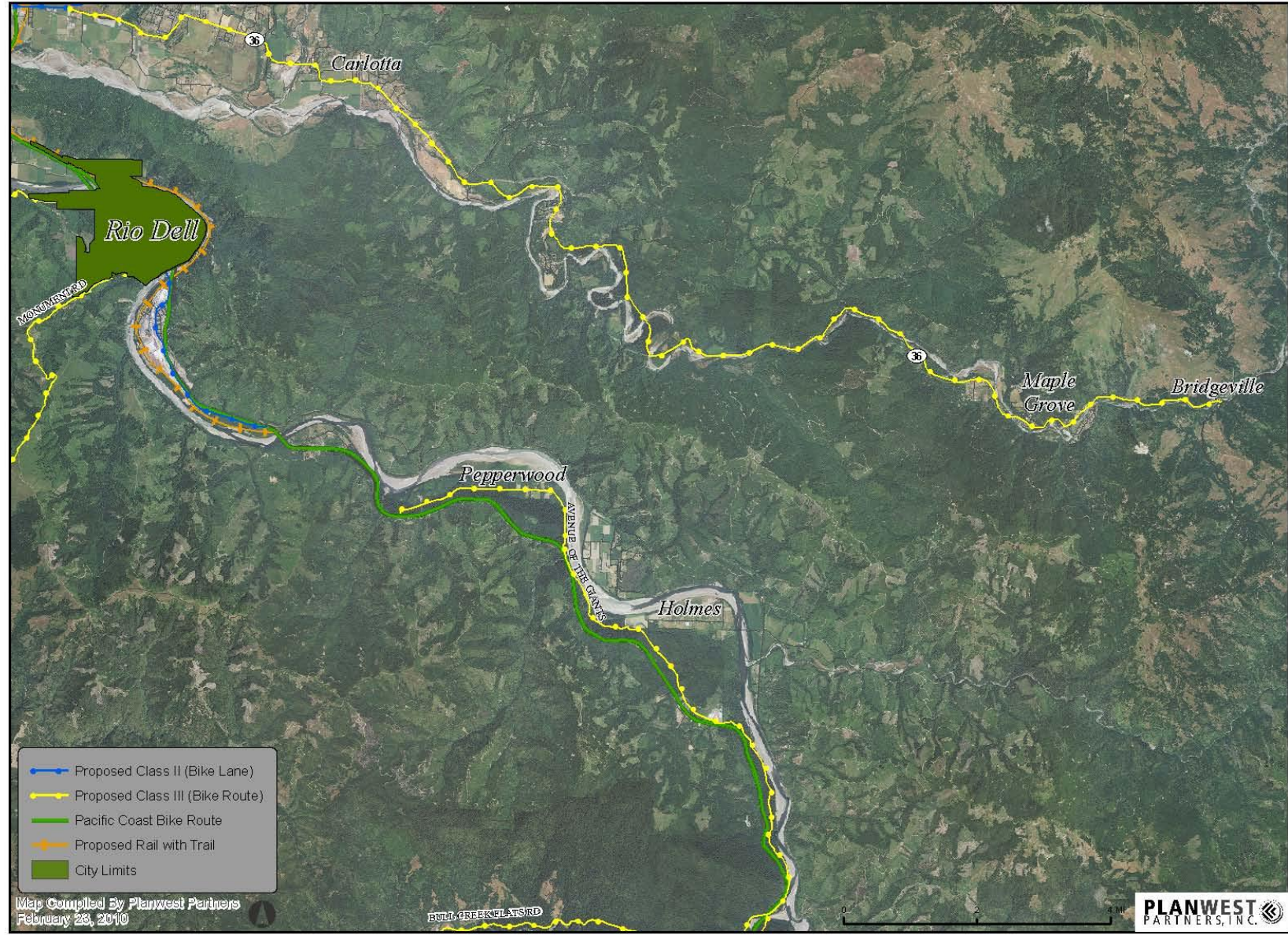


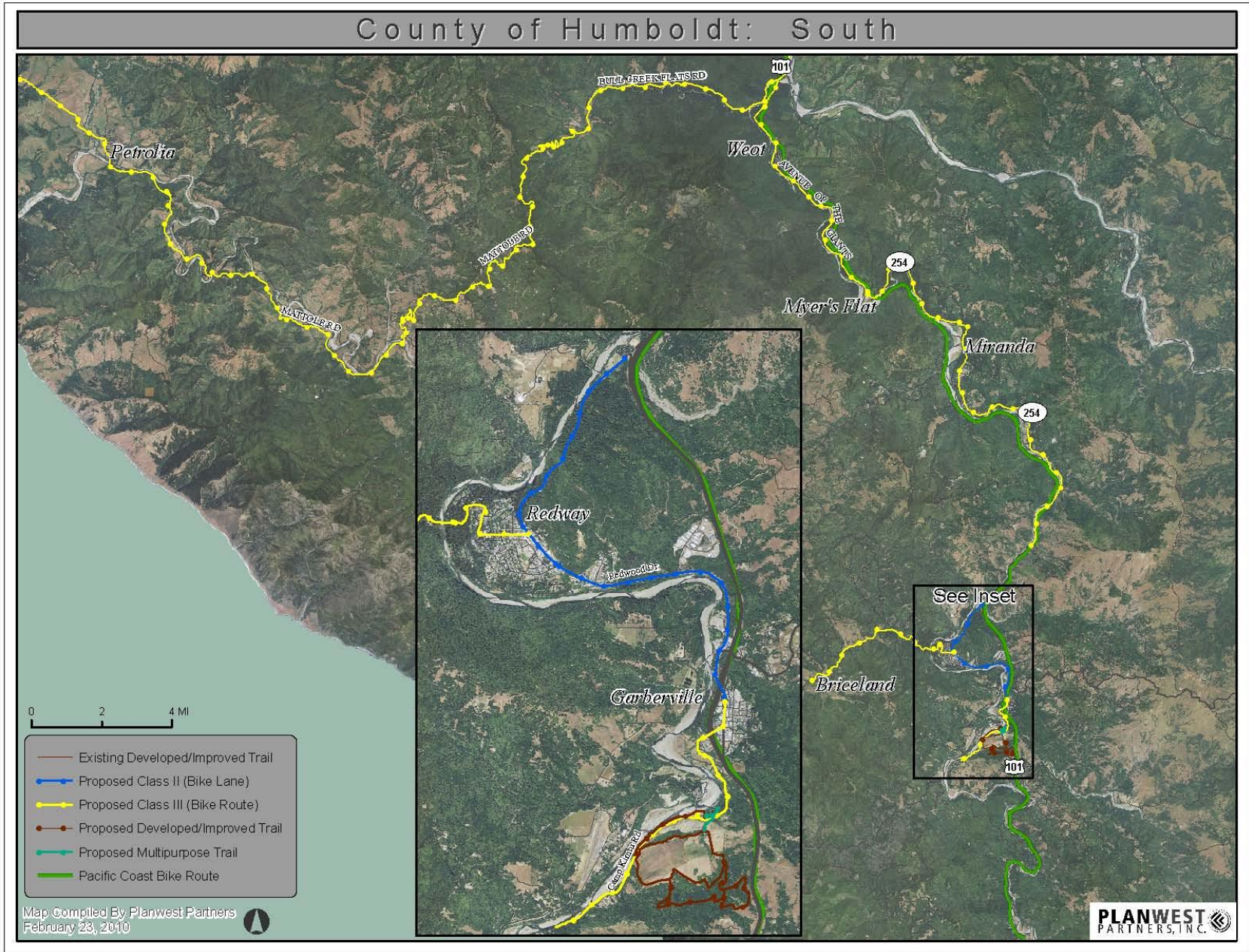
County of Humboldt: Eel River Valley

- Proposed Class I (Bike Path)
- Proposed Class II (Bike Lane)
- Proposed Class III (Bike Route)
- Proposed Multipurpose Trail
- Existing Developed/Improved
- Pacific Coast Bike Route
- Proposed Rail with Trail
- City Limits



County of Humboldt: Central





TRIBAL NETWORKS

There are four Native American Rancherias (i.e., Bear River Band of the Rohnerville, Big Lagoon, Blue Lake, and Trinidad Rancherias) and four Native American Reservations (i.e., Hoopa Valley, Karuk, Yurok and Wiyot) in Humboldt County. The Rancheria and Reservation tribal governments provide a variety of services and programs for tribal members. The tribes are a vital component of the Humboldt County culture and landscape.

The HCAOG Technical Advisory Committee includes tribal representatives (e.g., Hoopa Valley Tribe, Trinidad Rancheria, Karuk Reservation and Yurok Reservation) to facilitate regional transportation planning. In order to collaborate on Tribal Transportation issues the North Coast Tribal Transportation Commission (NCTTC), formerly the Humboldt County Tribal Transportation Commission (HCTTC), was formed and has representatives from both Humboldt and Del Norte County Native American tribes. The NCTTC members work together to assist in federal, state and local transportation planning; raise awareness of tribal transportation issues; seek federal, state, and local funding; promote safe and efficient modes of transportation; and represent Humboldt County tribes' transportation issues and priority projects at federal, state, tribal, inter-tribal, and county levels. Below is a brief overview of the eight Humboldt County Reservations and Rancherias.

Bear River Band of the Rohnerville Rancheria

The Bear River Indians traditionally lived on the Mattole and Bear Rivers within Humboldt County. The Bear River Band of the Rohnerville Rancheria is a federally recognized tribe headquartered in Loleta. The Rancheria is located on a plateau and has spectacular views of the Eel River Valley.

The tribe operates the Bear River Casino and provides free shuttle to the casino from various cities in Humboldt County. In 2009 the tribe received stimulus funds to construct new housing on the Rancheria. New development on the Rancheria should include non-motorized transportation connectivity and trails with access to the Eel River Valley view shed.

Big Lagoon Rancheria

The Big Lagoon Rancheria is a federally recognized tribe of Yurok and Tolowa Indians. The tribal headquarters is located in Arcata. The 20 acre Rancheria is located 30 miles north of Eureka adjacent to the Big Lagoon County Park and across the lagoon from Humboldt Lagoons State Park. The historic Arcata Hotel is owned and operated by the Big Lagoon Rancheria.

The tribe was interested in building a casino on Rancheria lands. Rather than develop on the Rancheria's highly sensitive natural environment, the tribe has agreed with the state of California to operate the Barstow Casino and Resort, partnering with the Los Coyotes Band of Cahuilla and Cupeno Indians.

Blue Lake Rancheria

The Blue Lake Rancheria consists of approximately 91 acres and is governed by a federally-recognized tribal government. A segment of the Annie and Mary rail line meanders through Blue Lake Rancheria. The Tribe has been engaged in railbanking discussions in order to establish the Annie and Mary Rail-Trail, connecting the cities of Blue Lake and Arcata. The tribe is committed to acting as a co-manager of the corridor after the railbanking process is complete. Through a multi-stakeholder partnership the Blue Lake Rancheria is also committed to serving as a co-manager of a regional trails system both within and outside the Rancheria boundaries.

The tribe envisions and supports the development of shared, community, non-motorized, safe walkways between the Rancheria and City of Blue Lake. The Tribe has made great strides removing debris and restoring green space and wetlands locally, with the goal of establishing pedestrian access alongside the newly reclaimed areas. The restoration of green spaces and implementation of pedestrian walkways are part of a preservation plan to ensure the ecological health of the area. Additionally, the Tribe believes there is opportunity to extend and augment walking trails along the Mad River to increase recreational uses and preserve the beauty of the Mad River and surrounding environment.

Long term, the tribe envisions reinstating the ancient pathway that was once the main route used by coastal and inland tribes. The route would incorporate a still-standing historical landmark near Korbel. The historical landmark was used as a message center for tribes to communicate who was present in the area and make announcements essential to maintaining peaceful relations between neighboring governments.

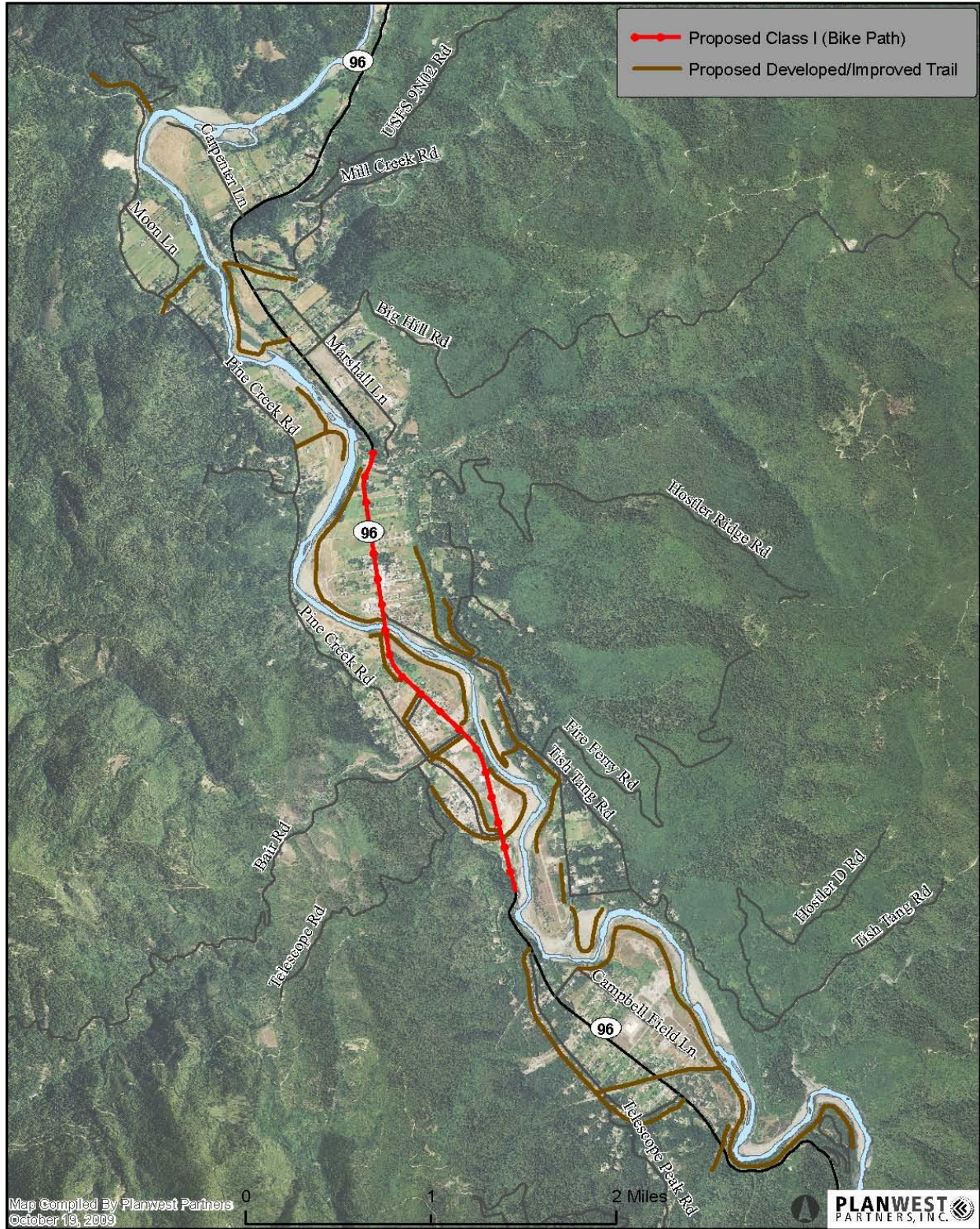
Hoopa Valley Tribe

The Hoopa Valley Reservation is the largest reservation in California and is approximately 144 square miles. The area encompasses roughly 50 percent of the Hupa aboriginal territory. The reservation is located in the northeastern corner of the county, approximately 50 miles inland from the Pacific Ocean and is bordered by the Yurok Reservation to the north. State Route 96 bisects the Hoopa Valley Reservation and the Trinity River flows through it.

The *Draft Hoopa Valley Reservation Long Range Transportation Plan* includes a list of long and short-term non-motorized transportation projects. The project list is as follows: construct a multi-use trail on the west side of SR 96 and a shared use pathway along the east side of SR 96 between Mill Creek and Shoemaker Road, implement the projects outlined in the *Traffic Calming and Safety Enhancement in the Hoopa Valley Indian Reservation: A Conceptual Plan for "Downtown"* (2006), upgrade Tish Tang Road to include bicycle lanes near K'ima:w Medical Center, construct a cantilevered walkway along Trinity River Bridge, construct the Tish Tang foot bridge over the Trinity River, and develop the Hoopa Natinxwe Trail System.

The Hoopa Natinixwe Trail System is envisioned as a reservation-wide trail system for use by pedestrian, cyclists, and equestrians. The proposed trails will average twelve feet in width, with an eight-foot wide paved area and four-foot expanse of unpaved area.

Hoopa Valley Tribe



Karuk Tribe

The Karuk Tribe is the second largest tribe in California with 3,513 members. The Karuk Tribe ancestral land is located along the Klamath River and the tribal headquarters are located off SR 96 in the Siskiyou County town of Happy Camp. The mission of the Karuk Tribal Council is to:

Promote the general welfare of all Karuk people, to establish equality and justice for our tribe, to restore and preserve Tribal traditions, customs, language and ancestral rights, and to secure to ourselves and our descendants the power to exercise the inherent rights of self governance.

The tribal government provides a variety of services, including 187 affordable housing units, health care, child care, Head Start, youth leadership conference, Karuk language restoration program, senior center program, natural resources programs, and provides small business and first-time home buyer loans. The Karuk Tribe would like to improve pedestrian and bicycle facilities, most notably, installing bicycle and pedestrian facilities on Red Cap Road, State Route 96, and Ishi Pishi Road.

Trinidad Rancheria

The Trinidad Rancheria was established in 1906 by enactment of the United State Congress. The tribe's Federal recognition was granted by the Department of the Interior in 1917. The Rancheria is within the historical territory of the Yurok peoples and includes areas of cultural significance for the tribe.

The Rancheria is comprised of three separate parcels that total 83 acres. The largest parcel is located on the west side of Highway 101 along the Pacific Coast and contains Tribal member housing, tribal offices, the tribal library, and Cher-Ae-Heights Casino. A second nine acre parcel is located on the east side of Highway 101 and the third parcel is located east of the Arcata Eureka Airport in McKinleyville. The tribe's property includes the main entrance and access point to Trinidad Head, which hosts walking trails, and cultural and historical points of interest. In addition to property holdings, the tribe owns the Trinidad pier and the Seascape Restaurant.

In February of 2009, a Tribal Transportation Needs Assessment was completed for the Trinidad Rancheria. Although the Rancheria does not have designated bicycle and pedestrian facilities, the needs assessment outlines the tribe's long-term goal of establishing non-motorized infrastructure. The tribe would also like to conduct a "safety audit" of Scenic Drive to document safety concerns and identify options to enhance pedestrian safety.

The tribe is in the process of developing a plan that will include a section on transportation connectivity. Plan priorities include finding a solution to existing barriers to safe pedestrian and bicycle travel, which includes Safe Routes to School. It should also be noted that Trinidad Rancheria consults and works closely with the City of Trinidad on issues that affect both the Rancheria and city residents.

Yurok Tribe

The Yurok Tribe is the largest Tribe in California, with more than 5,000 enrolled members. The Yurok's ancestral territory runs along the coast seven miles north of the Klamath River to Damnation Creek and 35 miles south of the river mouth to Little River. Inland, Yurok territory follows the Klamath River from its mouth upriver for over 45 miles past the confluence of the Klamath and Trinity Rivers. The mission of the Yurok Tribe is:

To exercise the aboriginal and sovereign rights of the Yurok People to continue forever our Tribal traditions of self-governance, cultural and spiritual preservation, stewardship of Yurok lands, waters and other natural endowments, balanced social and economic development, peace and reciprocity, and respect for the dignity and individual rights of all persons living within the jurisdiction of the Yurok Tribe, while honoring our Creator, our ancestors and our descendents.

The Yurok people have always used the Klamath River along with a traditional system of trails as their primary transportation routes. Many times, these traditional trails have been incorporated into the Yurok Tribe's and Humboldt County's contemporary transportation systems. The Yurok Tribe works cooperatively with the Redwood National & State Parks and the Six Rivers National Forest Service regarding trails and pedestrian walkways located within the ancestral territory of the Yurok Tribe.

Both motorized and non-motorized plans are included in the Yurok Tribe's Long-Range Transportation Plan, "Taking Back a Traditional Trail 2006-2026." Currently the Yurok Tribe is updating the Long Range Transportation Plan to incorporate varying motorized and non-motorized travel on and near the Yurok reservation located in both Humboldt and Del Norte counties. This includes bicycle and pedestrian routes along Highway 101, State Route 169 and SR 96 for future planning efforts.

The Yurok Tribe in partnership with the Klamath Trinity Non-Emergency Transit provides transit services to on and near the Yurok reservation including Willow Creek, Hoopa, Weitchpec, Tulley Creek, Wauteck and Orleans as part of the Federal Highway Administration's Tribal Transit program. The Yurok Tribe is also the first California Tribe to be selected as a recipient of the National Scenic Byways Program to develop a Yurok Scenic Byways Program. Most recently, the Federal Transit Administration has awarded the Yurok Tribe the opportunity to conduct a feasibility study for alternative transit services in cooperation with Redwood National & State Parks for the Paul S. Sarbanes, Transit in the Parks program.

Wiyot Tribe

The Wiyot people have lived in the Humboldt Bay region for thousands of years. The Wiyot lived in permanent villages along waterways and seasonal camps on tribal lands and prairies. The Tribes headquarters are 88.5 acres south of Eureka near Loleta. The Tribe also owns property on Cock Robin Island and on Indian Island in Humboldt Bay.

The Tribe is actively engaged in the Tuluwat project based on Indian Island, which seeks to "restore the cultural heritage and ecological resources of the site and surrounding salt marsh, to

construct a cultural center open to the public, and to restore the site to once again perform tribal ceremonies there” (<http://www.wiyot.com/tuluwat-project>, March 1, 2008).

The Tribe provides a variety of services and programs for tribal members, which includes: a solid waste management program that includes community-wide curbside garbage, recycling, and compost pickup, augmented by waste reduction education; monthly environmental education activities for youth; drinking water delivery; water pollution control; community meals program; blood pressure and blood sugar screenings; wellness checks; youth activity and education programs; and a plethora of cultural activities.