

Del Norte Active Transportation Plan

Prepared for the



Local Transportation Commission

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Del Norte Active Transportation Plan

Del Norte Local Transportation Commission
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Del Norte Local Transportation Commission acknowledges its responsibility for initiating and monitoring Title VI activities, preparing required reports and other responsibilities as required by Title 20 Code of Federal Regulations 200 and by Title 49 CFR Part 21.

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Chapter 1: Introduction

The Del Norte Active Transportation Plan provides a vision for the future active transportation network in the Del Norte region. It is a regional strategy that builds on previous studies and plans, and holistically evaluates active transportation projects and policies.

1.1 Active Transportation Plan Background

The Complete Streets Act of 2008 (California Assembly Bill 1358) recognizes the need for local agencies to plan for robust, multimodal transportation networks that meet the needs of all users including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, and users of public transportation. The Act requires the legislative body of a City or County to incorporate complete street philosophies with any substantive revision to the circulation element of their General Plan. The goal of the Complete Streets Act is to shift the State's mode share from single passenger cars to more active forms of transportation including public transit, bicycling, and walking with the intent to decrease vehicle miles traveled, reduce greenhouse gas emissions, and improve public health.

The Del Norte Local Transportation Commission (DNLTC) and its member agencies have been at the forefront of incorporating complete street and active transportation elements in their planning efforts following the Complete Streets Act including the *Trail Planning Report (2008)*, *Transit Development Plan Update (2009)*, *Bicycle Facilities Plan Update (2010)*, *US Highway 101 Traffic Calming and Gateway Project Studies (2010 & 2012)*, *Regional Transportation Plan (2011)*, *Safe Routes to School Research and Policy Report (2012-2013)*, and *Safe Routes to School Audits (2014)*. The purpose of this Active Transportation Plan is to consolidate the findings of these studies and evaluate them holistically in an effort to prioritize active transportation improvements and programs that will have the biggest benefit to the Del Norte region. The results of this plan are intended to guide future updates to the circulation elements of both the Del Norte County and Crescent City General Plans.

One of the biggest challenges for a rural region like Del Norte County is funding local active transportation projects, particularly when these projects have to compete on a statewide level for limited resources. In 2013, the Active Transportation Program was signed into law (California Senate Bill 99 and Assembly Bill 101) to encourage increased use of active transportation modes in California. The program is a consolidation of existing State and Federal transportation programs that have traditionally funded active transportation projects, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S) program. While this is not the only funding source for active transportation projects, given its heritage and relatively robust funding it is a good barometer to measure the benefits of projects moving forward. In 2017, SB1 significantly increased the amount of funding available for Active Transportation projects across the State.

1.2 Required Active Transportation Plan Components

Pursuant to the Complete Streets Act an Active Transportation Plan must include certain components or explain why they are not applicable. The required components of an Active Transportation Plan, and their location in this document, are as follows:

Component	Section
1) <i>The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.</i>	Section 2.3 (Existing Trips) Section 8.1 (Future Trips)
2) <i>The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.</i>	Section 3.4 (Bike Collisions) Section 4.2 (Pedestrian Collisions)
3) <i>A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.</i>	Section 2.1
4) <i>A map and description of existing and proposed bicycle transportation facilities.</i>	Section 6.2
5) <i>A map and description of existing and proposed end-of-trip bicycle parking facilities.</i>	Section 3.6
6) <i>A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.</i>	Section 2.4
7) <i>A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.</i>	Section 6.2
8) <i>A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.</i>	Section 6.2
9) <i>A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.</i>	Section 8.1
10) <i>A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth</i>	Section 2.4

<i>pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.</i>	
<i>11) A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.</i>	Section 2.5
<i>12) A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.</i>	Section 8.2
<i>13) A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.</i>	Section 1.3 (Other jurisdictions and plans) Section 5.1 (Safe Routes to School)
<i>14) A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.</i>	Section 7.1 (Methodology) Section 8.3 (Prioritization)
<i>15) A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.</i>	Section 2.6 (Past Expenditures) Section 2.6 (Funding)
<i>16) A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.</i>	Section 8.3
<i>17) A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.</i>	Attachment A

1.3 Coordination with Member Agencies and Existing Plans

An Active Transportation Plan must be coordinated with neighboring jurisdictions and be consistent with local and regional transportation plans. This plan and the 2017 update has been prepared under the guidance of the DNLTC's member agencies including Crescent City, Del Norte County, the California Highway Patrol, the California Department of Transportation, the Redwood Coast Transit Authority, the Crescent City Harbor, and the Yurok Tribe. Projects that are identified in the plan are consistent with the *Crescent City General Plan (2001)*, *Del Norte County General Plan (2003)*, *Harbor Master Plan (2006)*, *Trail Planning Report (2008)*, *Transit Development Plan Update (2009)*, *Bicycle Facilities Plan Update (2010)*, *US Highway 101 Traffic Calming and Gateway Project Studies (2010 & 2012)*, *Regional Transportation Plan (2016)*, *Safe Routes to School Research and Policy Report (2012-2013)*, and *Safe Routes to School Audits (2014)*.

Chapter 2: Setting

Del Norte County is located on California's northern coast directly to the south of the California-Oregon Border. The County covers approximately 1,070 square miles of scenic countryside that includes the Redwood National and State Parks, the Smith River and Lower Klamath River, Lake Earl and Lake Tolowa, and the Pacific Ocean. Crescent City is the only incorporated city in the County, and is approximately 900 acres in size. The City is bounded by the Pacific Ocean to the west, the Crescent City Harbor to the south, Redwood State Park to the east, and rural residences to the north. Temperatures throughout the County are generally moderate along the coast with higher summer temperatures inland. The County has an average rainfall of 70 to 100 inches of rain per year depending on the location.

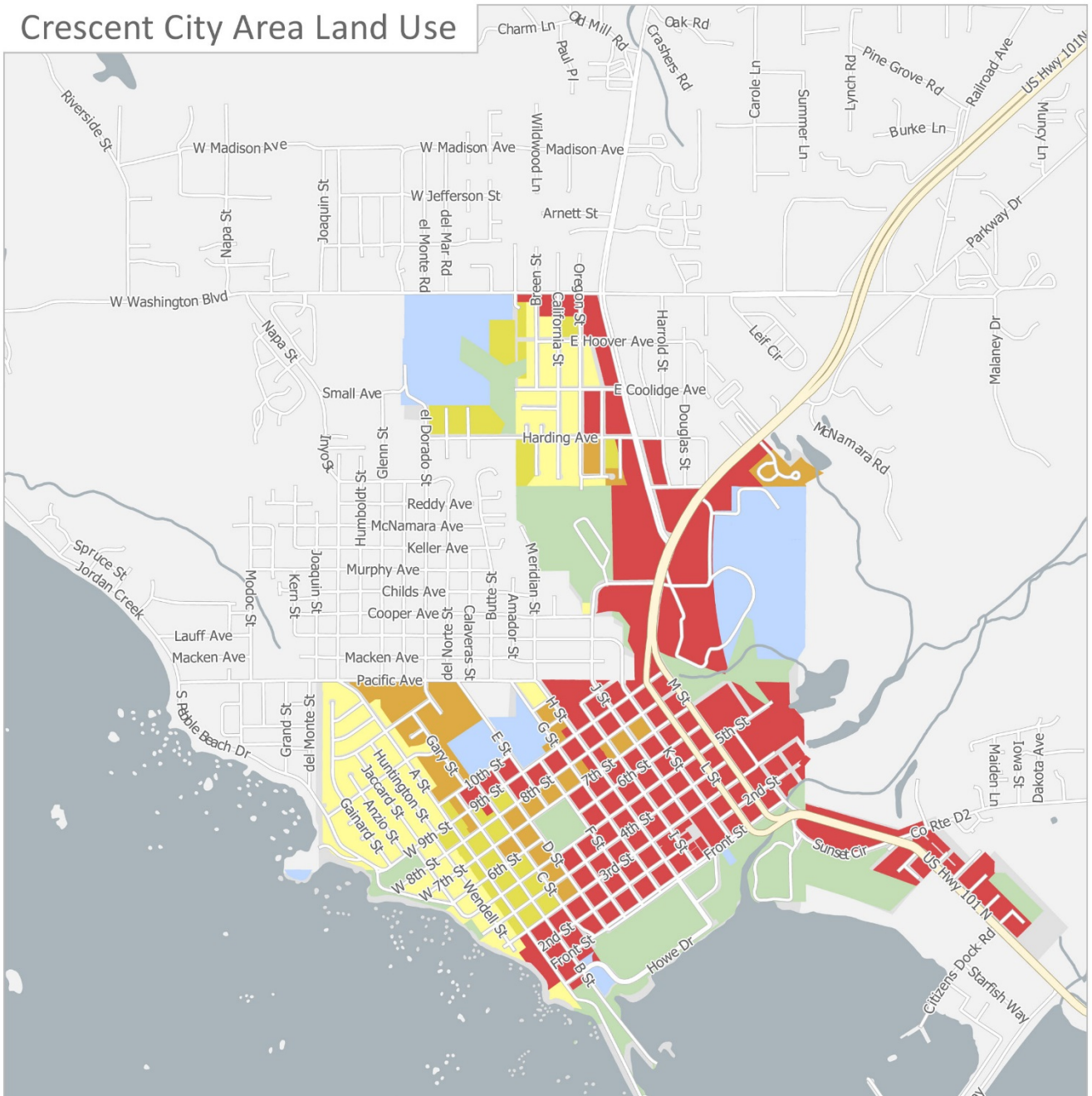
2.1 Land Use and Settlement Patterns

Del Norte County and Crescent City are in a transition from a resource production economy (timber/lumber based manufacturing and commercial fishing) to a more diversified economy that includes government, retail trade, manufacturing, tourism, technology, telecommunication-based business, and small business development. Tourism in particular is becoming an increasingly important industry in the region. Tourists, including a growing number of touring bicyclists, come to Del Norte County to enjoy rugged coastline, redwood forests, and the wild and scenic Smith River. The County's National and State Parks, Smith River canyons, Lake Earl Wildlife Area, and numerous beaches attract visitors from around the world. In Crescent City, the Battery Point Light House, Marine Mammal Rescue Center, Historical Society Museum, and Harbor are all significant points of interest.

Del Norte County is a rural county with the majority of its residents living in Crescent City. According to 2013 census data, the County has a total estimated population of 27,873, with 7,188 residents living in Crescent City. The remaining residents live in unincorporated communities in the County including Smith River, Fort Dick, Hiouchi, and Gasquet. Four federally recognized Tribes are located in the Del Norte region: Elk Valley Rancheria, Smith River Rancheria, Resighini Rancheria and the Yurok Tribe. They are partners and leaders in advancing regional transportation.

Future growth in the County is likely to occur in Crescent City, however limited land supply will necessitate infill development, reuse of existing land, and an overall densification of improvements. Annexation of County land is a possibility, although smart growth within the City's existing borders will have multiple benefits including limiting sprawl, improving walkability and bikeability, encouraging transit use, and minimizing impacts to the natural environment. Census data shows a slight decrease in population for both the County and City (-2.6% and -6.0% respectively) between 2010 and 2013 counts. The maps on the following pages show the existing land use designations in both Crescent City and Del Norte County.

Crescent City Area Land Use



Legend

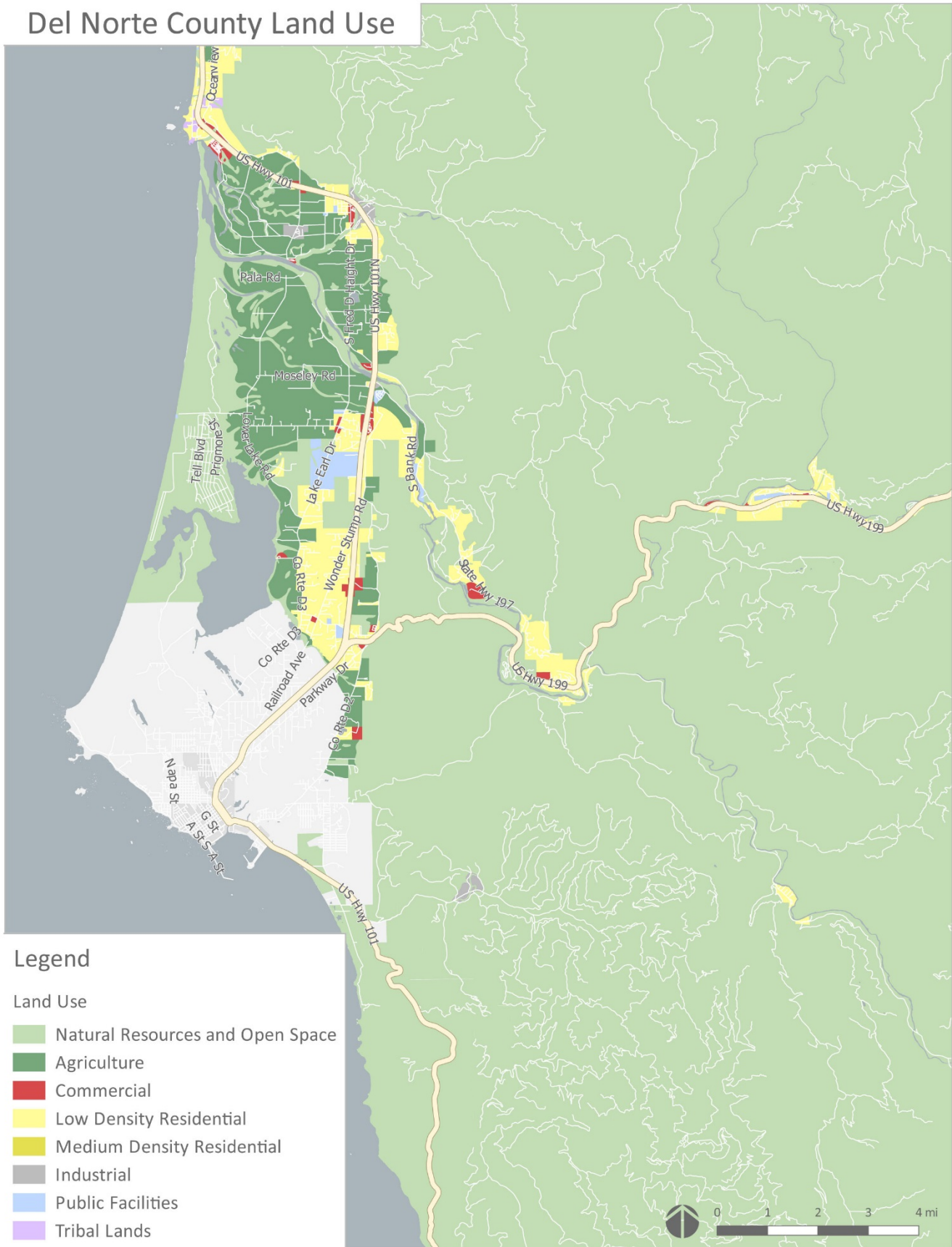
Land Use

- Natural Resources and Open Space
- Commercial
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Industrial
- Public Facilities

This map/publication/report was developed using City of Crescent City Geographic Information System digital data, but this secondary product has not been verified by the City of Crescent City. Nor is the City of Crescent City making any representations regarding same, including, but not limited to accuracy or completeness. The City of Crescent City assumes no responsibility to maintain the data, related graphics and/or maps in any manner or form. It is the responsibility of the data user to use the data appropriately and consistent within the limitations of geospatial data in general and these data in particular.



Del Norte County Land Use

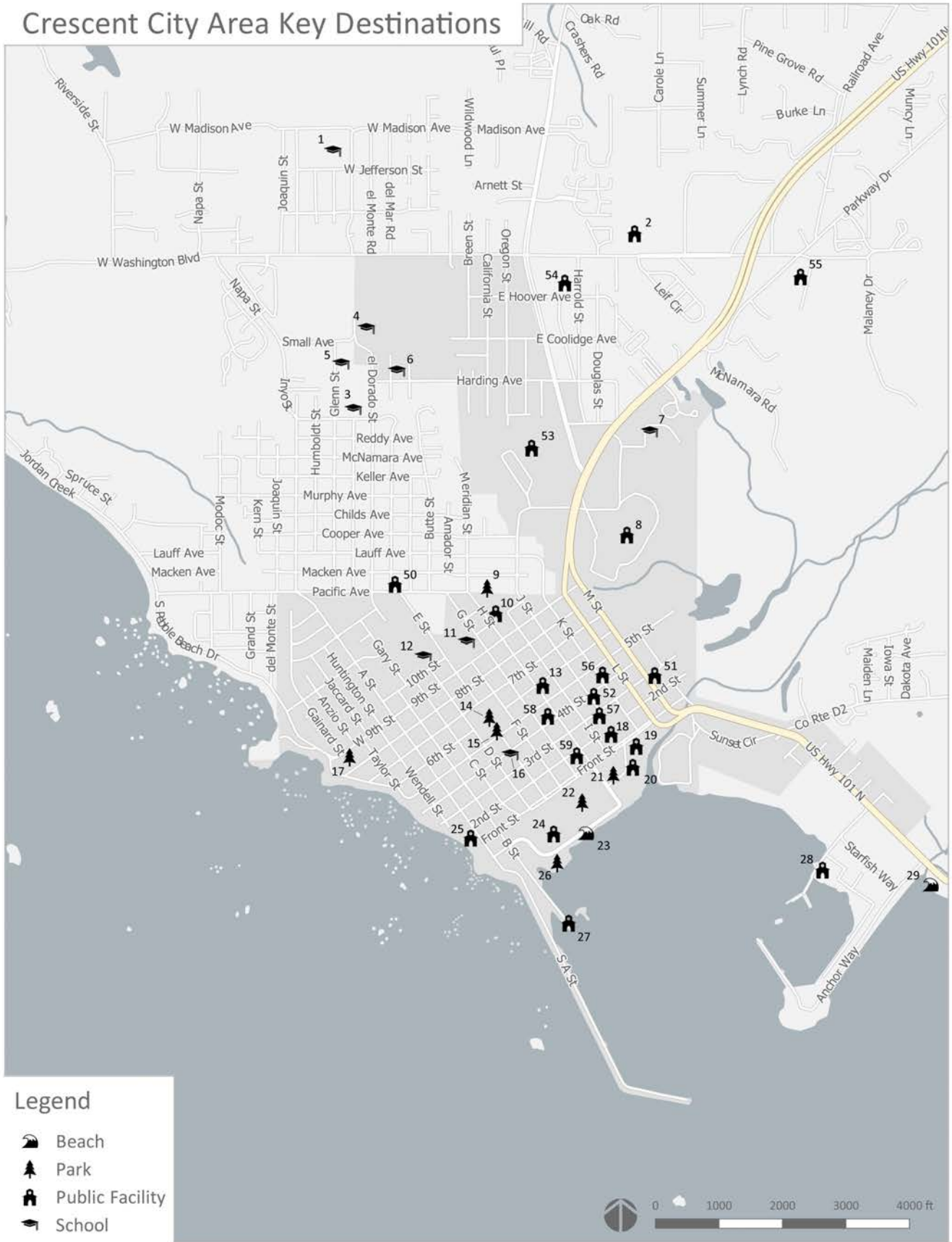


2.2 Activity Centers

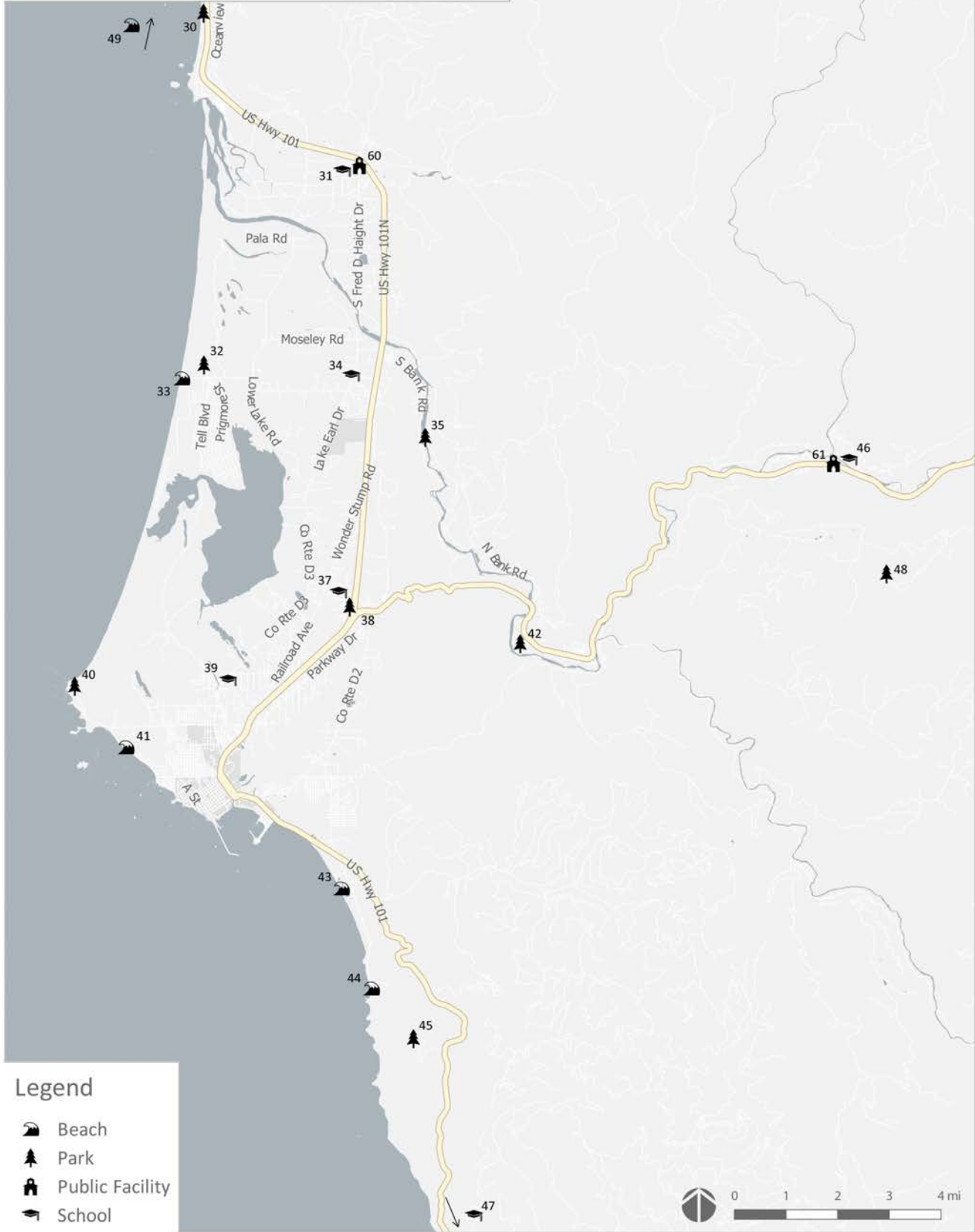
Activity centers in a community including parks, beaches, schools, and public facilities should be considered when planning a regional network of active transportation facilities. The table below and maps on the following pages highlight some of the key destinations that were considered with the prioritization of active transportation projects in this plan:

Parks/Recreation Area	Beaches	Schools	Public Facilities
9 – Macken Ballfields	23 - Crescent Beach	1 - Mary Peacock Elementary School	2 - Sutter Coast Hospital
14 - Peterson Park	29 - South Beach	3 - Bess Maxwell Elementary School	8 - Del Norte County Fairgrounds
15 - Crescent City Skate Park	33 - Kellogg Beach	4 - Del Norte High School	10 - Del Norte Recreational Center/Flynn Center
17 - Brother Johnathan Park	41 - Pebble Beach	5 - Castle Rock Charter School	13 - Historical Society Museum
21 - Kid Town Playground	43 - Endert Beach	6 - Del Norte Community Day School	18 - Del Norte County Library
22 - Beach Front Park	44 - Front Beach	7 - McCarthy Center Community School	19 - Crescent City Cultural Center
26 - Howe Drive Picnic Area	49 - Pelican State Beach	11 - Crescent Elk Middle School	20 - Fred Endert Municipal Swimming Pool
30 - Clifford Kamph Memorial Park		12 - Joe Hamilton Elementary School	24 - Marine Mammal Rescue Center
32 - Tolowa Dunes State Park		16 - Uncharted Shores Academy	25 - Battery Point Lighthouse
35 - Ruby Van Deventer County Park		31 - Smith River School	27 - B Street Pier
38 - Florence Keller County Park and Campground		34 - Redwood Elementary School	28 - Crescent City Harbor
40 - Point Saint George Public Access		37 - Sunset High School	50 – Del Norte Family Resource Center
42 - Jedediah Smith Redwoods State Park		39 - Pine Grove School	51 – Rural Human Services
45 - Redwoods State and National Park		46 - Mountain School	52 – City Hall
48 - Six Rivers National Forest		47 - Margaret Keating Elementary School	53 – Department of Health & Human Services
			54 – Social Security
			55 - DMV
			56 – DHHS Mental Health
			57 – Child Support Services
			58 – Del Norte County Superior Court House
			59, 60, 61 – Post Offices

Crescent City Area Key Destinations



Del Norte County Key Destinations



2.3 Existing Bicycle and Pedestrian Trips

The latest census data from the 2009-2013 *American Community Survey* is provided in the table below, and includes the number of workers 16 years and over in both Crescent City and Del Norte County that commute to work by walking, bicycling, and transit:

	Crescent City, CA (Workers: 1,470) ¹		Del Norte County (Workers: 8,598) ¹		West Coast, Small City Average ²
	Percent	Total	Percent	Total	Percent
Walked	5.7%	84	3.6%	310	2.8%
Bicycled	3.7%	54	0.9%	77	0.8%
Transit³	0.6%	9	0.3%	26	---
<small>1 – <i>Commuting Characteristics By Sex, 2009-2013 American Community Survey 5-year Estimates (Workers 16 years and over)</i> 2 – <i>Modes Less Traveled – Bicycle and Walking to Work in the United States: 2008-2012, American Community Survey Reports (Rates of Walking and Bicycling to Work by Region and City Size, West Region Small Cities)</i> 3- Excludes taxicabs</small>					

It is important to note the percentage of workers who walk and bike to work in Crescent City significantly exceed the average percentage of workers who walk and bike to work in small cities on the West Coast according to *Modes Less Traveled – Bicycle and Walking to Work in the United States: 2008-2012, American Community Survey Reports*. This is a testament to the existing active transportation infrastructure in Crescent City and the relative convenience of walking and bicycling for working adults.

For younger members of the community, the *National Safe Routes to School Parent Survey* indicated that 14% of trips to school and 23% of trips from school were a form of active transportation (walking, bicycling, or skating to school) based on the responses received. A more detailed analysis of these findings is included in Chapter 5 – “Safe Routes to Schools”.

It is likely that the majority of active transportation trips in the region can be accounted for with adults commuting to and from work and children commuting to and from school. The DNLTC is committed to encouraging active forms of transportation, but lacks the resources and detailed traffic models that might accurately account for regional generators including recreational trips and errands. However, limited bicycle and pedestrian counts have been performed with other projects and are summarized below.

Highway 101 Gateway Traffic Calming Bicycle and Pedestrian Counts

Location	Bicyclists	Pedestrians	Date
Highway 101 between Northcrest Drive and Washington Boulevard	55	155	October 12 th , 2009
Highway 101 between Elk Valley Road and Anchor Way	10	105	October 13 th , 2009

Safe Routes to School Bicycle and Pedestrian Counts

The DNLTC has an existing Non-Infrastructure Active Transportation Program grant to encourage active transportation to and from Bess Maxwell School. This traffic count provides a point in time analysis of project success. Counts were performed two times over the course of one day. This site was counted on Monday, June 5, 2017, and Wednesday, June 14, 2017, weather conditions were fair and wind less than 10 mph. The complete data report for Active Transportation is in the appendix.

	AM (7AM – 9AM)			PM (12PM – 2PM)		
	Bicyclists	Pedestrians	Other Active	Bicyclists	Pedestrians	Other Active
Bess Maxwell Elementary School	23	81	3	19	138	2
Joe Hamilton Elementary School	4	39	2	3	51	1

Sunset Circle and Harbor Trail Bicycle and Pedestrian Counts

Bicycle, pedestrian, and other active modes counts were collected on either side of the recently funded Sunset Circle Coastal Trail Project on May 18, 2017 during the mid day and evening peak hours to gauge recreational use of the existing Coastal Trail. It was observed that a significant amount of active transportation users choose to use the north parking lots of the businesses that front on US Highway 101 and back up to Sunset Circle rather than using Sunset Circle to travel through the area. We expect this to change after the project is completed.

At the Harbor Trail, it was observed that 58 of the 60 active transportation users cut through the private property of 1060 Sunset Circle (APN: 118-390-019) instead of using the initial/final 330' of the improved west end of the Harbor Trail where it connects to Sunset Circle.

Intersection	Mid Day (11AM – 1PM)			Evening (6PM – 8PM)		
	Bicyclists	Pedestrians	Other Active	Bicyclists	Pedestrians	Other Active
Sunset Circle	26	26	0	20	30	0
Harbor Trail	22	36	2			

2.4 Existing Bicycle and Pedestrian Policies

Crescent City and Del Norte County have existing policies in place regarding bicycle parking in public places as well as the maintenance of existing and proposed bicycle and pedestrian facilities.

Bicycle Policies

The *Del Norte County and Crescent City Bicycle Facilities Plan* established a series of policies that are meant to encourage “the use of bicycles for transportation by providing a system of bikeways and support facilities that promote safe, convenient, and enjoyable cycling.” Two policies in this document, Policies I-3 and III-1, address specific requirements of the Active Transportation Plan:

Policy I-3 addresses the need for bicycle parking in public spaces and is summarized below:

Policy I-3: Support bicycle facility improvements that increase convenience and safety, as well as safety education programs.

Objective I-3a: Develop bikeways, including shared routes and bicycle boulevards that comply with the standards of Sections 2374 – 2376 of the Streets and Highways Code pertaining to bikeways.

Objective I-3b: Provide bicycle parking as needed at public facilities, and encourage private entities to do the same.

Objective I-3c: Provide bicycle racks for all transit vehicles.

Objective I-3d: Provide bicycle parking facilities at major bus transfer points.

Objective I-3e: Encourage city, county, and state law enforcement agencies to offer programs that encourage safe bicycling.

Objective I-3f: Encourage major employers to provide support facilities that encourage bicycle commuting, such as lockers and showers and incentive programs.

Policy III-1 addresses the need to maintain bicycle facilities and is summarized below:

Policy III-1: Support projects that promote bicycling as a mode of travel, including educating the public on bicycle safety.

Objective III-1a: Support active enforcement of bicycle use and safety laws.

Objective III-1b: Support bicycle safety education for all bicyclists.

Objective III-1c: Encourage sweeping of adopted bikeways on a regular basis.

Objective III-1d: Encourage maintenance of bikeways and bicycle support facilities in a condition favorable to use by bicyclists, assigning bikeways a higher maintenance priority than similar, non-bikeway routes.

Objective III-1e: Provide information including standards and vendors for bicycle parking facilities.

Objective III-1f: Maintain current and adequate maps and guides of all bicycle routes and facilities for the region.

It is the recommendation of this Active Transportation Plan that the policies outlined in the *Del Norte County and Crescent City Bicycle Facilities*, including Policies I-3 and III-1, are included in future updates to the *Crescent City and Del Norte County General Plans*.

Pedestrian Policies

Crescent City Municipal Code sections 12.16.010 – 12.16.170 and section 12.16.020 places the responsibility for the maintenance and cleanliness of sidewalks on the owner or occupant of the adjacent property. This is summarized in section 12.16.040 which states:

It shall be the duty of the owner and of his agent, and of the lessee, occupant or person in possession of any lot, parcel, tract or piece of land, improved or unimproved in the city, to at once remove from the sidewalk, parkway or alley abutting or adjoining such lot, parcel, tract, or piece of land, all loose earth, mounds of soil, dry grass, weeds, dead trees, tin cans, abandoned asphalt or concrete, rubbish, paper, refuse, and waste material of any kind, or other unsanitary substance, object or condition, which may endanger or injure neighboring property or the health, safety or welfare of the residents of the vicinity of the property, lands or lots or obstruct such sidewalks, parkways or alleys, and thereby endanger or injure persons traveling thereon.

The City is currently engaging in an educational campaign to inform residents and owners of their sidewalk maintenance responsibilities which is discussed in more detail in Section 2.5 “Bicycle and Pedestrian Safety, Education, and Encouragement Programs”.

Recommended Policies

In addition to these policies, consideration should be given to the enforcement of illegal parking that impedes access to bicycle lanes and sidewalks. Improperly parked cars on bicycle lanes and sidewalks create a traffic hazard for both users, requiring bicyclists to either merge with automobile traffic in the traveled lane or ride on the sidewalk in the pedestrian environment.

The following language could be added to Crescent City municipal code 10.24.040 (No Parking Areas) to clarify this position:

No operator of any vehicle shall stop, stand, park or leave standing such vehicle upon any on-street bike path or lane designated by official signs or markings for the use of bicycles, or otherwise drive or place the vehicle in such a manner that impedes pedestrian access on sidewalks.

2.5 Bicycle and Pedestrian Safety, Education, and Encouragement Programs

The region has been very active in promoting bicycle and pedestrian safety and education programs aimed at increasing active transportation:

Safe Routes to School Program

The Del Norte Local Transportation Commission Safe Routes to School program was initiated by the California Endowment through the Public Health Institute, with additional funding through the Building Healthy Communities initiative. The program provides incentive and encouragement activities for active transportation in local schools, education and safety programs, audits of existing bicycle and pedestrian

infrastructure near schools, and circulation studies. The program was completed in June 2017 by means of Active Transportation Program State funds.

Pedestrian Facility Maintenance

As a result of the Safe Routes to School Program, Crescent City and Del Norte County have mutually agreed to provide additional pedestrian facility maintenance within ½ mile of both Bess Maxwell Elementary School and Joe Hamilton Elementary School. The program is being implemented over a three year period and implement striping improvements identified in the Safe Routes to School audits as well as street brushing. Striping improvements are being phased over the course of the three-year program based on roads with the highest traffic volumes and closest proximity to the schools, while street brushing will be performed on a routine basis.

Walk & Bike to School Days

Walk and Bike to School Days is a National program organized by the Partnership for a Walkable America that encourages students to utilize active forms of transportation. The program promotes an organized day for students to walk or bike to school, focusing on pedestrian safety, traffic congestion, and concern for the environment. Bess Maxwell and Joe Hamilton Elementary schools have been past participants in the program.

Sidewalk Education

Crescent City completed a sidewalk education campaign in 2016 to inform citizens and businesses of their responsibilities in maintaining and improving sidewalks adjacent to their property. It has become apparent that many home and business owners are unaware of their responsibilities, which costs the City approximately \$10,000 annually in staff hours. The program was a multi-faceted informational campaign that included materials for businesses and homeowners applying for building permits, door hangers, speaker presentations, and radio, print, and internet advertisements.

Meet Chipper

The California Highway Patrol arranges for their mascot, “Chipper”, to make public appearances at local elementary schools to discuss bicycle and pedestrian safety. Requests for Chipper are organized through the CHP’s local Public Information Officer.

2.6 Past Expenditures

The Del Norte Local Transportation Commission is committed to improving the active transportation network throughout Del Norte County. In addition to recent Regional Surface Transportation Program (RSTP) expenditures on projects, the DNLTC sets aside 2% of its Transportation Development Act (TDA) funding specifically for bicycle and pedestrian projects. A summary of past expenditures on bicycle and pedestrian projects is tabulated below:

Project	Year	Payment	Source
HSIP Match Funds: Ped Crossing	2009	\$17,100	RSTP
HSIP Match Funds: Pebble Beach	2010	\$185,594	RSTP

Front Street Design	2010	\$275,000	RSTP
Pedestrian Improvements at Beachfront and Pebble Beach Drive	2012	\$40,000	Bike/Ped
Pedestrian Access Improvements	2012	\$24,500	Bike/Ped
Pedestrian Access 10 th & G	2012	\$5,000	Bike/Ped
Front Street (2 nd and B Street Design)	2012	\$30,000	RSTP
Front Street (Reverse Curve Match)	2012	\$400,000	RSTP
SRTS Environmental & Design	2014	\$60,000	RSTP
Front Street (NEPA & Survey)	2014	\$12,500	RSTP
Harbor Trail / Starfish Way NEPA	2014	\$8,000	RSTP
Pedestrian Access Pebble Beach Drive	2015	\$15,000	Bike/Ped
Sidewalk Maintenance Education	2015	\$6,028	RSTP
Harbor Trail	2015	\$466,100	RSTP
School Zone Maintenance	2015	\$90,000	RSTP, Bike/Ped
Sunset Circle	2015	160,000	RSTP
Howe Drive Pedestrian Beach Access	2017	\$125,000	RSTP
Harding Sidewalk Gap Correction	2017	\$45,000	RSTP

Chapter 3 - Bicycle Facilities

Bicycling in Del Norte County is a convenient and healthy form of active transportation. The City and County already have a fairly robust bicycling network, with the potential to expand the infrastructure into an exceptional system that serves commuters, tourist, and recreational bicyclists.

3.1 Bicycle Facilities Definition

The California Department of Transportation recognizes four classifications of bikeways. For reference in the Active Transportation Plan, each classification is defined as the following:

Class I – A Class I facility, commonly referred to as a Bikeway or Bike Path, is a separated facility from automobile traffic for the exclusive use of bicyclists. Class I facilities can be designed to accommodate other modes of transportation, including pedestrians and equestrians, in which case they are referred to as shared use paths.

Class II – Class II facilities, commonly referred to as Bike Lanes, are dedicated facilities for bicyclists immediately adjacent to automobile traffic. Class II facilities are identified with striping, pavement markings and signage.

Class III – Class III facilities, commonly referred to as Bike Routes, are on-street routes where bicyclists and automobiles share the road. They are identified with pavement markings and signage, and are typically assigned to low-volume and/or low-speed streets.

Class IV – Class IV facilities, commonly referred to as protected bicycle lanes or cycle tracks, are a facility that combines elements of Class I and Class II facilities. They offer an exclusive bicycle route immediately adjacent to a roadway similar to a Class II facility, but provide a physical separation from traffic with plastic delineators, raised curb, or parked automobiles. They are officially recognized by the State of California with the signing of Assembly Bill 1193 in 2014 and could potentially have some benefit to the region, although there are currently no plans for Class IV facilities in Del Norte County or Crescent City.

3.2 Bicyclist Characteristics

When considering the future network of bicycle facilities in Del Norte County, it is important to recognize the motivations and comfort levels of various bicyclists to ensure that proposed improvements are practical and will encourage an increase in the bicycle mode share. While bicyclists are often homogenized as a single user type, the *2010 Del Norte County and Crescent City Bicycle Facilities Plan Update* identifies three distinct categories of bicyclists that must be considered when making network recommendations:

Touring Cyclists – Touring cyclists are interested in the adventure of bicycling. They typically travel long distances over the course of single or multi-day trips on established routes and are most interested in uninterrupted and safe roadway conditions with easy access to rest and support facilities.

Commuter Cyclists – Commuter cyclists are typically found in urban areas such as Crescent City and use bicycling as a mode of transportation to and from work, school, and other daily errands. Commuter cyclists are most interested in the directness and safety of their routes, as well as end-of-trip bicycle facilities (bicycle parking, showers, etc.)

Recreational Cyclists – Recreational cyclists (or “convenience” cyclists), are cyclists that ride for fun and exercise. They typically prefer to ride in favorable weather to destinations like parks, beaches, and shopping centers. Recreational cyclists are typically most comfortable on separated bike paths (Class I facilities) away from traffic.

3.3 Existing Bicycle Transportation Facilities

The majority of Del Norte County’s regional bicycle facilities run north and south from the Oregon border to Humboldt County along the Coastal Zone. Views of the ocean, redwood forests, light houses, beaches and coast line make these routes a significant attraction for touring and recreational cyclists. The two most significant regional routes in Del Norte County include portions of the Pacific Coast Bike Route and California Coastal Trail.

Pacific Coast Bike Route – The Pacific Coast Bike Route (PCBR) is a collection of continuous Class II and Class III bicycle facilities that connect Vancouver, British Columbia to Imperial Beach, California. The 1,830 mile route is popular among touring cyclists who appreciate the varied terrain and coastal views. The route through Del Norte County is almost exclusively on Highway 101 between the Oregon Border and the Humboldt County Line except through Smith River and Crescent City, where parallel routes to Highway 101 are provided on Fred Haight Drive and Lake Earl Drive, respectively.

California Coastal Trail – The California Coastal Trail (CCT) is a proposed network of trails for walkers, bicyclists, and equestrians along the California Coast from Oregon to Mexico. The CCT will ultimately include 1,200 continuous miles of Class I, II and III facilities. Improvements to the route through Del Norte County, referred to locally as the Coastal Trail (CT), are ongoing and have been a collaborative effort between Crescent City, the Harbor District, and the County. Some segments of the existing and proposed trail are linked by existing streets while other segments have yet to be constructed or are in need of being upgraded to their ultimate condition.

Regional bicycle routes to the east and west are limited by the topography of the Smith River canyons and an overall lack of existing transportation connections. Highway 197/199 is the only significant east to west route in the County and is constrained with limited or no shoulders, tight curves, and narrow lanes. This makes it an impractical route for recreational and commuter cyclists, and a lack destinations and support facilities makes it less desirable for touring cyclists.

Local bicycle routes serving commuter and recreational cyclists are primarily located in population centers like Crescent City, Smith River, and Fort Dick. The significant routes forming the backbone for commuter and recreational cyclists in Del Norte County are as follows:

Class II Facilities

- *Washington Boulevard from Parkway Drive to Pebble Beach Drive (Crescent City):* This facility provides a direct east-west connection from Highway 101 to the Coastal Trail and runs adjacent to local serving commercial developments, Del Norte County High School, Sutter Coast Hospital, and Del Norte County Airport.
- *Humboldt Road from Howland Hill Road to US 101:* This facility provides a north-south connection from the Elk Valley Rancheria to Enderts Beach.

- *Inyo Street from Hamilton Avenue to Washington Boulevard (Crescent City):* This facility provides a north-south connection that connects the Class II facilities on Washington Boulevard to the northern residential neighborhoods of Crescent City.
- *Elk Valley Crossroad from Wonderstump Road to Lake Earl Drive:* This Class II facility provides an east-west connection from Wonderstump Road to the more robust north-south facilities on Lake Earl Drive.
- *Elk Valley Road from Highway 101 to Howland Hill Road:* This Class 11 facility provides an east-west connection from Crescent City to the Elk Valley Rancheria.
- *Hamilton Avenue from Inyo Street to El Dorado Street (Crescent City):* This Class II facility provides an east-west connection from Bess Maxwell School to the Class II facilities on Inyo Street and Washington Boulevard, as well as to Class III facilities in the residential neighborhood surrounding the school.
- *Parkway Drive from Highway 101 to Highway 199 (Del Norte County):* This facility runs parallel to Highway 101 and links residential neighborhoods to the east of Crescent City.
- *Northcrest Drive from Washington Boulevard to Blackwell Lane; Lake Earl Drive from Blackwell Lane to Highway 101 (Del Norte County):* The combination of Class II facilities on Northcrest Drive and Lake Earl Drive provide a direct connection from Fort Dick to Crescent City. This facility is also part of the established Pacific Coast Bike Route as a parallel route to Highway 101.
- *Railroad Avenue from Parkway Drive to Blackwell Lane:* This Class II facility provides a critical north-south connection for residents in the County to Crescent City.
- *Pebble Beach Drive from Washington Boulevard to Hemlock Avenue:* This facility provides a north-south connection on Pebble Beach along the coastline.
- *Pebble Beach Drive from City Limits to Hemlock Avenue:* Geographic constraints prevented full Class II improvements
- *Klamath Boulevard from Ehlers Way to the golden bears (0.4 miles south):* This facility provides a north-south bikeway through the Klamath town site.

Class III Facilities

- *Fresno Street from Hamilton Avenue to Pacific Avenue (Crescent City):* This Class III facility continues the connectivity provided by the Class II routes on Inyo Street and Hamilton Avenue, and provides north-south connectivity through the northern residential neighborhoods of Crescent City to Bess Maxwell School.
- *Pacific Avenue from the H Street and Meridian Street intersections to Pebble Beach Drive (Crescent City):* This route provides an east-west connection linking residential neighborhoods to Joe Hamilton Elementary School, Crescent Elk Middle School, and Pebble Beach.
- *First Street and Sarina Road (Smith River):* First Street and Sarina Road are identified as Class III facilities in Smith River connecting Smith River Elementary School, residential neighborhoods, and local churches.
- *Fred Haight Drive from north intersection/Highway 101 to Wilson Lane:* Fred Haight Drive connects to the Class III facilities in Smith River (First Street and Sarina Road) and

provides a parallel route to Highway 101 until being forced onto the highway to cross the Smith River. This facility is also part of the established Pacific Coast Bike Route.

- *9th Street (Crescent City)*: 9th Street is designated as a Class III facility in Crescent City and connects Joe Hamilton Elementary School, Crescent Elk Middle School, and residential neighborhoods in Crescent City to Hwy 101, Brother Jonathan Park, and Pebble Beach.

3.4 Proposed Bicycle Transportation Facilities

The *2010 Bicycle Facilities Plan Update*, *Del Norte Regional Transportation Plan*, *Del Norte County General Plan*, *Crescent City General Plan*, and *Trail Planning Report* have collectively identified bicycle improvements in the region that will accommodate existing development, meet the growing needs of the Crescent City and Del Norte County, increase rider safety, improve rider comfort, and encourage bicycling. In Crescent City, the priority for improvements has focused on completing the Coastal Trail and constructing the Hobbs Wall Trail. Other significant improvements include improvements to the Pacific Coast Bike Route, and various smaller upgrades and new bike facilities throughout the region.

Coastal Trail

The completion of the Coastal Trail and the development of the Crescent City and Harbor waterfront remains a top priority for the region. With the recent completion of the Harbor Trail, there is an existing gap in the Coastal Trail along Sunset Circle between Beach Front Park and the Harbor. Class I and II facilities have been identified to capitalize on past improvements to the waterfront, and to act as a catalyst for the Front Street Active Transportation Project and the redevelopment of Beach Front Park. Sunset Circle was funded in the Active Transportation Program and will begin construction in 2018.

Project	Location	Description	Type
Coastal Trail	Crescent City/ Del Norte County	Harbor Trail Segment: Sunset Circle Between Beach Front Park and Harbor	Class I/II
Coastal Trail	Del Norte County	Harbor Trail Segment: Harbor Crossing across Highway 101 to Magruder Trail	Class I

Pacific Coast Bike Route

The Pacific Coast Bike Route is a State designated bike route, the majority of which is on Highway 101 within Del Norte County. Whenever possible, Caltrans has widened the shoulders of Highway 101 to improve bicyclist safety on the route, however there are a number of locations that have been identified as needing additional shoulder improvements:

Project	Location	Description	Type
Pacific Coast Bike Route	Del Norte County	Highway 101: PM 7.80-7.93a	Shoulder Widening
Pacific Coast Bike Route	Del Norte County	Highway 101: PM 18.90-19.89	Shoulder Widening
Pacific Coast Bike Route	Del Norte County	Highway 101: PM 8.51-8.53	Shoulder Widening
Pacific Coast Bike Route	Del Norte County	Highway 101: PM 20.20 – 22.47	Shoulder Widening

Pacific Coast Bike Route	Del Norte County/ Crescent City	Highway 101: PM 22.47-23.60	Shoulder Widening
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Other Bicycle Improvements

The Del Norte region recognizes the benefits of a robust bicycle network for both residents and visitors, and has identified a number of improvements that will enhance the connectivity and safety of the existing system. These improvements will provide better routes for commuter cyclists, encourage recreational cycling among local residents, and attract touring cyclists to the region. Collectively, these projects will encourage active transportation, improve public health, and contribute to the economic vitality of the region.

Project	Location	Description	Type
A Street	Crescent City	Front Street to Lighthouse	Class I/III
Harbor Cross Trail	Crescent City	Between Harbor and Magruder Trails	Class I
Magruder Street	Crescent City	Elk Valley Road to Kent Street	Class I
9th, Front, K, and 2nd Street	Crescent City	City Streets	Class II
Blackwell Lane	Del Norte County	Lake Earl Drive to Railroad Avenue	Class II
Elk Valley Crossroad	Del Norte County	Hwy 101 to Lake Earl Dr.	Class II
Elk Valley Road	Del Norte County	Howland Hill to Parkway	Class II
Enderts Beach Road	Del Norte County	Hwy 101 to National Parks Service	Class II
First Street	Smith River	Sarina Road to Beckstead	Class II
Fred Haight Drive	Del Norte County	Hwy 101 to Wilson Ave	Class II
Gasquet Flat Road	Del Norte County	Gasquet Flat Rd - US 199 to Middle Fork	Class II
Gasquet Flat Road	Del Norte County	Middle Fork Gasquet Rd - US 199 to Gasquet Flat	Class II
Harding Avenue	Crescent City	Within City Limits	Class II
Harding Avenue	Del Norte County	Outside City Limits	Class II
Lower Lake Road	Del Norte County	Lake Earl Drive to Pala Road	Class II
Morehead Road	Del Norte County	Lake Earl Drive to Lower Lake Road	Class II
Ocean View Drive	Smith River	Hwy 101N to Indian Rd	Class II
Ocean View Drive	Smith River	Hwy 101S to Indian Rd	Class II
Sarina Road	Smith River	Hwy 101 to First St	Class II
Timbers Blvd	Del Norte County	Hwy 101 to Fred Haight Dr.	Class II
El Dorado Street	Del Norte County	Harding to Del Norte High School	Class III
K Street	Crescent City	9th to Front Street	Class III
Kellogg Rd	Del Norte County	Lower Lake Road to Beach	Class III
Lower Lake Road	Del Norte County	Lake Earl Drive to Kellogg Road	Class III
Old Mill Road	Del Norte County	Dillman Rd to Wildlife Area	Class III
Railroad Avenue	Del Norte County	Boulder to Elk Valley Crossroad	Class III
Riverside Street	Del Norte County	Washington Boulevard to Dead Lake	Class III
Rowdy Creek Rd	Del Norte County	Hwy 101 to Smith River National Recreation Area	Class III
South Fork Rd	Del Norte County	S Fork Road and Douglas Park Rd intersection to Big Flat	Class III

Crescent City Area Bicycle Facilities



Legend

Bike Collisions
(2004 - 2013)

- Injury
- Fatality

Existing

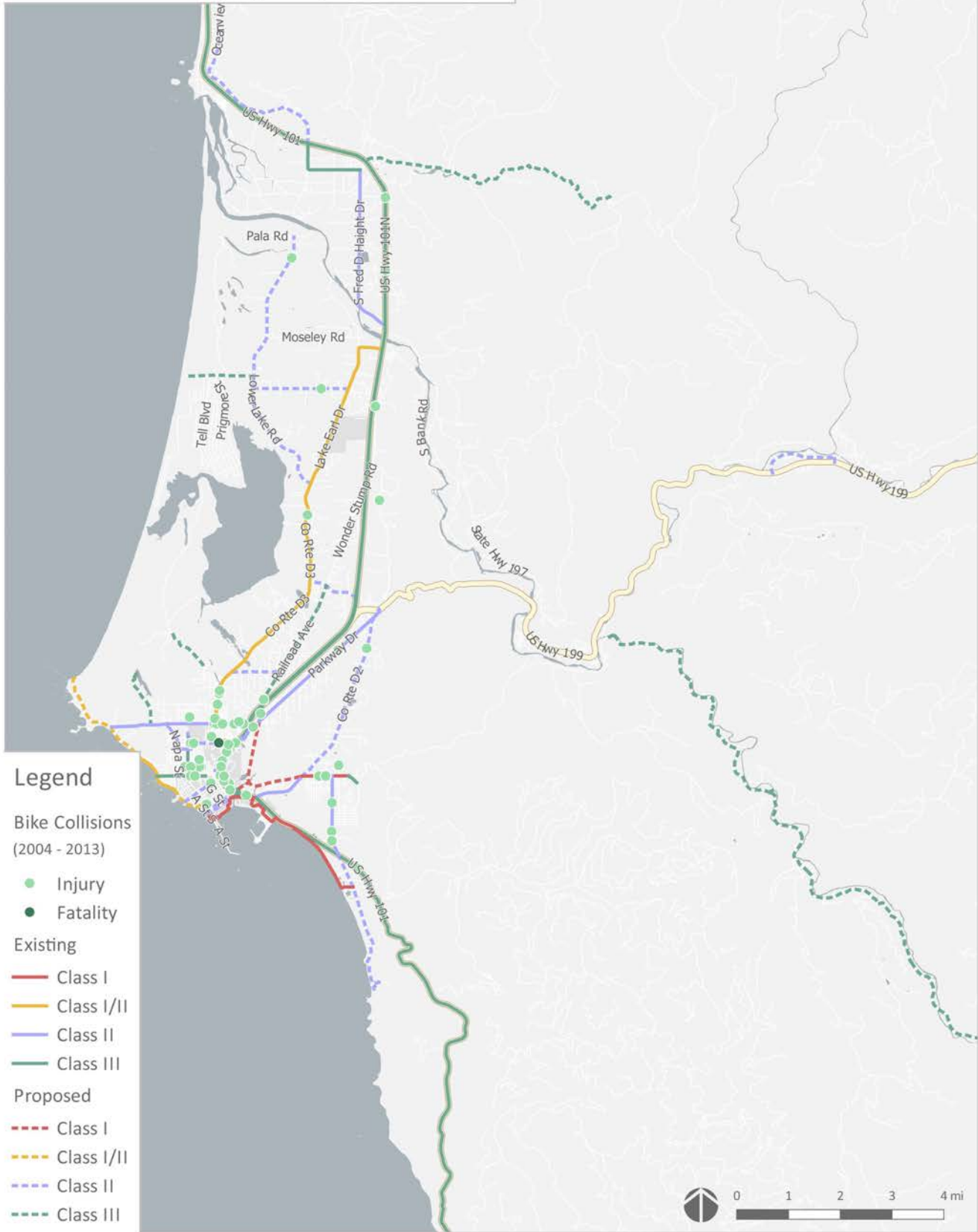
- Class I
- Class I/II
- Class II
- Class III

Proposed

- - - Class I
- - - Class I/II
- - - Class II
- - - Class III



Del Norte County Bicycle Facilities



3.5 Bicyclist Safety

The table below provides a ten-year history of recorded bicyclist accidents in Del Norte County, as recorded by the *Statewide Integrated Traffic Records System (SWITRS)* from 2004-2013. The location of these accidents are shown graphically on the previous maps.

	1 - Fatal			2 - Injury (Severe)			3 - Injury (Other Visible)			4 - Injury (Complaint of Pain)		
	Bicycle	Total	% Total	Bicycle	Total	% Total	Bicycle	Total	% Total	Bicycle	Total	% Total
2004	0	7	0.0%	1	24	4.2%	7	100	7.0%	0	70	0.0%
2005	0	9	0.0%	0	18	0.0%	3	87	3.4%	4	78	5.1%
2006	0	9	0.0%	1	25	4.0%	2	80	2.5%	2	67	3.0%
2007	0	9	0.0%	0	12	0.0%	3	65	4.6%	3	50	6.0%
2008	1	6	16.7%	0	12	0.0%	3	54	5.6%	3	79	3.8%
2009	0	6	0.0%	0	14	0.0%	8	68	11.8%	0	67	0.0%
2010	0	6	0.0%	1	20	5.0%	7	74	9.5%	3	72	4.2%
2011	1	11	9.1%	1	20	5.0%	13	67	19.4%	6	62	9.7%
2012	0	7	0.0%	0	14	0.0%	0	60	0.0%	3	49	6.1%
2013 ¹	0	8	0.0%	0	13	0.0%	4	61	6.6%	2	62	3.2%

Source: *Statewide Integrated Traffic Records System (SWITRS)*; Del Norte County (2004-2013)

1 – Provisional Data

Reported accidents resulting in an injury have been categorized into one of four categories with the first category (accidents resulting a fatality) being the most severe and the fourth category (accidents resulting in a complaint of pain) being the least. Bicyclist accidents in the table are compared to the total number of all traffic-related accidents in any given year, and are summarized as a percentage of total accidents.

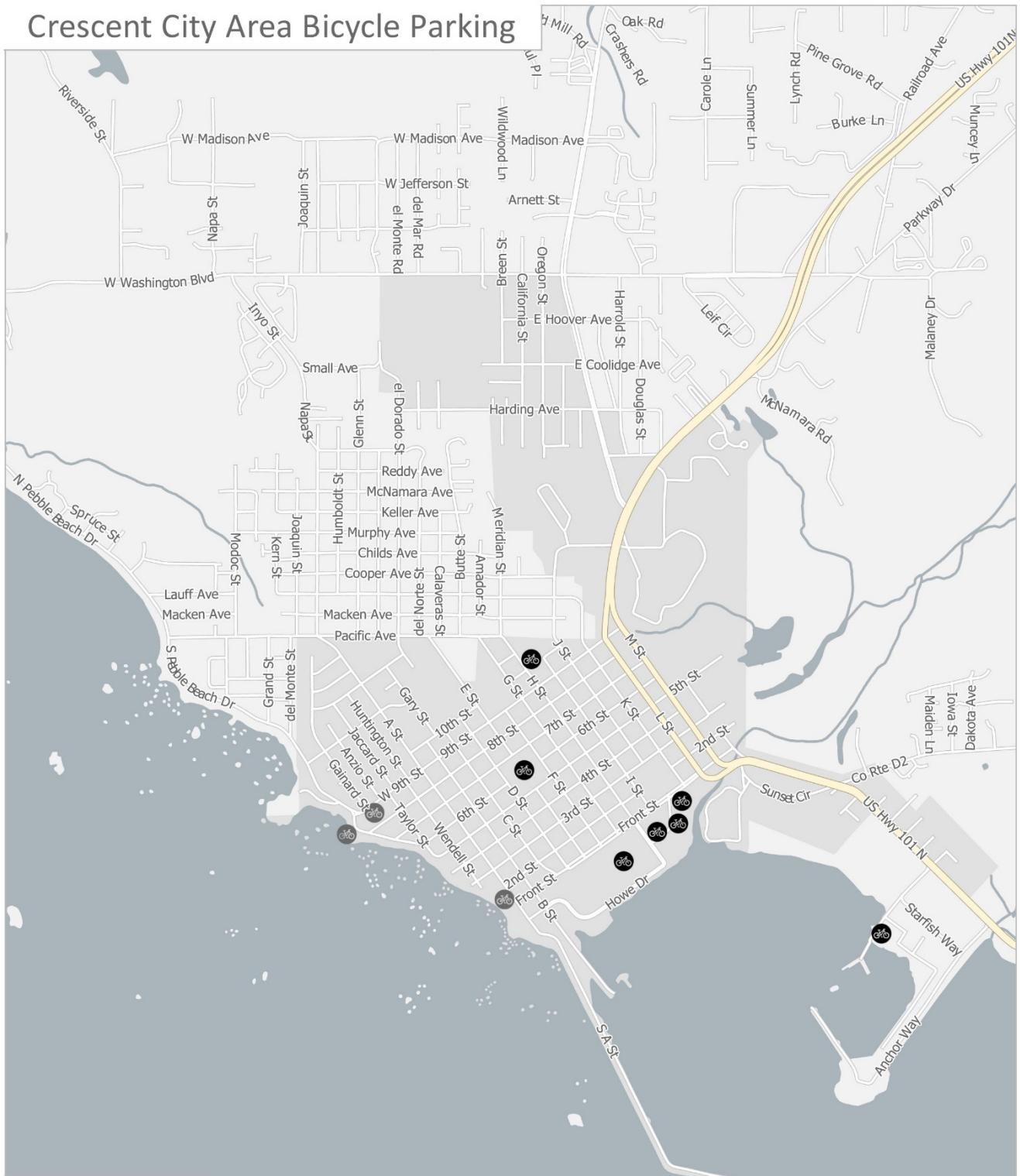
3.6 End-of-trip Bicycle Parking Facilities

Providing adequate end-of-trip bicycle parking facilities is an important component of encouraging bicycling as a convenient form of active transportation. The following table and map highlight existing and proposed bicycle parking in Del Norte County.

Location	Jurisdiction	Parking	Status
Battery Point	Crescent City	5-bike rack	Proposed
Beachfront Park	Crescent City	5-bike rack	Existing
Brother Jonathan Cemetery Park	Crescent City	5-bike rack	Proposed
Brother Jonathan Vista Area	Crescent City	5-bike rack	Proposed
Crescent City Harbor	Del Norte County	15-bike rack	Existing
Cultural Center	Crescent City	3-bike rack	Existing
Del Norte Recreational Center/Flynn Administrative Center	Del Norte County	2 6-bike rack	Existing


Fred Endert Municipal Swimming Pool	Crescent City	5-bike rack	Existing
Jedediah Square	Crescent City	7-bike rack	Existing
Kid Town Playground	Crescent City	5-bike rack	Existing
Marhoffer Creek Vista	Del Norte County	5-bike rack	Existing
Peterson Park	Crescent City	10-bike rack	Existing

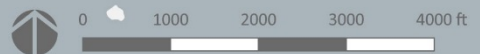
Crescent City Area Bicycle Parking



Legend

Bicycle Parking

-  Existing Parking
-  Proposed Parking



Chapter 4 – Pedestrian Facilities

An allure of small communities is the convenience of walking as a viable option for commuting to work, running errands, or getting exercise. However, the Del Norte region is not constraining its plans for pedestrian facilities based on its rural status, but instead has significant regional plans to expand its hiking and walking infrastructure to connect its residents to its vast natural amenities, and to encourage tourists to come visit the County.

4.1 Proposed Pedestrian Facilities

The *Del Norte Regional Transportation Plan*, *Del Norte County General Plan*, *Crescent City General Plan*, *US Highway 101 Traffic Calming and Gateway Project Studies*, and *Trail Planning Report* have collectively identified pedestrian improvements that will improve the safety and convenience of local residents while simultaneously linking them to regional amenities including Jedediah Smith State park, the Pacific Crest Trail, and Oregon Caves National Monument.

Hobbs Wall Trail

The Hobbs Wall trail is a proposed multi-purpose path that will link northern and southern Crescent City to the Jedediah Smith Redwood State Park. The eastern portion of the trail starts at the intersection of Front Street and K Street, heads to the east across Highway 101, then utilizes Del Norte County Railroad Right-of-Way and Howland Hill Road to connect to the State Park. The northern portion of the trail starts on the south side of Oxbow Pond in the Elk Creek Wetlands Wildlife Area and follows a former railbed to the intersection of Parkway Drive and South Railroad Avenue. The trail is a joint venture between Crescent City, Del Norte County, and the Jedediah Smith Redwood State Park, and was identified as a priority project in the 2011 Regional Transportation Plan.

Project	Location	Description	Type
Hobbs Wall Trail	Crescent City	M Street to DFG	Class II
Hobbs Wall Trail	Del Norte County	2 nd Street to Howland Hill	Multi-Use
Hobbs Wall Trail	Crescent City/ Del Norte County	Oxbow Pond to Parkway Drive/South Railroad Avenue	Multi-Use

Coast-to-Caves and Coast-to-Crest Trails

The Coast-to-Caves and Coast-to-Crest trails are a vision of the Del Norte County Resource Advisory Committee (RAC) and Redwood Economic Development Institute (REDI) to provide a regional trail system utilizing existing railroad right-of-way. The Coast-to-Caves trail will start in Crescent City and head to the northeast, ultimately connecting to Oregon Caves National Monument. The Coast-to-Crest trail will also start in Crescent City but head to the east terminating at Harrington Mountain and the existing Pacific Crest Trail. The Pacific Coast Trail and other existing trails and roads will link the Coast-to-Caves and Coast-to-Crest trails, providing hikers a premier hiking network highlighting the scenic beauty of the Pacific Northwest.

Project	Location	Description	Type
Coast-to-Caves Trail	Regional	Crescent City to Oregon Caves National Monument	Multi-Use
Coast-to-Caves Trail	Regional	Crescent City to Harrington Mountain	Multi-Use

Elk Valley Connector Trail

The Elk Valley Connector Trail will link the Redwood National and State Park to Enderts Beach through the Elk Valley Rancheria Reservation. The proposed trail will start at the Mill Creek Horse Trail in Redwood National and State park, proceed south approximately 2 miles to Highway 101, cross the highway, and ultimately connect to Enderts Beach Road.

Project	Location	Description	Type
Elk Valley Connector Trail	Del Norte County	Mill Creek Trailhead to Enderts Beach	Multi-Use

Front Street

Front Street is currently a five-lane barrier between Downtown Crescent City and Beachfront Park. The City currently has plans for traffic calming improvements to Front Street that include a realignment, lane reduction, improved crosswalks, and enhanced bicycle and pedestrian facilities. This effort is being planned in conjunction with improvements to Beachfront Park. Elements of the Front Street project that are specific to bicycle and pedestrian infrastructure may be eligible for active transportation funding.

Project	Location	Description	Type
Front Street	Crescent City	A Street to N Street	Multi-Use

Highway 101 Gateway Projects

Highway 101 serves as the “Main Street” for Crescent City with substantial pedestrian and bicycle activity, but is designed to State highway standards with documented traffic speeds exceeding posted speed limits. The Highway 101 Traffic Calming and Gateway Projects propose to improve the safety for all highway users traveling through Crescent City with traffic calming features and non-motorized improvements including sidewalk gap closures, additional crosswalks and crosswalk signalization, and raised medians.

Project	Location	Description	Type
Highway 101 Traffic Calming	Crescent City	Highway 101 on the north and south entrances into Crescent City	Multi-Use

Crescent City Non-Motorized Improvement Project

The Crescent City Non-Motorized Improvement Project will construct traffic calming, operational, and safety improvements on Highway 101 between the Gateway Projects. The project will enhance circulation and safety for non-motorized users including driveway and curb ramp upgrades to meet ADA standards.

Project	Location	Description	Type
Crescent City Non-Motorized Improvements	Crescent City	Highway 101 between the Gateway Projects	Multi-Use

Other Sidewalk Improvements

Sidewalk improvements to Glenn Street from Small Avenue to Hamilton Avenue and on Humboldt Avenue from Roy Avenue to Highway 101 were identified in the Regional Transportation Plan. The Glenn Avenue project will improve pedestrian connectivity along the west side of Bess Maxwell School, and the Humboldt Avenue project will connect a residential neighborhood to Highway 101 and ultimately Enderts Beach. Northcrest Drive has the highest average annual daily traffic of all County roads. It connects residential communities to local business, the Community Health Clinic, Sutter Coast Hospital and Sutter Urgent Care. It has sidewalk gaps that force pedestrians to walk in the roadway.

Project	Location	Description	Type
Glenn Street	Crescent City	Small Avenue to Hamilton Avenue	Sidewalk
Humboldt Road	Del Norte County	Roy Avenue to Highway 101	Sidewalk
Northcrest Drive	Del Norte County	Washington Boulevard to Harding Avenue on east side of roadway	Sidewalk

Essential Beach Access

Sidewalk improvements to Glenn Street from Small Avenue to Hamilton Avenue and on Humboldt Road from Roy Avenue to Highway 101 were identified in the Regional Transportation Plan. The Glenn Street project will improve pedestrian connectivity along the west side of Bess Maxwell School, and the Humboldt Road project will connect a residential neighborhood to Highway 101 and ultimately Enderts Beach Road. Northcrest Drive has the highest average annual daily traffic of all County roads. It connects residential communities to local business, the Community Health Clinic, Sutter Coast Hospital and Sutter Urgent Care. It has sidewalk gaps that force pedestrians to walk in the roadway.

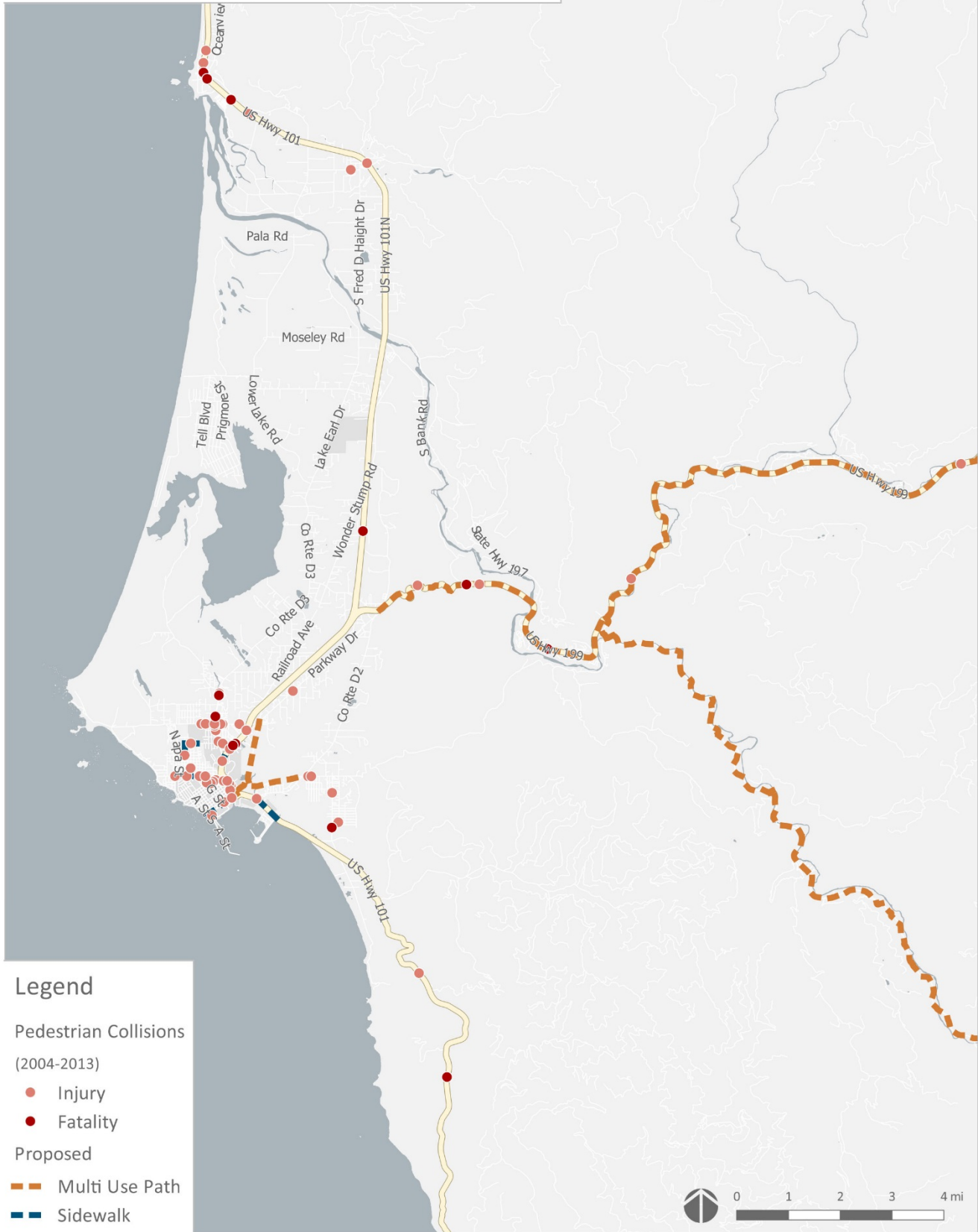
Project	Location	Description	Type
Clifford Kamph Memorial Park	Del Norte County	Maintain and improve beach access and existing trail system, including parking facilities and restrooms	Beach access, parking, restrooms
Florence Keller County Park	Del Norte County	Maintain and improve existing trail system for active transportation users including parking facilities and restrooms	Park access, parking, restrooms
Pebble Beach Drive Bluffs	Del Norte County	Maintain and improve parking facilities; continue use of informal paths by active transportation users	Beach and bluff access, parking
Pebble Beach Drive North Stairs	Del Norte County	Maintain and improve beach access for active transportation users and associated parking facilities	Beach access, parking
Pebble Beach Drive	Del Norte County	Maintain and improve beach access	Beach access,

South Stairs		for active transportation users and associated parking facilities	parking
Point Saint George	Del Norte County	Maintain and improve associated parking facilities; continue use of informal and formal paths by active transportation users	Beach and bluff access, parking
Ruby Van Deventer County Park	Del Norte County	Maintain and improve park access and existing trail system for active transportation users including associated parking facilities and restrooms	Park access, parking, restrooms
Wavecrest Drive Beach Access	Del Norte County	Maintain and improve beach access for active transportation users including associated parking facilities	Beach access, parking

Crescent City Area Pedestrian Facilities



Del Norte County Pedestrian Facilities



4.3 Pedestrian Safety

The table below provides a ten-year history of recorded pedestrian accidents in Del Norte County, as recorded by the *Statewide Integrated Traffic Records System (SWITRS)* from 2004-2013. The location of these accidents is shown graphically on the previous maps.

	1 - Fatal			2 - Injury (Severe)			3 - Injury (Other Visible)			4 - Injury (Complaint of Pain)		
	Ped	Total	% Total	Ped	Total	% Total	Ped	Total	% Total	Ped	Total	% Total
2004	0	7	0.0%	0	24	0.0%	3	100	3.0%	5	70	7.1%
2005	2	9	22.2%	1	18	5.6%	1	87	1.1%	0	78	0.0%
2006	1	9	11.1%	1	25	4.0%	1	80	1.3%	5	67	7.5%
2007	3	9	33.3%	1	12	8.3%	2	65	3.1%	2	50	4.0%
2008	0	6	0.0%	0	12	0.0%	4	54	7.4%	1	79	1.3%
2009	0	6	0.0%	3	14	21.4%	4	68	5.9%	1	67	1.5%
2010	2	6	33.3%	3	20	15.0%	4	74	5.4%	4	72	5.6%
2011	3	11	27.3%	2	20	10.0%	3	67	4.5%	1	62	1.6%
2012	2	7	28.6%	3	14	21.4%	2	60	3.3%	3	49	6.1%
2013¹	1	8	12.5%	1	13	7.7%	2	61	3.3%	1	62	1.6%

Source: *Statewide Integrated Traffic Records System (SWITRS)*; Del Norte County (2004-2013)
1 – Provisional Data

The table is similar to the bicycle safety table. Reported accidents resulting in a pedestrian injury have been categorized into one of four categories with the first category (accidents resulting a fatality) being the most severe and the fourth category (accidents resulting in a complaint of pain) being the least. Pedestrian accidents in the table are compared to the total number of all traffic-related accidents in any given year, and are summarized as a percentage of total accidents.

It is important to note the substantial number of pedestrian fatalities (14 total) especially compared to the total number of bicycle fatalities in the same timeframe (2 total). While this number is somewhat alarming, 9 of the 14 pedestrian fatalities occurred on the state highway system (Highway 101 and 199 specifically). For the purpose of prioritizing future active transportation projects, improvements that provide parallel routes to Highway 101 and 199 should be considered a priority to reduce pedestrian fatalities in the future.

4.4 Natural Trails

Natural trails offer pedestrians a unique recreational opportunity to enjoy the County's abundant natural resources including its redwood forests, rugged coastlines, oak woodlands, streams and rivers. Some natural trails even offer outlets for less traditional forms of active transportation including mountain biking and equestrian use. The planning and implementation of the natural trail system in the County is an important element of the region's overall active transportation network, and an important component of the Active Transportation Plan.

National and State Parks

Redwood National and State Parks (RNSP) manage a trail network within the County. The RNSP trails are a cooperative effort between Redwood National Park, Jedediah Smith Redwoods State Park and Del Norte Coast Redwoods State Park. Prior to the joint management of the parks as RNSP, trails in each park unit were developed individually with little regional planning between parks or within the expanded network of pedestrian routes outside the parks. The National Park Service and the California Department of Parks and Recreation are planning for a comprehensive natural trail system that will establish links between existing trails and trails outside park boundaries.

The framework for this trail system is described in the *2011 Redwood National Park Trail and Backcountry Management Plan*. The expanded trail system is consistent with the goals of the Active Transportation Plan and will:

- Provide visitors with opportunities to visit the full range of park resources by foot, horseback or bicycle
- Provide access to primitive or backcountry camping areas
- Reduce barriers and provide opportunities for hikers, bicyclists, and equestrians of all abilities
- Provide safe and enjoyable recreation for all trail and backcountry users
- Integrate existing trails with new trails and with the other RNSP trails, and with trail systems outside these parks

Proposed trails in the expanded system that are located in Del Norte County are listed below:

National Park Trails:

Hiouchi Flat Trail (0.7 miles): This trail will be an ADA-accessible trail that will connect the Jedediah Smith State Park campground with the Hiouchi residential and commercial area. It will provide a safe route for pedestrians that is parallel to Highway 101. This trail may be constructed separately or in conjunction with a new visitor center.

Rellim Ridge-Coastal Trail Connection (1.7 miles): This trail will create a connection between the inland trails and the California Coastal Trail at Crescent Beach. This trail is needed to link the Coastal Trail to the Pacific Crest Trail and will be a part of the Coast-to-Crest trail. A pedestrian crossing of Highway 101 will be established at the western end of this trail somewhere between Hamilton Road and Enderts Beach Road. Any highway crossing will require coordination with and an encroachment permit from the California Department of Transportation.

Crescent Beach Loop (0.7 miles): This trail will create a short, fully accessible interpretative loop in the Crescent Beach visitor use area. The existing segment of the California Coastal Trail at Crescent Beach will be incorporated to create the loop from the picnic area.

State Park Trails:

Aubell-Boy Scout Tree Trail-Hatton Trail Connector (8.0 miles): This trail will be a major trail skirting the western edge of the Redwood Heritage State Wilderness Area in Jedediah Smith Redwoods State Park.

This trail will originate at the proposed Aubell Ranch trailhead, cross the existing Boy Scout Tree Trail at Jordan Creek, skirt the northwest side of Redwood Heritage State Wilderness, cross the west and south forks of Clarks Creek, and join the existing Hatton Trail opposite Simpson-Reed Grove. It will link with the Hatton Trail to create a hiking loop around most of the state park.

Camp Lincoln-Walker Hole Connector (1.8 miles): This trail will connect Camp Lincoln historic site with Walker Hole on the south bank of the Smith River. Camp Lincoln will serve as a trailhead on the western boundary of the state park.

Lieffer-Ellsworth-Peterson Trail Connector (0.3 miles): This trail will connect the existing Lieffer Loop-Ellsworth trail with the Peterson trail by crossing Walker Road in Jedediah Smith RSP. It will link existing trails in Jedediah Smith Redwoods State Park to create a longer route. The existing trailhead on Highway 199 at the Simpson-Reed Grove will serve as the trailhead.

Mill Creek Horse Trail-Little Bald Hills Trail Connector (8.9 miles): This is one of three links needed to connect the California Coastal Trail at Crescent Beach with the Pacific Crest Trail in Siskiyou County via the Kelsey Trail. The other links between the Coastal and Pacific Crest trails are a portion of the existing Rellim Ridge-Mill Creek connector trail and the Rellim Ridge-Coastal Trail connector.

Yurok Ancestral Territory

In 2014 the *Yurok Tribe Trails and Waterways Master Plan* was prepared as a planning document to assess, develop, and provide an implementation strategy for land and water trails in the Yurok Ancestral Territory (YAT). The plan is consistent with the goals and objectives of this Active Transportation Plan, with a stated vision to create *“a system of land and water trails that connects Yurok communities, other Tribal lands, Redwood National and State Parks, U.S. Forest Service property, and private property; to provide opportunities for walking, biking, cultural gathering, safety, boating, observing wildlife, horseback riding, and non-motorized transportation; a regional trail system that boosts community pride, community connections, and the local tourism economy.”* The plan identifies a trail system that connects residents to culturally significant areas, schools, businesses, community gardens, and other natural resources. Proposed improvements and recommended studies in the plan include:

Coastal Trail Improvements: The *Yurok Trails and Waterways Master Plan* recognizes the need to develop the California Coastal Trail in partnership with the Redwood National and State Parks. Much of the California Coastal Trail through the YAT runs through significant cultural areas with very few areas where people can learn more about the Yurok heritage. The recommendations in the plan include integrating interpretive and wayfinding elements to enhance the cultural value of the trail.

Tsunami Evacuation Trails: Evacuation trails for the Requa, Klamath, and Klamath Glen communities need to be identified, evaluated, clearly signed, and maintained. They need to be assessed for accessibility by all users, with staging areas outside of the evacuation zone that that can accommodate large groups of people.

Upper and Lower River Connection Trail: The Upper and Lower River Connection Trail will provide a shared use path between Wautec and Klamath Glen and provide a connection between the Upper and

Lower River villages. The trail could also be a recreational amenity for the region and used for race events.

Margaret Keating Elementary School, Ke'Pel Head Start, Jack Norton, and Weitchpec School Trails: The plan recommends further studying shared use routes for children attending local schools. The trails could also be used as a recreational and wellness resource for students and the surrounding community.

Trail Access to River Transit Stops: As the Yurok Tribe implements river-based transit services, it will be important to identify bicycle and pedestrian routes to provide safe routes to these facilities and prevent damage to sensitive habitats.

Improve Pedestrian and Bicycle Connectivity and Safety along State Route 169: The plan identifies the need to improve safety for bicyclists and pedestrians on Highway 96 in Weitchpec and State Route 169 near Wautec.

Recreational Trail Improvements: The plan recognizes the need to identify trails and connections to the Redwood National Park trails and Bald Hills Road. These trails could be an important feature of the Yurok Scenic Byway and could help regulate public access into the Bald Hills area.

High Country Cultural Trail Preservation: The plan recommends identifying trails in the High Country planning area that are associated with cultural practices, and work with private owners and federal land managers on strategies to preserve and protect these trails. Strategies could include trail closures, Tribal acquisition of land, interpretive signage, or trail easements for Yurok Tribal use.

Chapter 5 - Safe Routes to School

The Active Transportation Program was created to encourage increased use of active modes of transportation for all users, including school children. The program includes both infrastructure and non-infrastructure projects. With the incorporation of Federal and State Safe Routes to School funding sources into the program, the incorporation and prioritization of Safe Routes to School Projects is an important component of an Active Transportation Plan.

5.1 Safe Routes to School History

Del Norte County and its adjacent tribal lands are one of fourteen places in California participating in the California Endowment's "Building Healthy Communities" program, a 10-year \$1 billion effort aimed at creating places where children are "healthy, safe, and ready to learn". In October of 2012 the DNLTC, in conjunction with the California Center for Rural Policy, collected data at six schools on the active transportation habits of students commuting to and from their respective schools in the region. The results of the survey were summarized in the *Del Norte County Safe Routes to School Research and Policy Report*, and found that there were six significant barriers to active transportation for students living within ½ a mile from school: weather/climate, amount of traffic, speed of traffic, safety of intersections and crossings, violence/crime, and time. The survey found that only 33% of children living within ½ a mile from their school use an active form of transportation, but up to 80% of parents would let their child do so if certain barriers were removed.

The study resulted in five policy goals for the top modifiable issues reported by parents that affect their decision to allow their child to use an active form of transportation to commute to and from school: amount of traffic, speed of traffic, safety of intersections and crossings, and violence/crime. The five policy goals identified by the report are:

1. Make it safe, convenient, and fun for children to walk and bicycle to and from school
2. Raise awareness and support for Safe Routes to School
3. Create safe and accessible routes for walking and biking to and from school
4. Ensure that all students and parents know transportation safety guidelines for arrival and departure from school
5. Support School District Wellness Policies and ensure that active transportation is included in these policies

In response to policy goals 1 and 3, the DNLTC performed an audit of school zone infrastructure throughout the region. In the first phase work, fifteen schools were audited by transportation professionals who documented the physical infrastructure within a quarter mile of each school including sidewalks, bicycle facilities, school zone signs, connectivity to residential and commercial areas, and the lane configurations at critical school entrances. Information from these audits was used to identify improvements at each school that would encourage active transportation. In the second phase of work, Bess Maxwell Elementary School and Redwood Elementary School were selected for a more detailed circulation study based on having the largest relative benefit to the community. The recommendations from each circulation study are as follows:

Bess Maxwell Elementary School: Key observations at Bess Maxwell Elementary School that affect bicyclists and pedestrians include reported speeding and high volumes of automobile traffic around the

school, conflicts with loading and unloading automobiles and buses, and a lack of existing bicycle and pedestrian facilities around the school. Recommended improvements include construction of bicycle and pedestrian facilities, reconfiguration of El Dorado Street, construction of a raised crosswalk on El Dorado Street at West Harding Avenue, and reconstruction of the main entry of the school.

Redwood Elementary School: The biggest challenge at Redwood Elementary School is that the school's student population greatly exceeds the parking and loading area's capacity. As part of the circulation study for the school, four options were considered to improve bicyclist and pedestrian safety in these areas during loading times: reduce school enrollment, reconstruct the front parking lot, construct a pick-up / drop-off loop road around the property, or acquire additional property for new parking facilities. All of these improvements would require a significant investment by the Del Norte Unified School District. As a result, the District has agreed to reduce school enrollment as an interim measure.

5.2 Safe Routes to School Infrastructure Projects

There has been a lot of progress in the Del Norte region with Safe Routes to Schools project. An important aspect of the Active Transportation Plan is to bridge the gap between the findings of the Safe Routes to School Audit and help prioritize the improvements for implementation. For the purpose of this plan, routine maintenance projects including maintaining existing landscaping, resurfacing existing pavement markings, and street sweeping are not considered for prioritization. The remaining recommendations are summarized for each school in the table below:

School	Location	Description
Bess Maxwell Elementary School	Del Norte County	Improvements within the road right-of-way such as bike lanes, accessible sidewalks and curb ramps, signage and striping.
Castle Rock Charter School	Del Norte County	Signage and Striping
Crescent Elk Middle School	Crescent City	Install new curb ramps on both sides of G St crosswalks
Del Norte Community Day School/McCarthy Center	Del Norte County	Sidewalk and bike lane gap closures on West Harding, Hamilton, and El Dorado Street
Del Norte High School	Crescent City/Del Norte County	Bike lanes and sidewalk on El Dorado Street
Joe Hamilton Elementary School	Crescent City	Install curb ramps at 10th and E Street
Margaret Keating Elementary School	Klamath	Install school zone signs and pavement markings on Minot Creek Road
Mary Peacock Elementary School	Del Norte County	Sidewalk gap closure on Arlington Drive, curb ramp improvements
Mountain School	Del Norte County	Further analysis of school drop off area circulation
Pine Grove School	Del Norte County	Traffic calming measures on Northcrest Drive and foot gate monitoring policy for access off of Carole and

		Northcrest
Redwood Elementary School	Del Norte County	Reconfigure Parking
Smith River School	Smith River	Improve crosswalks
Sunset High School	Del Norte County	Install turn pockets at school entrance and identify school zone on EVC directly in front of school
Uncharted Shores Academy	Crescent City	Install curb ramps at crosswalks adjacent to school grounds

For the purpose of the Active Transportation Plan, these improvements were packaged into four projects that should be competitive for future active transportation funding. These projects are shown graphically in the maps provided in *Section 4.1, "Proposed Pedestrian Facilities"*.

Project	Location	Description	Type
Arlington Drive	Del Norte County	New sidewalks on Arlington Drive between Adams Avenue and W Washington Boulevard to provide a safe route to Mary Peacock Elementary School and Del Norte High School	Sidewalk
El Dorado Street	Del Norte County	New sidewalk and bike lanes on El Dorado Street to provide a continuous connection from Pacific Avenue to Bess Maxwell Elementary School and Del Norte High School	Sidewalk
Glenn Street	Crescent City	New sidewalk on Glenn Street between Small Avenue and Hamilton Avenue to provide a safe pedestrian path to Bess Maxwell Elementary School and Del Norte High School	Sidewalk
West Harding Avenue	Crescent City	New sidewalks on West Harding Avenue between El Dorado Street and Breen Street to provide a safe pedestrian path to Del Norte Community Day School/McCarthy Center and Del Norte High School	Sidewalk

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Chapter 6 – Transit Service

Redwood Coast Transit (RCT) is the primary public transportation service provider in Del Norte County, offering fixed-route, dial-a-ride, and paratransit service to riders throughout the County. Local fixed-route and dial-a-ride bus service operates within the greater Crescent City area, while regional bus routes and paratransit “flex stop” service connect riders to destinations throughout Del Norte County and adjacent communities. All RCT fixed-route buses are outfitted with two bicycle racks for use by passengers.

6.1 Transit Routes

RCT operates seven routes throughout its service area. All routes operate Monday through Saturday:

Crescent City Local

- Route 1 – Parkway/El Dorado operates once an hour, circulating counterclockwise through Crescent City.
- Route 2 – A/Inyo/Washington operates one an hour, circulating clockwise through Crescent City.
- Route 3 – Northcrest operates once an hour between the Crescent City Cultural Center and Madison Avenue via Northcrest Drive. Passengers may request service north to C.A.N. Service Veneer.
- Route 4 – Bertsch/Howland Hill operates once an hour, circulating counterclockwise between downtown Crescent City and the Berth-Oceanview and Elk Valley Rancheria communities. Requested route deviations are available to the Rancheria Community Center.

Intercity

- Route 20 – Smith River/Crescent City/Arcata provides five southbound and six northbound daily trips between Smith River and Crescent City. Three daily roundtrips extend south to Klamath and Arcata. Route 20 is a Greyhound feeder service that links with the Coastal Express (to Brookings and Coos Bay, OR) in Smith River, the Southwest Point (to Medford and Klamath Falls, OR) in Crescent City, and both Greyhound and Amtrak Thruway, as well as Humboldt County transit providers, in Arcata. Buses on these routes are equipped with luggage compartments.

Regional

- Route 10 – Del Norte Coast/Klamath provides three daily round trips between Crescent City and Klamath.
- Route 199 – Crescent City/Gasquet provides three daily roundtrips between Crescent City, Hiouchi, and Gasquet.

Dial-a-ride and Paratransit

Curb-to-curb dial-a-ride service is available by reservation to riders traveling throughout the Crescent City area. Passengers with disabilities traveling outside of Crescent City may utilize RCT flex stop service by reserving a ride from within $\frac{3}{4}$ mile of any regional RCT route. All RCT buses are equipped with wheelchair lifts.

6.2 Transit Passenger Facilities

As a traveler's transition point from pedestrian to transit rider, transit passenger facilities are a critical component for any successful multi-modal transportation network. At a minimum, all passenger facilities should provide a bus stop sign to inform potential riders that transit is available at a given location. More heavily utilized passenger facilities should be equipped with seating, lighting, waste receptacles, and shelter to create a more comfortable and attractive waiting environment for riders. Passenger facilities should be located at major destinations and spaced appropriately along a transit route in order to effectively balance efficient transit operations and convenient passenger access.

All bus stops in the RCT system are marked by a bus stop sign, indicating the availability of transit service at each location. Benches and shelters are available at high ridership locations, and plans for installing additional shelters throughout Crescent City and Del Norte County are presented in the *2007 Passenger Facilities Development Plan*. The plan also assesses and documents the accessibility of existing transit stops to meet the requirements of the American's with Disabilities Act (ADA). Given the relative amount of time that has elapsed since the last assessment, it may be appropriate for RCT to update the Facilities Development Plan. Although the most current Active Transportation Program cannot fund the installation or repair of transit stops, future active transportation projects should consider ADA improvements that provide accessible routes to these facilities.

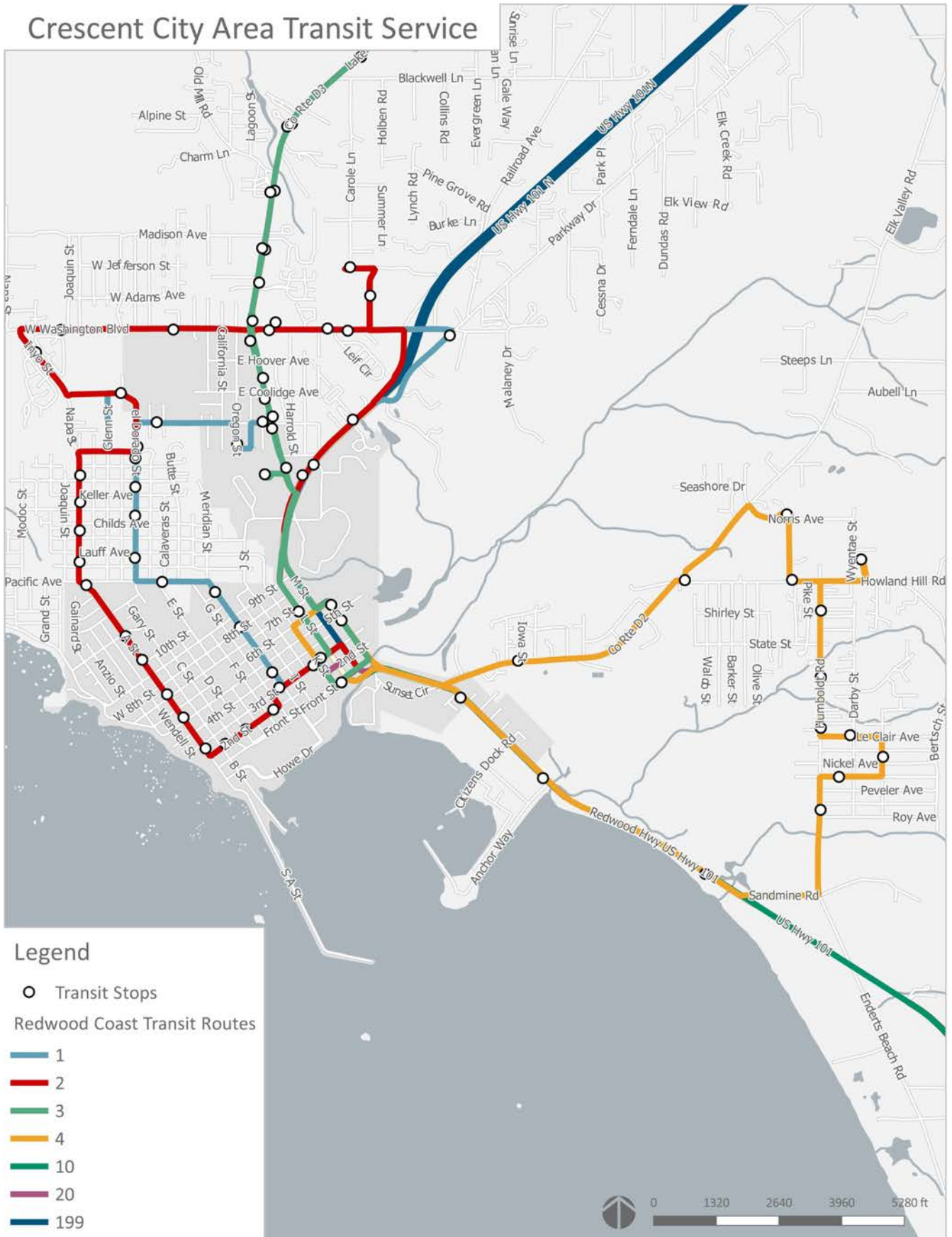
Bicycle racks are not commonly found at bus stop locations, but RCT route buses are equipped with bicycle racks that can accommodate two bicycles per bus. Bicycle racks on the buses are available on a first come, first served basis.

The Crescent City Cultural Center bus stop, the highest ridership stop in the RCT system and primary transfer point for local and regional RCT routes, offers two shelters equipped with benches. Given the high level of daily passenger activity at the Cultural Center, additional passenger facilities and active transportation amenities would encourage greater use of the stop by facilitating transfers and improving access to transit for pedestrians and bicyclists. Crescent City has also been identified this location for additional transit improvements with the Front Street project. Other high ridership stops, including the Crescent City Safeway and Lucky 7 Casino, should be examined for similar passenger facility and active transportation amenity improvements. Ticket sales express kiosks have also been discussed as part of the Front Street project.

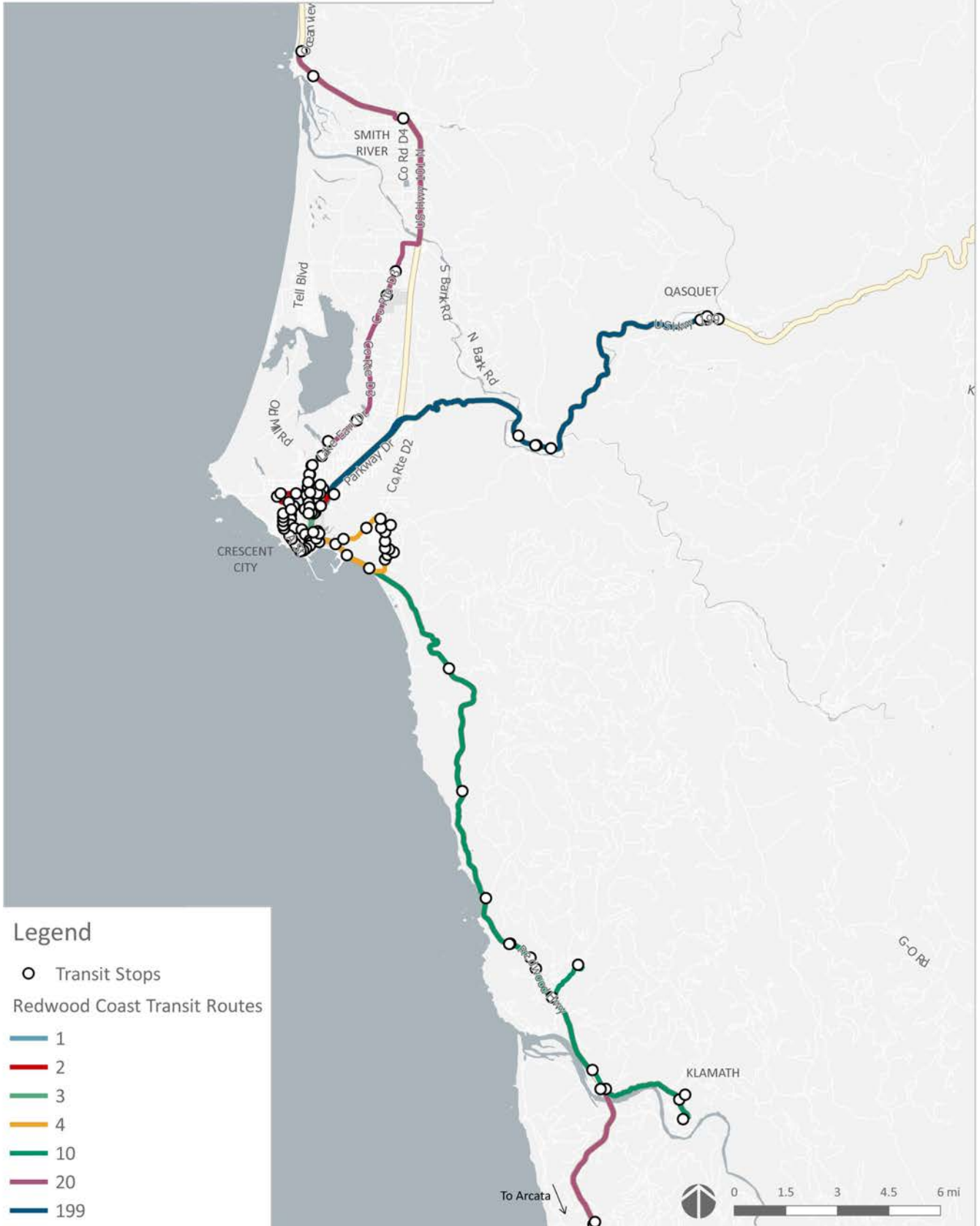
6.3 Transit Service to Airports

During the public engagement process for the ATP, it was suggested that RTA adjust its services to the Arcata-Eureka Airport to take advantage of daily flights to San Francisco. This would augment the current flights from the Del Norte County Regional Airport to Portland, offering residents an option to fly to either regional hub. There are potential passenger ramifications with this suggestion that will need to be addressed before this route modification can be implemented.

Crescent City Area Transit Service



Del Norte County Transit Service



Chapter 7 - Project Prioritization

One of the biggest challenges for a rural region like Del Norte County is funding local active transportation projects, particularly when these projects have to compete on a state-wide level for limited resources. This is especially true with the recent shift in grant applications towards quantitative metrics which put a substantial burden on small jurisdictions with limited staff resources and available transportation data. While it is not impossible for the Del Norte region to adjust to these new grant requirements, it is important that it is strategic in its grant application efforts and the projects it chooses to pursue. To that effect, this section of the Active Transportation Plan has made an effort to identify projects that will be the most competitive for future State and Federal Active Transportation funding sources.

7.1 Prioritization Elements

The purpose of this prioritization exercise is to identify active transportation improvements that will have the biggest benefit to the region, improve the safety of the existing active transportation network, and are the most cost-effective to construct. This exercise is not meant to debate the explicit merits of one project against another, but instead to view projects holistically through the lens of active transportation funding sources and identify key projects that will be the most competitive for State and Federal funding. It is these projects that the DNLTC's member agencies should focus their technical efforts on to meet future grant requirements on an as-needed basis, including performing existing bicycle and pedestrian counts, bicycle and pedestrian forecasting, planning-level design and construction cost estimates, and detailed cost-benefit analyses. These requirements are necessary for nearly all funding opportunities and should be developed in advance to maximize the competitiveness of future grant applications to

The criteria for the prioritization of projects are loosely based on the scoring benchmarks for the California Transportation Commission's Active Transportation Program. While this is not the only potential funding source for future projects, the program represents a consolidation of existing State and Federal transportation programs that have traditionally funded such projects, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S) program. When considering the heritage of the Active Transportation Program, the requirements set forth in the program represent a good barometer to measure the merits of future active transportation projects for funding consideration.

The five criteria chosen for project prioritization include the potential increase in bicycle and pedestrian use, improved safety, cost effectiveness, project support, and feasibility. For each criterion, a project is rated as having either a high, medium, or low applicability to the benchmark, with higher applicability assumed to score better in grant applications. This analysis requires a qualitative judgment call based on the guidelines provided below, but represents a starting point for identifying key active transportation projects for the region:

Increased Use

There has been a shift in recent State and Federal grant requirements to require a quantitative analysis of a project's benefits so that projects can be numerically rated and compared to each other. For active transportation grants, this typically involves a calculation on the anticipated increase in bicycle and

pedestrian use after a project is constructed. This can put rural agencies at a disadvantage based on a lack of robust traffic models and forecasting resources that more populous regions have access to. For the purpose of the prioritization exercise, the following guidelines were used to estimate how local projects compare to each other in terms of potential to increase bicycling and walking:

High Applicability: Projects that will increase bicycling and walking the most will have a broad appeal to multiple user groups, and will create or improve connections to key destinations including schools, transit facilities, community centers, employment centers, trail systems and other points of interest. Projects rated with high applicability remove existing barriers to mobility and close existing gaps for non-motorized forms of transportation.

Medium Applicability: Projects with medium applicability for increased use meet some or most of the requirements for projects with high applicability, but may appeal to a limited user group, make minimal upgrades to existing facilities, or provide limited connections to key destinations. Projects in this category typically do not make significant improvements to the existing active transportation network.

Low Applicability: Projects with the least potential to increase bicycle and pedestrian use appeal to a very narrow user group, provide little or no connection to key destinations, and do not make a significant improvement to the regional network. These are typically smaller projects that can still have value to the local community, but are unlikely to show a significant increase in bicycle and pedestrian use with their implementation.

Increased Safety

Improving the safety for bicyclists and pedestrians is a top priority for active transportation projects, and projects that can show a history of bicycle and pedestrian accidents can be more competitive for grant funding than projects that don't.

High Applicability: Projects were rated as highly applicable for safety improvements if there is a documented history of bicycle and pedestrian accidents or fatalities near the project and the project will increase user safety. This analysis is somewhat subjective, and takes into consideration the local population, a logical connection of documented accidents to the proposed project improvements, and the proposed corrections to the existing hazards.

Medium Applicability: Projects that were rated with medium applicability will improve bicycle and pedestrian safety, but may not have the same documented history of bicycle and pedestrian accidents as highly applicable projects. These projects include areas where there is a perceived risk to bicyclists and pedestrians and include improvements that address inadequate or unsafe facilities, reduce the speed or volume of vehicular traffic, improve sight distance and visibility, or eliminate behaviors that lead to collisions or accidents.

Low Applicability: Projects were rated with low applicability in this category if there isn't a documented or perceived risk to bicyclists or pedestrians, or if the proposed project has minimal safety benefits.

Cost Effectiveness

With the lingering effects of the 2008 recession, there has been a shift with grant applications to be accountable and transparent with State and Federal funds. One of the metrics that is used to benchmark applications is the cost effectiveness of a project, typically expressed as a ratio of a project's future financial benefit divided by the total project cost or the amount of funds requested. A project's future benefit is typically a calculation that considers the health, environmental, and accident reduction qualities of a project and quantifies a financial benefit for these improvements. Projects that can show a higher Benefit-to-Cost ratio are viewed more favorably than those who don't.

High Applicability: While there are no rigid guidelines on what constitutes a highly cost-effective project, projects that can show a reduction in bicycle and pedestrian accidents, especially those that have a documented history of fatalities, are typically the most cost effective given the value of statistic life as defined by the Federal Department of Transportation. Health and environmental benefits for projects that increase bicycle and pedestrian use can also be included in this calculation and include the reduced health care costs associated with active lifestyles, reduction in greenhouse gas emissions, and savings on fuel and maintenance of automobiles. Projects in this category have both a high reduction in accidents and increase in bicycle and pedestrian use with a relatively low cost.

Medium Applicability: Projects rated as having a medium cost effectiveness are those that might not have the same level of benefits as a highly applicable project (either with a lack of documented accidents or anticipated increase in bicycle and pedestrian activity), or are relatively expensive compared to the benefit. Projects in this category have either a relatively high reduction in accidents or increase in bicycle and pedestrian use (but not both), and are relatively expensive to construct.

Low Applicability: Projects rated as having a low cost effectiveness are those that neither reduce accidents nor substantially increase bicycle and pedestrian use, regardless of project cost.

Project Support

Competitive active transportation projects are highly supported by the public and local stakeholders, especially when there is documented support for the improvements. As part of the Active Transportation Plan, a public meeting was held to vet the identified projects in the document and solicit feedback from residents, local stakeholders, and the DNLTC's member agencies to measure the public support for each project. For projects that have been prioritized in the Regional Transportation Plan, the rating deferred to whether the project was identified as a high, medium, or low priority.

High Applicability: Projects that were broadly supported by multiple groups, or were identified as a high priority in the regional transportation plan, were rated as having a high applicability for Public Support.

Medium Applicability: Projects with limited support by more focused groups, or were identified as a medium priority in the regional transportation plan, were rated as having a medium applicability for Public Support.

Low Applicability: Projects that were not identified through this outreach process as a priority for the region, or were identified as a low priority in the regional transportation plan, were rated as having a low applicability for Public Support.

Feasibility




Most competitive grant programs have measures in place to ensure that there is a physical return on their investment. While these grants fund projects ranging from planning documents through construction, there is typically an emphasis on projects that have cleared the technical hurdles that can ultimately impeded construction including environmental clearance, biddable design documents, and right-of-way acquisition. Projects that are “shovel ready”, or can show minimal environmental, design, or right-of-way risks, typically score more favorably than projects with unknown or undocumented risks.



















































High Applicability: Projects that are highly feasible are identified in the Regional Transportation Plan and/or a General Plan. These projects have undergone some form of preliminary design with an identified construction cost, schedule for implementation, and anticipated environmental clearance. These projects are either “shovel ready” for construction, or have clearly identified project risks that can be realistically addressed during the planning or design phase of the project. Projects that are highly feasible may also include projects with minimal right-of-way issues including Class II facilities with existing shoulders that can accommodate bike lanes and Class III facilities in general.

Medium Applicability: Projects rated as having a medium feasibility have not gone through as rigorous a planning process as projects with high applicability, or have known risks that may significantly delay construction or project feasibility. They may also include projects with more significant right-of-way implications including constructing Class II facilities where there are no existing shoulders on a roadway.

Low Applicability: Projects rated as having a low feasibility are projects that are not identified in the Regional Transportation Plan or a General Plan, and have not gone through a rigorous planning process.

7.2 Project Prioritization Table

Legend	
	High Applicability
	Medium Applicability
	Low Applicability
* Cost Not Available	

PRIORITY PROJECTS									
Project	Location	Type	Description	Cost	Increased Use	Increased Safety	Cost Effectiveness	Project Support	Feasibility
Arlington Drive	Del Norte County	Sidewalk	Adams Avenue and W Washington Boulevard	\$500,000					
Blackwell Lane	Del Norte County	Class II	Lake Earl Dr to Railroad Ave	\$1,363,000					
El Dorado Street	Del Norte County	Sidewalk	Pacific Avenue and Cooper Avenue	\$900,000					
First Street and Sarina Road	Del Norte County	Class II	Highway 101/Sarina Road to First Street to Fred Haight Drive	\$2,200,000					
Fred Haight Drive	Del Norte County	Class III	Hwy 101 to Wilson Ave	\$65,000					
Front St	Crescent City	Multi-Use	A Street to N Street	\$9,000,000					
Glenn St	Crescent City	Sidewalk	Small to Hamilton	\$254,000					
Highway 101 Gateway Projects	Crescent City	Multi-Use	Highway 101 on the north and south entrances into Crescent City	\$1,153,000					
Northcrest Drive	Del Norte County	Sidewalk Class II	Washington Boulevard to Harding Avenue (east side of roadway)	\$1,250,000					
Sunset Circle	Crescent	Multi-	Existing gap on California Coastal	*					

	City	Use	Trail						
West Harding Avenue	Crescent City	Sidewalk	El Dorado Street and Breen Street	*					

OTHER PROJECTS									
<u>Project</u>	<u>Location</u>	<u>Type</u>	<u>Description</u>	<u>Cost</u>	<u>Increased Use</u>	<u>Increased Safety</u>	<u>Cost Effectiveness</u>	<u>Project Support</u>	<u>Feasibility</u>
9th, Front, K, and 2nd St	Crescent City	Class II	City Streets	\$59,000					
Coast to Caves Trailway	Regional	Multi-Use	To Oregon Caves National Monument	*					
Coast to Crest Trailway	Regional	Multi-Use	To Harrington Mt.	*					
Elk Valley Connector Trail	Del Norte County	Multi-Use	Mill Creek Trailhead to SW corner of Martin Ranch	*					
Elk Valley Crossroad	Del Norte County	Class II	Hwy 101 to Lake Earl Dr	\$1,030,000					
Elk Valley Road	Del Norte County	Class II/III	Howland Hill to Parkway	\$3,300,000					
Enderts Beach Road	Del Norte County	Class I/II	Hwy 101 to National Parks Service	\$209,000					
Gasquet Flat Road	Del Norte County	Class II	Gasquet Flat Rd - US 199 to Middle Fork	\$3,793,000					
Gasquet Flat Road	Del Norte County	Class II	Middle Fork Gasquet Rd - US 1999 to Gasquet Flat	\$165,000					
Harding Avenue	Crescent City	Class II	Within City Limits	*					
Harding Avenue	Del Norte County	Class II	Outside City Limits	*					

Hobbs Wall Trail	Crescent City	Multi-Use	M St to DFG	\$2,000					
Hobbs Wall Trail	Del Norte County	Multi-Use	Second St to Howland Hill	\$728,000					
Hobbs Wall Trail	Del Norte County	Multi-Use	Oxbow Pond to Parkway Drive/South Railroad Avenue	\$1,725,000					
Humboldt Rd	Del Norte County	Sidewalk	Roy Avenue to Highway 101	\$1,049,000					
Kellogg Rd	Del Norte County	Class III	Lower Lake Rd to Beach	\$5,000					
Lower Lake Rd	Del Norte County	Class III	Lake Earl Dr to Kellogg Rd	\$10,000					
Lower Lake Rd	Del Norte County	Class II	Kellogg Rd to Pala Rd	\$5,655,000					
Lower Lake Rd	Del Norte County	Class II	Lake Earl Dr to Kellogg Rd	\$4,807,000					
Morehead Rd	Del Norte County	Class II	Lake Earl Dr to Lower Lake Rd	\$2,745,000					
Ocean View Drive	Smith River	Class II	Hwy 101N to Indian Rd	\$2,682,000					
Ocean View Drive	Smith River	Class II	Hwy 101S to Indian Rd	\$5,226,000					
Old Mill Road	Del Norte County	Class I/II	Dillman Rd to Wildlife Area	\$1,484,000					
Pacific Coast Bike Route	Del Norte County	Shoulder widening	DN-101- 7.80-7.93a (0.13 mi)	\$200,000					
Pacific Coast Bike Route	Del Norte County	Shoulder widening	DN-101- 18.90-19.89 (0.99 mi)	\$1,700,000					
Pacific Coast Bike Route	Del Norte County	Shoulder widening	DN-101- 20.20-22.47 (2.27 mi)	\$3,900,000					
Pacific Coast Bike Route	Del Norte County	Shoulder widening	DN-101- 22.47-23.60 (1.23 mi)	\$2,000,000					
Pacific Coast Bike Route	Del Norte County	Shoulder widening	DN-101- 8.51-8.53 (0.02 mi)	\$700,000					

Railroad Ave	Del Norte County	Class II	Parkway to Blackwell	\$1,293,000					
Railroad Ave	Del Norte County	Class I	Boulder to Elk Valley Crossroad	\$481,000					
Riverside St	Del Norte County	Class I/II	Washington Blvd and Dead Lake	\$201,000					
Rowdy Creek Road	Del Norte County	Class III	Hwy 101 to Smith River National Recreation Area	\$29,000					
South Fork Rd	Del Norte County	Class III	S Fork Road and Douglas Park Rd intersection to Big Flat	\$47,000					
Timbers Blvd	Del Norte County	Class II	Hwy 101 to Fred Haight Dr	\$811,000					

Chapter 8 - Implementation

Based on the exercise from the previous chapter, the following ten projects were identified as regional priorities that should be prioritized for future active transportation funding sources: Arlington Drive, Blackwell Lane, El Dorado Street, First and Sarina Street, Fred Haight Drive, Front Street, Glenn Street, Harding Avenue, the Highway 101 Gateway Projects, and Sunset Circle. It is important to note that these projects have been identified based on their active transportation merits as defined by the State and fundability, and may not necessarily reflect the overall transportation priorities identified in either the Regional Transportation Plan or General Plans. However, the implementation strategy for these projects as outlined in this plan should be considered in future Regional Transportation Plan and General Plan updates.

8.1 Priority Projects

Arlington Drive

The Arlington Drive Project will provide continuous sidewalk on Arlington Drive between W Washington and Adams Avenue, and ADA compliant curb ramps along the entire length of Arlington Drive up to Mary Peacock Elementary School. These improvements will be done in conjunction with signing and striping recommendations identified in the Safe Routes to School Audit, and will create a safe route to Mary Peacock Elementary School from W Washington Boulevard. It will also provide an important connection to Del Norte High School and its surrounding amenities.

The proposed improvements are targeted towards increasing the number of school children who walk to school. It will provide a safe and convenient north-south connection to Mary Peacock Elementary School from W Washington Boulevard to complement the existing east-west connection on Madison Avenue from Northcrest Drive. It is estimated that fewer than 10% of students at Mary Peacock Elementary School currently use active forms of transportation in their commute to and from school. The target for the school is 40 – 50% to be consistent with the goals of nearby Bess Maxwell Elementary School. Bess Maxwell has seen a significant growth in the percentage of students walking or bicycling to school due to the implementation of recent education and encouragement programs. These programs have been deferred at Mary Peacock Elementary School until Arlington Drive Improvements are complete.

One of the biggest challenges for Mary Peacock Elementary School to reach this goal will be the enrollment of its students. The school has a significant amount of inter-district transfers resulting in the majority of its students being driven to school by their parents. The volume of cars dropping off and picking up students makes for a challenging pedestrian environment. This is not to say the project does not have a safe route to school benefit, but that other users should also be considered when analyzing the merits of the project. The neighborhood bounded to the north by W Madison Avenue and to the west by Arlington Drive is very walkable with the exception of the missing sidewalk on Arlington Drive. In addition to encouraging student to walk to school, future grant applications should also emphasize the north-south connection the project will create that links this neighborhood to Mary Peacock

Elementary School, Del Norte High School, the College of the Redwoods, Bess Maxwell Elementary School, and the residential neighborhood south of W Washington Boulevard.

Blackwell Lane

Blackwell Avenue is a major east-west collector serving residential neighborhoods to the north of Crescent City. It serves as a collector street for these neighborhoods and connects local residents to Northcrest Drive and Railroad Avenue which serve as significant north-south routes to and from Crescent City. The proposed Blackwell Lane project will construct Class II bicycle lanes between Northcrest Drive and Railroad Avenue.

The project will benefit residents in the community surrounding Blackwell Lane and provide a safe and convenient bike route to existing Class II bike lanes on Northcrest Drive. This will create a regional amenity for these residents who can utilize existing bicycle infrastructure to access Crescent City to the south, Fort Dick to the north, and the Lake Earl Wildlife Area to the west. The project will also allow school age children to reach Parkway Drive without traversing the Washington Boulevard and Northcrest Drive commercial areas. Pine Grove Elementary School serves Parkway Drive.

The project may require right-of-way acquisition and frontage modifications for some property owners along the corridor. Financing the project with Active Transportation funding sources may also be a challenge given the lack of documented pedestrian and bicycle accidents and the relative cost of the project in proportion to the population that will benefit from the improvements. However, the widening of Blackwell Lane to accommodate Class II bicycle lanes should be considered in the regional planning efforts of Del Norte County.

El Dorado Street

Improvements to El Dorado Street include a sidewalk gap closure between Cooper Avenue and Pacific Avenue, ADA compliant curb ramps throughout the corridor, and improvements within the roadway right-of-way adjacent to Bess Maxwell Elementary School including bike lanes, sidewalk gap closures, and improved signing and striping consistent with the recommendations from the Safe Routes to Schools audit. The proposed project would not include the drop-off and pick-up circulation improvements on campus recommended in the Bess Maxwell Circulation Study. Although the circulation improvements would have an ancillary benefit to pedestrians, they may prove difficult to fund with active transportation funding given the automobile and bus-oriented nature of the enhancements in an active loading zone. The project is “shovel ready” with completed bid documents, California Environmental Quality Act Clearance (CEQA), and all necessary encroachment permits. A Categorical Exclusion without required technical studies is anticipated if National Environmental Policy Act (NEPA) is required because of Federal funding.

In addition to providing a safe route to Bess Maxwell School, the project will benefit local residents between W Harding Avenue and Pacific Avenue by providing a safe and convenient north-south route bisecting the neighborhood. This is already a heavily-traveled route for bicyclists and pedestrians as suggested from the bicycle and pedestrian accidents documented in the SWITRS database between 2004 and 2013. There were five reported accidents within the project limits during this timeframe (3

bicyclist collisions and 2 pedestrian collisions), including a severe pedestrian injury where the sidewalk gap closure is proposed. The shovel-ready aspect of the project, in conjunction with its documented bicycle and pedestrian accidents, neighborhood benefit, and previous investments with the California Endowment, make it a strong project for future active transportation grant funding consideration.

First and Sarina Street

Class II Bicycle Lanes on First and Sarina Street will provide a safer parallel route for bicyclists on the Pacific Coast Bike Route near the Smith River community and will benefit touring bicyclists looking to bypass Highway 101. Sarina Road and First Street both have posted speed limits of 45mph outside the limits of the Smith River community with minimal shoulders. As bicyclists approach Smith River from the west, the posted speed is reduced to 25mph and the road widens slightly to accommodate on-street parking. Class II bike lanes will provide a safer route for touring bicyclists and help increase side friction and promote traffic calming to the benefit of Smith River residents. Although the project has independent utility from the proposed Fred Haight Drive improvements, when the two projects are considered together there can be a regional project that bypasses almost four and half miles of Highway 101.

The biggest increase in users on First and Sarina Street from the project will likely be touring bicyclists that are currently riding on Highway 101. The project will have some benefit to local recreational and commuter bicyclists, however the internal network of low-volume, low speed residential streets in Smith River will likely remain the preferred method for getting around town for these users. Although there are no recorded bicycle accidents on either of these streets between 2004 and 2013 in the SWITRS database, it can be presumed that Class II facilities will improve the overall safety of the corridor, especially on the outskirts of the community with the combination of a relatively high traffic speed and limited shoulders.

One of the biggest challenges facing the project will be its relative expense for such a limited user group. It may not score well as a standalone project, and may require being combined with the Fred Haight Drive improvements to recognize a regional benefit. This is discussed in more detail with the Fred Haight Drive discussion.

Fred Haight Drive

Class II bicycle lanes on Fred Haight Drive between First Street and its southern terminus to the south at Highway 101 will improve bicycle connectivity between Smith River and Fort Dick, and complete a regional network of Class II facilities that provide a parallel route to Highway 101 between Smith River and Crescent City. Despite its designation as a Class III facility on the Pacific Coast Bike Route, Fred Haight Drive has a posted speed limit of 50mph with limited shoulders along most of the corridor. It provides an alternate route to Highway 101 which has a posted speed limit of 55mph but more substantial shoulders. With the comparable speed limits of each facility, a bicyclist's preferred route is currently based on their personal riding preferences, whether that is riding along a shoulder with higher traffic volumes or riding with traffic and lower traffic volumes.

Improvements to Fred Haight Drive will likely make it the preferred bicycle route for existing touring bicyclists and consolidate existing users who currently ride on Highway 101. More importantly, improvements to the safety and comfort of the route may encourage more recreational and commuter bicyclists who desire to ride between Smith River and Fort Dick. These users can already be observed on Lake Earl Drive and Northcrest Drive, both of which have existing Class II bicycle facilities. Improvements to Fred Haight Drive will complement these existing facilities, and will complete a series of Class II bike lanes that bypass a significant portion of Highway 101 between Crescent City and Smith River.

The project has the potential to improve bicycle and pedestrian safety in the region. Although there are no documented bicycle accidents on Fred Haight Drive between 2004 and 2013 in the SWITRS database, there were two recorded bicycle accidents on the parallel Highway 101 route within that same timeframe. Since the Fred Haight Drive improvements should detour bicycle traffic off of Highway 101, it can be inferred that these accidents could have been avoided with the proposed improvements.

There are some challenges to the Fred Haight project that must be considered in regards to its future implementation. The most notable issue will be the cost to widen the road to accommodate Class II facilities compared to the relative benefits to bicyclists. Even with the anticipated increase in bicyclist use and potential safety improvements, the project will be relatively expensive and may not score well in the cost/benefit category of many active transportation grant applications. This may make it difficult to finance the entire project with active transportation funding sources, requiring the project to compete with other regional transportation projects for more traditional funding sources. If this strategy is pursued, active transportation funding sources may be a viable option to fund the portion of widening improvements on Fred Haight Drive that exceed standard shoulder widths.

Another issue to consider with the project is that it does not address crossing the Smith River, which presents a natural barrier for bicyclists traveling between the Smith River and Fort Dick communities. Even with the proposed Class II facilities on Fred Haight Drive, bicyclists will still be required to navigate the Dr. Fine Bridge that crosses the Smith River on Highway 101. This bridge is programmed for replacement in the SHOPP program, but may discourage recreational and commuter bicyclists from traveling between Smith River and Fort Dick until it is replaced. In the interim condition, there is a bicyclist activated warning system to alert drivers of their presence on the bridge when crossing.

Front Street

The revitalization of Front Street is the second highest overall transportation priority for Del Norte Local Transportation Commission in the 2011 Regional Transportation Plan, behind only the Highway 101 Gateway improvement projects. Front Street is currently an under-utilized, five-lane street that presents a significant barrier for pedestrians and bicyclists between Downtown Crescent City and the B Street Pier, Battery Point Lighthouse, Beachfront Park, Crescent City Harbor, Crescent City/Del Norte County Chamber of Commerce, Fred Endert Municipal Pool, and Kid Town Park. Proposed improvements to Front Street include reducing the width of the street from five lanes to two lanes, re-routing A Street and 2nd Street into a future roundabout at the intersection of B Street, the redevelopment of Beachfront Park, and improving bicycle and pedestrian connectivity to the California Coastal Trail. Additional

improvements include roadway rehabilitation, storm drain improvements, upgrades to the water system, and transit improvements.

The project has completed design and is ready for construction. However its size and relatively large construction cost has made it difficult to secure construction funding. As a result, the City is currently investigating phasing of the project to take advantage of multiple funding sources including the Regional Surface Transportation Program (RSTP), Community Development Block Grant Program (CDBG), and the Active Transportation Program (ATP). For the purpose of active transportation funding, the City is investigating phasing of the project to include trailhead improvements and the active transportation improvements directly adjacent to Front Street.

The challenge with this approach will be identifying project elements that are both eligible for active transportation funding and can be combined to create a project with independent utility. The other challenge will be crafting a competitive grant application given the existing bicycle and pedestrian facilities on Front Street, a lack of documented bicycle and pedestrian accidents, and the proximity of the project to the California Coastal Trail which provides an existing shared-use route away from traffic. Given the benefit the overall Front Street project will have to bicyclists and pedestrians it may still be possible to finance phases of work with active transportation funding, however it is recommended that the City confirm the eligibility of project elements and the overall utility of a project before investing significant effort in future active transportation grant applications.

Glenn Street

The Glenn Street project will construct sidewalk on Glenn Street between Hamilton Avenue and Small Avenue. This project will provide a safe pedestrian route fronting Castle Rock Charter School and will tie into a larger network of other proposed improvements including El Dorado Street and W Harding Avenue. In addition to sidewalk improvements, the project will include new crosswalks at Glenn Street and Small Avenue per the recommendations of the Safe Routes to School audits.

The largest user group for these improvements will likely be students at Castle Rock Charter School, although there will also be a benefit for students at Del Norte County High School and the College of the Redwoods by providing an alternate route to El Dorado Street. Sidewalks on Glenn Street would allow these students to bypass the loading and unloading area of Bess Maxwell Elementary School which can be a challenge to navigate during peak hours. Students living to the north and west of Bess Maxwell Elementary School would also benefit from these improvements; however this user group may be limited given the relative low-density of residential development in that direction.

While there are no documented bicycle or pedestrian accidents in the SWITRS database between 2004 and 2013 within the project limits, an argument can be made that the project will provide a safe bypass to the intersection of W Harding Avenue and El Dorado Street at the entrance to Bess Maxwell School which has a documented history of bicycle and pedestrian accidents. This project could be considered an interim improvement for pedestrians until further improvements are made to El Dorado Street.

Harding Avenue

Harding Avenue improvements will provide sidewalk and bike lane gap closures on Harding Avenue between El Dorado Street and Breen Street. This will provide a safe east-west connection for students at Bess Maxwell Elementary School, Del Norte Community School, Castle Rock Charter School, and Del Norte County High School. Harding Avenue is the only east-west connection to these four schools besides Washington Boulevard, making it an important corridor to focus on for bicycle and pedestrian improvements.

Harding Avenue has a documented history of bicycle and pedestrian accidents between 2004 and 2013 including one pedestrian accident and two bicycle accidents (one of which was severe). Two of these accidents occurred near the intersection of West Harding Avenue and El Dorado Street which may be indicative of the loading and unloading issues documented at the main entrance to Bess Maxwell Elementary School, and the transition of El Dorado Street to a one-way street north of Harding Avenue. As a result, it may be beneficial for the region to consider safety improvements on El Dorado Street prior to, or in conjunction with, improvements to Harding Avenue before encouraging more active transportation uses on the corridor.

Highway 101 Gateway Projects

The Highway 101 Gateway Projects are the top priority for the Del Norte Local Transportation Commission, and include a series of improvements on Highway 101 that improve safety for all users on the highway by promoting traffic calming, closing sidewalk gaps, widening existing sidewalks, replacing curb ramps to meet current ADA standards, and modifying crosswalks and pedestrian refuge islands. The projects focus on traffic calming and gateway elements at transition zones where driver expectations change from the typically rural environment along Highway 101 to the more urban environment through Crescent City. The southern approach in particular, from approximately Anchor Way to Elk Valley Road, has a fatality collision rate almost four times the state average for a comparable facility. This is due in large part to the abrupt change in bicycle and pedestrian activity near the Harbor after almost 65 miles of uninterrupted rural driving.

Given that Highway 101 is the “Main Street” for Crescent City with a documented history of accidents and traffic speeds that exceed the 85th percentile of posted speed limits, traffic calming and safety improvements within the project limits should remain a top priority for both Crescent City and the region. These documented issues, in addition to having an adopted PSR, will make the projects ideal candidates for Active Transportation funding. However, these applications will have to be sensitive to project elements that are generally ineligible for ATP funding per Chapter 22 of the Local Assistance Program Guidelines which include gateway elements, excessive stamped concrete or pavers, street lighting that is not specific to pedestrians or bicycles, roadway rehabilitation or widening, excessive landscaping, and drainage facilities not attributable to non-motorized facilities. It is likely that these improvements will need to be phased with a combination of ATP and non-ATP funding sources, however some improvements could be phased in such a way to have independent utility with the majority of the project being ATP-eligible.

2017 Update: This project is partially funded by Caltrans District 1. To date, the project includes:

- Construction of up to 900 feet of sidewalk along the west side of Highway 101 between Anchor Way and Citizens Dock Road.
- A raised median island between Northwoods Restaurant and the Lighthouse Inn.
- A crosswalk between Northwoods Restaurant and the Harbor District coastal access with trip-beam pedestrian activated warning lights and roadside flashing beacons. This will be followed by a new pedestrian bridge.
- Elimination of the existing pedestrian bridge.
- Construction of 100 feet of sidewalk along the east side of Highway 101 at the intersection of Elk Valley Road and Highway 101.

Sunset Circle

Sunset Circle is the last significant segment of the California Coastal Trail to be upgraded to a shared-use facility in the immediate Crescent City area. It includes the gap between the Harbor Trail North Class I facility and the recently constructed Harbor District Trail along Starfish Way.

The project is being designed to be multi-functional and serve many different user groups. The immediate benefit of the project is that it will close the gap between Beachfront Park and the Crescent City Harbor, providing a safe and convenient route for tourists and recreational users who actively use the two trail systems today. The trail will be conveniently located adjacent to established lodging, tourist destinations, and a recreational vehicle campground. It will create an apparent route for visitors and tourists unfamiliar with the City to both the Harbor and Downtown Crescent City. For local residents already using Sunset Circle as a connection, it will create a safer and more inviting environment for recreational activities.

The project is also being designed to provide an east-west connection to Elk Valley Road at its existing Class II facilities and sidewalks. This will create a continuous bicycle and pedestrian route between Crescent City and Jedediah Smith Redwood State Park that is significantly more cost-effective than the proposed alignment of the Hobbs Wall Trail. This connection will serve residents near the Elk Valley Rancheria and provide a parallel route to Highway 101 to Downtown Crescent City. There was both a bicycle and pedestrian collision reported in the SWITRS database between 2004 and 2013 that may have been avoided with construction of this project.

The biggest challenge with the project is that it will require right-of-way acquisition adjacent to Sunset Circle and will need to go through the environmental process. This analysis can likely tier off the environmental document that was recently prepared for the Starfish Way segment, and will determine if any sensitive habitats or other environmental impacts will need to be mitigated for prior to construction of this project. No significant environmental impacts are anticipated with the project at this time, although this will need to be corroborated with further study.

2017 Update: This project is currently funded by Active Transportation Program funds and is scheduled for completion in 2018.

8.2 Public Engagement

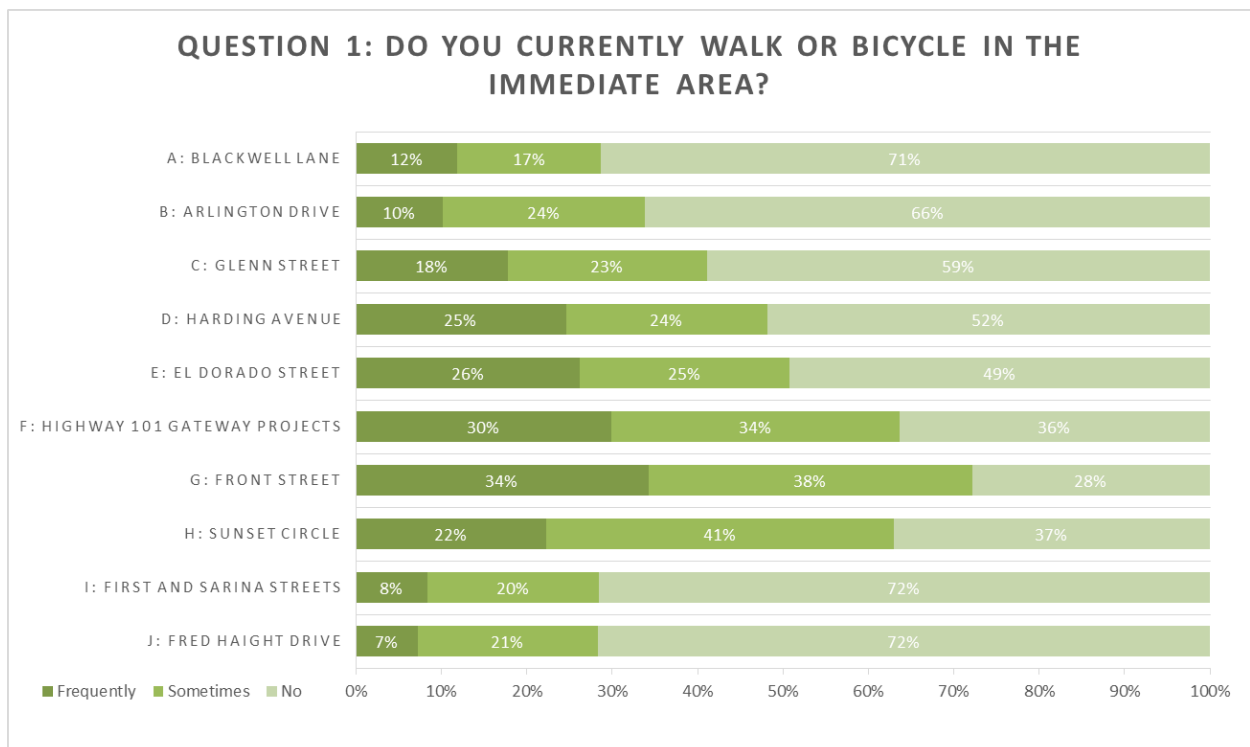
As part of the Active Transportation Plan, a public survey was circulated throughout Del Norte County to help the project team identify key projects with regional significance to the community. The survey was made available both in a paper and electronic format over the course of two weeks in April 2015. The effort began with a brief presentation at the Crescent City-Del Norte County Chamber of Commerce 2015 Economic Summit with project team members answering questions about the plan and collecting survey results. The survey was also hosted on the Del Norte Local Transportation Commission’s website and advertised by the Chamber of Commerce, Building Healthy Communities, Del Norte County, Crescent City, and local community members. Over the course of two weeks more than 200 responses to the survey were collected by the project team.

For each of the ten projects identified in the previous section, the survey asked the following questions:

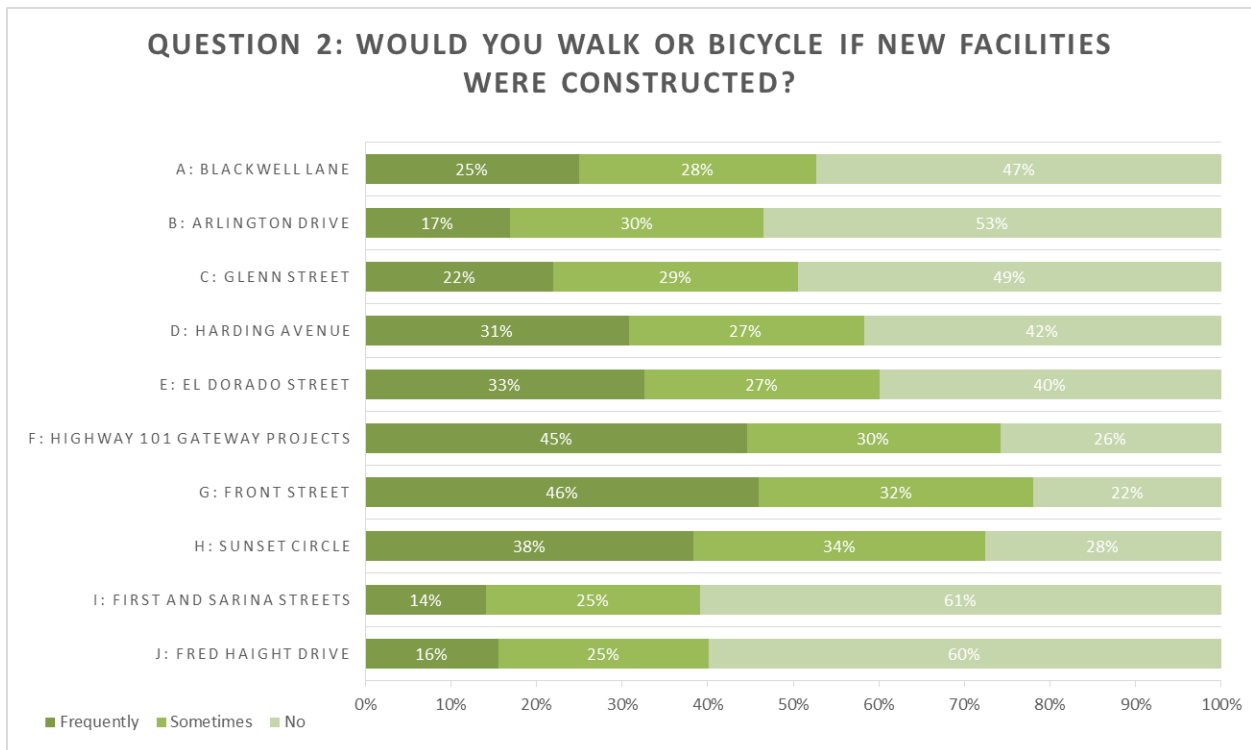
- 1) Do you currently walk or bicycle in the immediate area? (Frequently/Sometimes/Never)
- 2) Would you walk or bicycle if new facilities were constructed? (Frequently/Sometimes/Never)
- 3) Should this project be a high, medium, or low priority? (High/Medium/Low)

The fourth and final question asked participants to select the three most important projects they would like to see constructed. While there are multiple factors that went into the prioritization of specific projects, public input from this question was weighted heavily in the project team’s overall decision making process.

The results from the first survey question provide an anecdotal account of where local residents are currently walking and bicycling in the community and are summarized below:



Based on the survey responses, Front Street is the most frequently used corridor for bicyclists and pedestrians followed sequentially by Highway 101, El Dorado Street, Harding Avenue and Sunset Circle. This order stays roughly the same when considering total users (i.e. the combination of “frequently” and “sometimes” responses) with one exception. When considering total users, Sunset Circle is the third highest facility due to the significant amount of people who “sometimes” walk or bicycle in the immediate area. This result is consistent with the existing uses on either side of the proposed project, and suggests that Sunset Circle is being used recreationally as a connection between the recently constructed Promenade and Coastal Trail improvements and the Harbor Trail North near Beachfront Park.

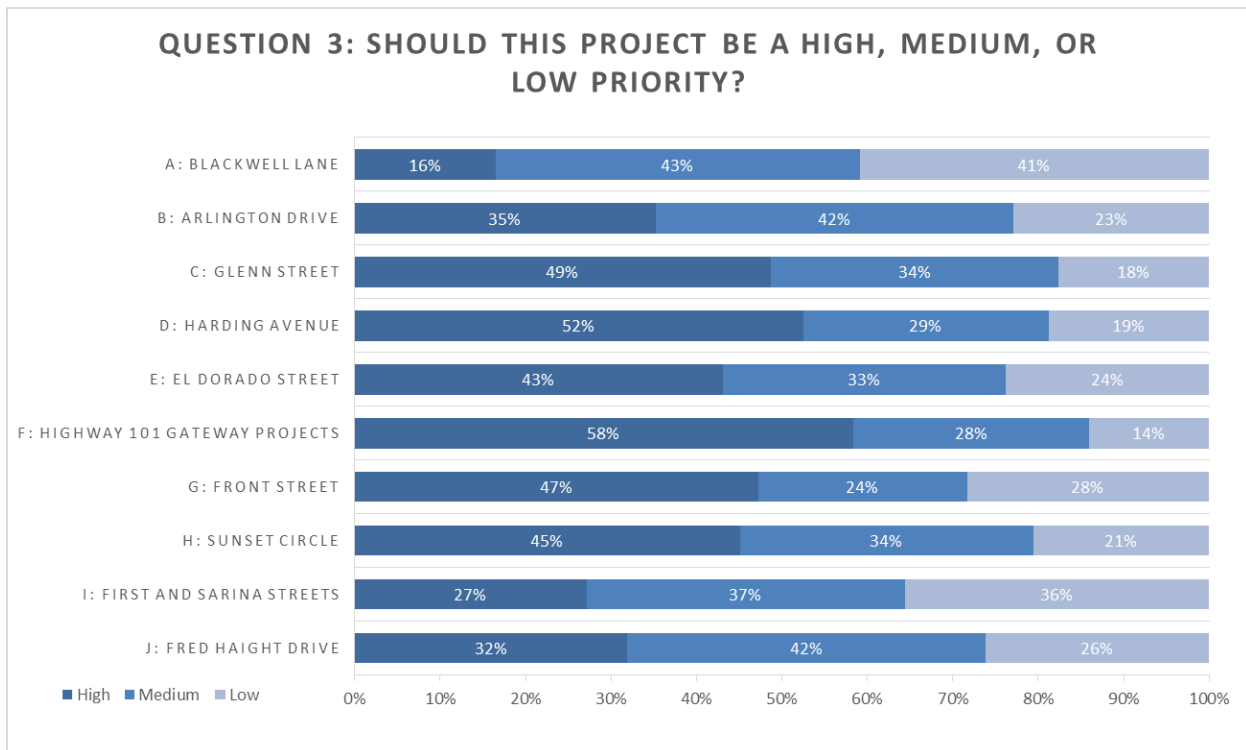


Results from Question 2 indicate that improvements to Front Street, Highway 101, Sunset Circle, El Dorado Street and Harding Avenue would result in the highest amount of future users. However, when evaluating these results it is also important to consider the relative change in users (the difference between Question 2 and Question 1) for each project as summarized in the table below:

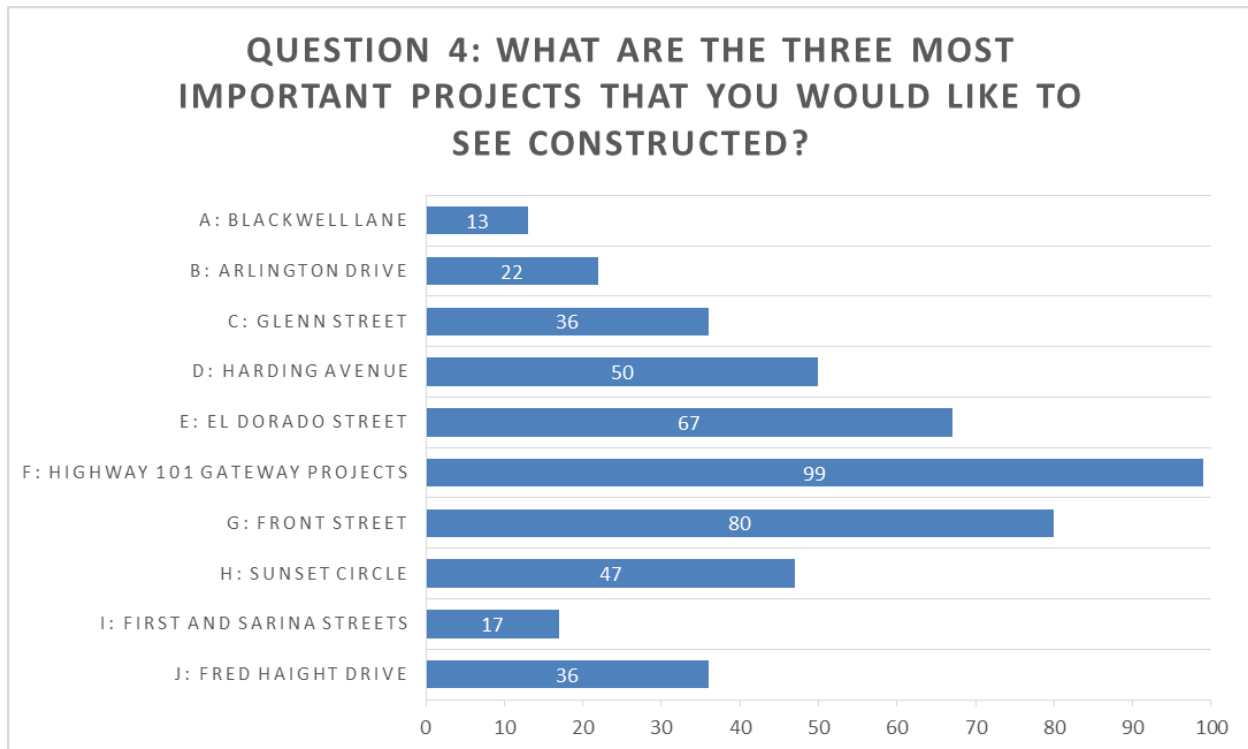
	Frequently	Sometimes	No
A: Blackwell Lane	13%	11%	-24%
B: Arlington Drive	7%	6%	-13%
C: Glenn Street	4%	5%	-9%
D: Harding Avenue	6%	4%	-10%
E: El Dorado Street	6%	3%	-9%
F: Highway 101 Gateway	15%	-4%	-11%

Projects			
G: Front Street	12%	-6%	-6%
H: Sunset Circle	16%	-7%	-9%
I: First and Sarina Streets	6%	5%	-11%
J: Fred Haight Drive	8%	3%	-12%

When considering the change between existing and future use, Sunset Circle, Highway 101, Blackwell Lane, and Front Street showed the biggest change in “frequent” users with increases of 16%, 15%, 13%, and 12% respectively. The biggest change in total users is Blackwell Lane with an increase of 24%. This is likely due to the lack of adequate east-west bicycle and pedestrian connections for the residential neighborhoods north and south of Blackwell Lane to Northcrest Drive and Railroad Avenue. Although this project may not have a regional benefit as significant as other projects, the benefit to local residents should be considered in future active transportation planning.



Results from Question 3 show that over half of the survey participants believe Highway 101 and Harding Avenue should be “high” priority projects with Glenn Street, El Dorado Street, Front Street, and Sunset Circle exceeding the 40% mark. When survey participants were limited to their top three choices in Question 4, three projects distinguished themselves from the others: Highway 101, Front Street, and El Dorado Street.



8.3 Focus Projects

Given the fiscal constraints of Del Norte County and the difficulty in funding active transportation projects in general, it is important that regional resources are focused on key projects that have the biggest benefit to the community. This is not meant to diminish the prioritization of specific projects by local entities, but instead meant to be a regional roadmap over a five- to ten-year horizon assuming limited funding sources. The focus projects identified by this plan do not create a binding obligation for local governments, but provide a vision for active transportation improvements in the Del Norte community. This vision should be incorporated in future updates to the Regional Transportation Plan and General Plan's which are binding, and re-evaluated as projects are successfully implemented and the needs of the community change.

Highway 101 Gateway Projects: Improvements to Highway 101 have been a top priority for the region and it is the recommendation of this plan that this priority is upheld. The installation of a Hybrid Beacon (HAWK signal) in 2015 is a good start, but pedestrian fatalities are still occurring on the corridor and need to be addressed with proper traffic calming improvements. Caltrans does not currently have specific funding mechanisms for Complete Street projects, and the improvements identified in the Highway 101 Gateway and Non-motorized Improvement Project Study Reports will have to compete on their own merit for state highway funding. However, local agencies such as Crescent City and Del Norte County are encouraged to work with the appropriate Caltrans staff to develop a proposed scope, funding strategy, and delivery plan for these projects. (2017 Update: These projects are partially funded.)

Front Street: The Front Street project was the second-highest public priority based on the results from Question 4 of the public survey, and continues to be a priority for the member agencies of the Del Norte Local Transportation Commission. Funding the active transportation components of the project may act as a catalyst for securing the remainder of funding needed to see the entire project through to completion.

EL Dorado Street: Improvements to El Dorado Street identified in the Safe Routes to School audit remain a top priority for Del Norte County and the region. Depending on the funding source, the project could potentially be packaged with Glenn Street or Harding Avenue to increase the regional benefit, although the improvements identified for El Dorado Street have independent utility and stand on their own merit.

Hiouchi Flat Trail: The Hiouchi Trail will provide a parallel route along Highway 199 for local residents, and provide a connection from Jed Smith State Park to local hotels and grocery stores for visitors. The existing conditions along Highway 199 are unpleasant, and the project will encourage more walking. This is most likely a project of the Redwood National and State Parks with nonprofit partnership and it is also a regionally significant project.

Sunset Circle: Sunset Circle is the last significant improvement of the California Coastal Trail and offers both a recreational and commuting benefit that will encourage active transportation. This should make it a very competitive project for active transportation funding sources. (2017 Update: This project is funded with Active Transportation Program funds.)

8.4 Other Project Recommendations

In addition to the ten priority projects identified in the Active Transportation Plan, other regional projects that will have a significant benefit to the community and should be considered as part of the region's active transportation vision include:

8th Street Bike Boulevard: Class II bicycle lanes were identified on 9th Street in the last RTP update to provide an east-west bicycle connection through the middle of Crescent City. Given the existing traffic volumes and on-street parking on 9th Street, an interim solution may be to provide a bicycle boulevard on 8th Street. This would provide a similar connection for bicyclists in a much more comfortable environment. A Class III facility with bicycle route signs and shared roadway bicycle markings could be installed between K Street and South Pebble Beach Drive at a minimal cost. If stop control measures are removed on the eastern portion of the corridor to induce additional bicyclist use, speed tables or humps should also be considered to discourage cut through automobile traffic.

K Street Bike Route: Highway 101 through Crescent City can be an uncomfortable route for bicyclists given the speed differential between users and a lack of existing bicycle facilities. Improvements identified in the Highway 101 Gateway and Non-motorized Improvement PSR's will improve these conditions, but as an interim improvement consideration should be given to designating K Street as a Class III route between Front Street and 9th Street. This will encourage cyclists who are unfamiliar with Crescent City to use K Street as a parallel route to Highway 101.

Safe Routes to School Improvements: There are a number of Americans with Disabilities Act (ADA) deficiencies immediately adjacent to local schools that were identified in the Safe Routes to School audits and corroborated with the recent discovery process for the ADA transition plan. These improvements would be very competitive for future active transportation funding if they are consolidated into regional projects.

Yurok Community-Based Alternative Transportation Master Plan: The Yurok Tribe is committed to community-based transportation planning with a focus on active transportation. The Yurok Community-Based Alternative Transportation Master Plan will build off the success of the Yurok Tribe Trails and Waterways Master Plan and begin implementing some of the plan's recommendations. Specifically, the Tribe will work with the community to understand the best access and safest routes for active transportation to Margaret Keating Elementary school in Klamath, Jack Norton Elementary School in Pecwan, and the Weitchpec Elementary School in Weitchpec. The Tribe will also work with the Biking Association to add Klamath as a stop on the north coastal bike route. The goal of the plan is to begin planning for a much larger active transportation network with community based goals for safety, transportation, and recreation. Ultimately the Yurok Tribe would like to develop three detailed, smaller scale master plans that include safe routes to school, increased bike and pedestrian safety, and route enhancement.

8.5 Funding Sources

The most likely funding source for the projects identified in this plan is the Active Transportation Program, however there are other sources that can be used to leverage this funding and/or fund projects.

Active Transportation Program (ATP): The Active Transportation Program is a consolidation of existing State and Federal transportation programs that have traditionally funded active transportation projects, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S) program. It is administered on a state-wide level, although 10% of the funding must be distributed to small urban and rural areas with populations of 200,000 or less.

Regional Surface Transportation Program (RSTP): The Regional Surface Transportation Program was established by the State of California to fund a variety of transportation projects that includes active transportation projects, and is managed locally by the Del Norte Local Transportation Commission.

Transportation Development Act (TDA): The Transportation Development Act provides funding for the development and support of public transportation needs in California. The Del Norte Local Transportation has always set aside 2% of the TDA allocation specifically for bicycle and pedestrian projects.

State Transportation Improvement Program (STIP): The State Transportation Improvement Program consists of two improvement programs, the Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP). The RTIP receives 75% of all STIP funding and is subdivided by County. Caltrans and the Del Norte Local Transportation Commission can program these

funds for capacity increasing projects including local rehabilitation projects. The remaining 25% of ITIP funds is controlled and programmed by Caltrans with regional agency input.

State Highway Operations and Protection Program (SHOPP): The State Highway Operations and Protection Program (SHOPP) funds projects that maintain the integrity of the state highway system. SHOPP funding is programmed on a competitive, statewide basis with no guaranteed funding for any District. SHOPP funding cannot be used for capacity-enhancing projects.

Highway Safety Improvement Program (HSIP): The Highway Safety Improvement Program is a federal funding source with the purpose of reducing traffic fatalities and serious injuries on all public roadways. If railway-highway crossings and infrastructure safety needs are satisfied, States with a Strategic Highway Safety Plan (SHSP) can also use HSIP funding for safety programs including education, enforcement, and emergency medical service.

High Risk Rural Roads (HRRR): The High Risk Rural Roads (HRRR) program is a special rule in the Moving Ahead for Progress in the 21st Century Act (MAP-21) that requires States with an increase in fatality rates on rural roads over a two-year period to obligate a specified amount of HSIP funds to rural roads.