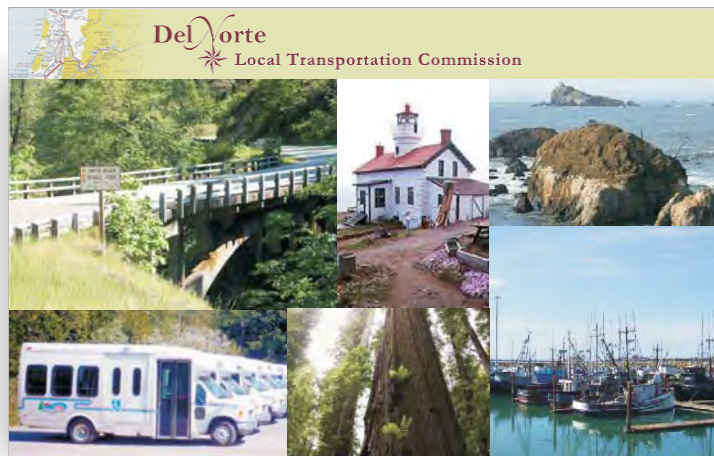

Del Norte Regional Transportation Plan *Final Report*



Prepared for the

Del Norte Local Transportation Commission

Prepared by

LSC Transportation Consultants, Inc.

DEL NORTE

2011 Regional Transportation Plan

Final Report

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Executive Summary

The Del Norte County 2011 Regional Transportation Plan (RTP) provides a coordinated, 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people in the region. The region is defined as Del Norte County, California. As the designated Regional Transportation Planning Agency (RTPA), the Del Norte Local Transportation Commission (DNLTC) is required by California law to adopt and submit an approved RTP to the California Transportation Commission (CTC) every five years. The California Department of Transportation (Caltrans) assists with plan preparation and reviews draft documents for compliance and consistency.

This RTP is being developed in a series of four documents: *Technical Memorandum One*, *Technical Memorandum Two*, *Public Draft RTP*, and *Final RTP*. *Technical Memorandum One* identified the plan development process and described the regional characteristics and existing transportation network and developed data forecasts for future transportation conditions. *Technical Memorandum Two* presented an analysis of policy and planning issues, goals, objectives and performance measures for the RTP, as well as action plan elements. The *Draft RTP* was a compilation of *Technical Memorandums One and Two* and was being circulated for public review and comment. The *Final RTP* provides the region with a blueprint for a coordinated transportation system and a guideline for decision makers over the RTP plan period.

PUBLIC INVOLVEMENT AND CONSULTATION PROCESS

As an important part of this study, the DNLTC has solicited comment on regional transportation issues from a wide variety of groups, including the general public, elected officials, and tribal governments. A public hearing on the Draft RTP was held as part of the May DNLTC meeting. Copies of the RTP documents were available at DNLTC offices and posted on DNLTC's website. Throughout the study process, potentially affected public agencies and governments were contacted for input and coordination, including natural resource agencies administering various public lands, the Native American tribes in the region, truck traffic generators, and surrounding counties. An extensive public outreach effort was conducted early in the RTP process, which included staffing information tables at public locations, making presentations at local government/agency meetings, distributing informational materials and establishing a project website.

The general public was asked the following questions at the information tables: "*What do you see as the greatest transportation issues in Del Norte? How should transportation dollars be spent in the Del Norte region?*" Approximately 57 members of the public provided comments as part of this outreach effort. A list of public comments can be viewed in Appendix E. Generally, respondents identified more than one type of transportation facility which they felt was important to the regional transportation system and required improvements. Participants' first response was considered to be their top priority unless otherwise stated. The responses can be summarized as follows:

- ◆ Total responses – When all comments were tallied and categorized by transportation facility type, roadways and public transit received the highest proportion of comments (31.3 percent each). Bicycle and pedestrian improvements followed with 13.4 percent each. The airport received 10.5 percent of total responses.

- ◆ Top priority responses - When only top priority responses were tallied, public transit received the most comments (38.4 percent of top priority responses), followed by roadways (32.7 percent), pedestrian facilities (11.5 percent), airport (9.62 percent) and bicycle facilities (7.7 percent).
- ◆ Roadway Issues – Respondents identified the following roadways as having pavement condition issues: Front Street, Railroad Ave, J St, Blackwell Ln, Fred Haight Drive, Felterwood Lane and State Route 197. A few respondents indicated that they were concerned about safety conditions at the following intersections: Rowdy Creek Rd/US 101, near the school on Northcrest, and US 101/6th Street.
- ◆ Public transit issues – Respondents identified a need for more bus shelters and benches, particularly for elderly passengers, as well as increased signage to make residents more aware of the service. Some respondents indicated a need for direct or increased service to regional destinations such as Arcata, Eureka, Brookings, and Medford.
- ◆ Bicycle facility issues – Respondents indicated a need for more bike paths and the widening of roadways to accommodate bikes safely. Specifically respondents mentioned the state highways, Fred Haight Drive, near schools, and from Point St. George to South Beach. Although some respondents felt that US 199 should be widened to accommodate bikes, others felt that it is not feasible to make this roadway adequately safe for bicyclists.
- ◆ Pedestrian facility issues – Pedestrian facility related issues and concerns included putting up more signage and flashers to encourage motorists to slow down at crosswalks and near schools. Wilson/US 101 and near the Lucky 7 Casino in Smith River were cited as high pedestrian use areas that would benefit from crosswalks. Sidewalks on Fred Haight Drive were also mentioned. One respondent felt that the South Beach Trails crossing project is an important regional transportation need.
- ◆ Airport issues – Respondents who cited the airport as their top priority felt that the expansion of the airport would be beneficial for the economy as well as mobility of residents.

REGIONAL CHARACTERISTICS

Del Norte County is located in the northwesternmost corner of California, approximately 329 miles south of Portland, Oregon and 355 miles north of San Francisco. The region is most well known for its giant Coast Redwoods and rugged beaches. Crescent City is the only incorporated city, as well as the county seat. Other communities include Smith River, Gasquet, Klamath, Fort Dick and Hiouchi. There are four tribal entities with native lands in the Del Norte region: Elk Valley Rancheria, Smith River Rancheria, Yurok Tribe and Resighini Rancheria.

Demographics

The California Department of Finance (DOF) estimated the population of Del Norte County at 30,983 in 2010. Countywide population has grown at an annual average growth rate of 1.2 percent over the past ten years. The DOF projects that this rate will increase to 1.5 percent from 2010 to 2020. The population age 60 and older is anticipated to grow at an even higher rate of 3.4 percent annually over the next ten years. According to DOF data, Del Norte County had approximately 11,098 housing units in 2008, of which 16.6 percent were located in Crescent City. The US Department of Commerce tracks personal income. In 2008, per capita personal income in

Del Norte County was \$25,980, significantly lower than the statewide per capita personal income of \$43,852. According to the US Census American Community Survey 2005 - 2009, approximately 19.4 percent of the total population of Del Norte County was living below the poverty level in 2007. This proportion was higher for Crescent City (31.1 percent) in 2000.

Employment and Commute Patterns

The California Employment Development Department estimates that in 2010 the unemployment rate in Del Norte County was 12.6 percent, just slightly higher than the statewide unemployment rate of 12.0 percent. The Caltrans Long-Term Socio-Economic Forecast for Del Norte indicates that between 2010 and 2015 employment growth will average 1.0 percent annually, with most increases occurring in the government, healthcare and education, retail trade, construction and manufacturing sectors. Roughly 64.7 percent of employed persons who live in Del Norte County also work in the county, while approximately 77 percent of persons working in Del Norte County also live within the county. Of the workers that commute from outside Del Norte County, the greatest proportions of workers travel from Humboldt County (6.7 percent), Curry County, Oregon (3.4 percent), Siskiyou County (1.8 percent), Shasta County (1.7 percent), and Josephine County, Oregon (1.5 percent).

According to commute travel mode data provided in the 2005-2009 American Community Survey conducted by the US Census Bureau, 72.1 percent of workers drove alone, 13.8 percent carpooled, 4.9 percent walked, and 2.9 percent used other means. None of the employed residents included in the survey used public transportation to commute, while 5.6 percent worked at home. Commute lengths are modest for many residents, with 34.8 commuting for less than 10 minutes and 56.2 commuting less than 15 minutes to work. The US Census American Community Survey 2005 – 2009 estimates that 8.3 percent of households in Del Norte do not have a vehicle available.

With the decline of the timber industry and limits on commercial fishing, Del Norte is looking towards tourism as a way to boost its economy. Tourist attractions include the national and state parks, casinos, and jet boat tours on the Klamath River. Jobs generated from travel expenditures accounted for 15 percent of total countywide employment in 2007, or 1,760 jobs.

Land Use Changes and Growth

There are no major new developments currently proposed in the near term for Del Norte which would have a significant impact on the regional transportation system and require major capacity increasing improvements. There are long-term plans to expand Jack McNamara Airport in Crescent City and develop the Harbor Master Plan area. While the Elk Valley Rancheria, Smith River Rancheria and Yurok Tribe also have plans for future developments, all of these projects will not likely be completed over the next five years. Over the last 40 years, the Del Norte region has suffered economically as a result of limits on the timber industry, restrictions on commercial fishing and the tsunami of 1964. While less severe, the most recent 2011 tsunami will probably also affect the local economy. Revitalization is a goal for the region. Blueprint planning is a collaborative planning process which will ultimately provide a region with a long-term vision and preferred growth scenario. This RTP is consistent with the Wild Rivers Regional Blueprint Plan.

REGIONAL TRANSPORTATION SYSTEM

Roadways

The maintained roadway system in Del Norte County totals approximately 681.91 centerline miles. In addition to private roadways, the public road system consists of 92.30 miles in the state highway system, 304.14 miles in the County of Del Norte roadway system, 21.70 in the Crescent City roadway system, 171.66 miles in the jurisdiction of the US Forest Service, 41.02 miles in the National Park Service, 47.2 miles in the State Park system and 3.8 miles in Bureau of Indian Affairs (BIA) jurisdiction (*2009 California Public Road Data, Division of Transportation System Information*).

State Highways

The state highways serving Del Norte County are US 101, US 199, State Route (SR) 197 and SR 169. US 101 is considered a Focus Route and High Emphasis Route. SR 197 and SR 199 are considered High Emphasis Routes and a “Gateway of Major Significance,” as this corridor provides a vital connection to the I-5 corridor for both Del Norte and Curry County residents. A 12-mile segment of US 101 beginning 5 miles north of Klamath and ending 2.5 miles south of Crescent City is officially designated as a state scenic highway.

The highest Average Annual Daily Traffic (AADT) volume in Del Norte County in 2009 (the latest year for which data is available) was observed in Crescent City along US Highway 101, just south of Northcrest Drive (29,500 vehicles per day). The lowest traffic volumes on the state highway system was observed on SR 169 west of Arrow Mills and Riffle Rd (near Klamath), each with 930 AADT. Of note, the total AADT of state highways crossing the Oregon border (10,400) is more than three times that of the AADT crossing the Del Norte/ Humboldt County border (3,100). The highest truck traffic volumes in 2008 were observed on US 101 in Crescent City at Northcrest Drive (1,475 trucks per day). The proportion of all traffic consisting of trucks was highest on US 199 at the SR 197 junction, with trucks comprising up to 18.5 percent of all traffic.

Level of Service (LOS) is used to rate a roadway segment’s traffic flow characteristics. LOS on all Del Norte state highways meets Caltrans concept or preferred LOS, with the exception of the US 101 segments in Crescent City near M Street/Front Street and near Elk Valley Road. The relatively poor LOS in these areas can be attributed to the signalized intersections (such as at Elk Valley Road and US 101) and lower speed limits which are common throughout the downtown Crescent City area. Overall, the Del Norte region does not have significant traffic congestion problems. In the future, Caltrans predicts some deterioration of level of service on US 101, US 199 and SR 197 by 2020 if no roadway improvements are made. However, poor LOS in Del Norte can be attributed mostly to the required low travel speeds resulting from the narrow, two-lane winding highways that have limited passing opportunities and turnouts. In most areas in California, high traffic volumes cause poor Levels of Service, rather than high traffic volumes.

County and City Roadways

Roadway Needs Studies for Del Norte County and Crescent City were conducted in 2008 and cited the following findings:

- ◆ The average Pavement Condition Index (PCI) for county roadways is 69.19 out of 100.
- ◆ The average Pavement Condition Index (PCI) for city roadways is 73.9 out of 100.

According to the *California Statewide Local Streets and Roads Needs Assessment*, statewide average pavement condition index is 68 or in the “at risk” category.

Other Roadway Data

Countywide Vehicle Miles Travelled (VMT) has only increased by 0.2 percent over the past 10 years, from 157.9 million vehicle miles to 158.3 million vehicle miles. According to California Highway Patrol Statewide Integrated Traffic Record System (SWITRS) accident data, 213 property damage collisions, 145 injury collisions, and 6 fatal collisions occurred within Del Norte County in 2008. Three locations in Crescent City exceeded the statewide average for injury and fatal collisions per million vehicle miles. Based on the 2007 countywide population, there were 0.93 motor vehicles per capita – a slight decrease from previous years. Twenty-six of the local bridges in Del Norte County have a sufficiency rating of 80 or below, including all of the bridges on California Department of Parks and Recreation land, which makes them eligible for Highway Bridge Program funding.

TRANSIT SERVICES

Public transportation is a vital service to many residents and to the region as a whole, particularly as the region has a disproportionate number of poor and low income persons compared with the rest of California. The majority of public transit services are provided by Redwood Coast Transit (RCT), which administered by the Redwood Coast Transit Authority. RCT operates four hourly fixed routes in the Crescent City area on Monday through Saturday from approximately 6:30 AM to 7:30 PM. A door to door Dial-A-Ride service is also available for elderly and disabled persons as well as the general public from 7:00 AM to 7:00 PM Monday through Saturday in the Crescent City area.

In order to serve the outlying communities and to connect Del Norte residents to intercity transit services in Humboldt and Curry counties, RCT operates four regional deviated fixed routes:

- ◆ Route 10 makes two round trips per day between Crescent City and Klamath.
- ◆ Route 20 travels between Smith River and Arcata in Humboldt County. Passengers may transfer to Arcata Mad River Transit, Redwood Transit Service, Greyhound and Amtrak in Arcata or transfer to Curry County services in Smith River.
- ◆ Route 21 provides additional service between Smith River and Klamath.
- ◆ Route 199 provides three daily round trips between Crescent City and the communities of Gasquet and Hiouchi on US 199.

RCT carries approximately 115,000 annual one-way passenger-trips on all services. RCT has a fleet of 14 transit vehicles ranging from 12 passenger vans to 19 passenger buses.

In addition to RCT, Coastline Enterprises (the Consolidated Transportation Services Agency (CTSA) for the Del Norte region) uses a fleet of six vans to provide transportation for persons

with disabilities travelling to work medical and dental appointments and miscellaneous recreational activities. Service is offered seven days a week from 7:00 AM to 5:00 PM. Other regional transit services which connect with RCT in Smith River are Curry Public Transit – Coastal Express with service to Brookings, Oregon and the Southwest POINT route which serves a stop in Crescent City as part of the route between Brookings, Medford, Ashland and Klamath Falls.

NON-MOTORIZED FACILITIES

The majority of existing bicycle and pedestrian facilities in the Del Norte region are Class III bikeways (shared use with pedestrians or motor vehicle traffic); however Class I and Class II routes are being built and upgraded. Major bikeways in Del Norte include the Pacific Coast Bike Route and the Coastal Trail. The Pacific Coast Bike Route is a Class II or III bikeway extending from Vancouver, British Columbia to Imperial Beach, California along the Pacific Ocean coast. The California Coastal Trail is a partially complete network of public trails for walkers, bikers, equestrians and wheelchair riders along the California Coastline. In Del Norte County, the California Coastal Trail will include several segments: Pebble Beach Trail, Lighthouse Trail, Harbor Trail and Coastal Trail. According to the 2008 American Community Survey, only 1 percent of Del Norte workers biked to work while nearly 5 percent walked to work. The relatively short commute lengths in the region (36 percent of residents commute time is 10 minutes or less) indicates that an improved bicycle network could encourage bicycle use.

AVIATION

There are three publicly operated airports in Del Norte: the Del Norte County Airport (Jack McNamara Field) in Crescent City, Ward Field in Gasquet and McBeth Airport in Klamath Glen. The Del Norte County Airport is the only airport on the National Plan of Airport Integrated Systems (NPAIS), making the airport eligible for Federal Aviation Association (FAA) funding. Commercial airline service to San Francisco and Sacramento is available through United Express. The airport is operated by the Border Coast Regional Airport Authority. Approximately 14,190 commercial service enplanements were recorded at the Del Norte County Airport in 2010.

Ward Field and McBeth Airport are general aviation airports which are primarily used for emergency services, such as fire fighting or medical evacuations. In 2010, roughly 2,200 take-offs and landings were recorded at Ward Field, and approximately 1,500 aircraft operations were recorded at McBeth Field in 2009.

GOODS MOVEMENT

In the Del Norte region, goods movement is focused on trucking. US 101 and US 199 are the primary goods movement corridors serving the county. US 101 is designated a “Terminal Access” route. This designation allows Surface Transportation Assistance Act (STAA) vehicles to travel a specified route through the area. There are specific dimension requirements for STAA trucks related to the overall length, length of semitrailer and length from the kingpin to rear axle. STAA truck dimensions have been the trucking standard for 29 years and major trucking companies commonly use STAA trucks in their fleet. US 199, SR 197 and SR 169 are California Legal Advisory Routes and therefore STAA trucks are not legally allowed to travel these routes. Goods movement (and resulting economic activity) in the Del Norte region is severely limited by the restrictions on STAA trucking along the SR 197/US 199 corridor.

Although Crescent City Harbor is not a goods movement harbor as container or larger bulk ships are unable to navigate the channel, commercial fishing is still an important sector of the economy in Crescent City. Crescent City Harbor is located on Crescent Bay just west of US 101 and just south of the Crescent City limits. The Harbor is managed by the Crescent City Harbor District, which is governed by an elected five-member board. The Harbor is protected by a 4,100-foot-long outer breakwater, a 1,200-foot-long inner breakwater, and a 2,400-foot-long sand barrier, all of which combine to create the only “harbor of refuge” between Humboldt Bay to the south and Coos Bay to the north.

TRANSPORTATION SYSTEMS AND DEMAND MANAGEMENT

Transportation System Management (TSM) focuses on reducing traffic congestion by improving performance and efficiency, safety and capacity of the transportation system. Examples include High Occupancy Vehicle (HOV) lanes, facility design treatments, freeway management, traffic incident management, traffic signal coordination, and Intelligent Transportation Systems (ITS). Caltrans has implemented a variety of ITS projects such as Closed Circuit TV (CCTV) and Changeable Message Signs (CMS) along the state highway system in Del Norte. DNLTC manages a call box program along US 101 and US 199.

Transportation Demand Management (TDM) addresses traffic congestion by reducing travel demand rather than increasing transportation capacity and focuses on alternatives such as ride sharing, flextime, increased transit usage, walking, and bicycling. There is no formal rideshare/carpool program in the Del Norte region, although US Census data shows that 13.8 percent of employees in the region carpool to work.

TELETRANSPORTATION

The concept of teletransportation is to replace the traditional need for travel by using modern communication technology to transport data required to conduct business, healthcare, education, access to government, e-commerce and other modern-day activities. The infrastructure that carries the electronic data is the telecommunications networks supporting broadband internet. A reliable telecommunications/ teletransportation network is essential to maintain and improve economic growth opportunities and quality of life factors in Del Norte County, and also helps to reduce the environmental effects of transportation activities. Currently, there is a 35 mile gap in fiber optic cable which is required to provide reliable internet connection to the region.

AIR QUALITY

Del Norte County is part of the North Coast Air Basin, with air quality managed by the North Coast Unified Air Quality Management District. The county is considered “in attainment” for every state and federal air quality standard except for the state PM10 standard (for small particulates). The primary sources of PM10 pollution include controlled burns, wood stoves and wildfires. Overall, Del Norte County has good air quality because of its low population density, limited industry, extensive undeveloped public lands, and limited traffic congestion. This RTP does not significantly encourage additional vehicular travel or lead to generation of air pollutant emissions. As Del Norte County is in attainment for all federal air quality standards, this RTP is not subject to transportation conformity requirements. Thus, this RTP can be considered to be in compliance with air quality plans.

REGIONAL TRANSPORTATION NEEDS AND ISSUES

The Policy Element of this RTP identifies a variety of regional transportation needs and issues:

- ◆ **Global Issues** - With a population of around 30,000 people and little traffic congestion, it is not likely that policies in Del Norte County will have a noticeable effect on GHG emissions. However, it is important that Del Norte region transportation and land use decision-makers pursue transportation and land use projects that adhere to adopted state strategies.
- ◆ **Demographics** - Census data indicates that Del Norte region residents have fewer resources available and therefore are generally more dependent on alternative modes of transportation such as transit, bicycling or walking than the statewide population.
- ◆ **Tourism** - The Del Norte region now relies on tourism to boost the local economy. In order to increase tourism, the region needs to improve the infrastructure, walkability of communities and overall appeal so as to create an environment that makes visitors want to stay in Del Norte County.
- ◆ **Roadways** - With low traffic volumes and a low population density, expanding the traffic capacity of the roadway and bridges in the region is not a high priority regional transportation need. Providing safe roadways by eliminating hazards and maintaining good pavement conditions is of greater importance.
- ◆ **Tribal Issues** - The Yurok Tribe and Smith River Rancheria have identified locations for traffic calming and pedestrian/bicycle facility improvements along the portion of US 101 which runs through their respective communities, in order to increase safety for tribal members as well as visitors. The Elk Valley Rancheria has identified the need for roadway improvements on Humboldt Road and a safe pedestrian crossing of US 101 to South Beach.
- ◆ **Transit Issues** - According to the US Census American Community Survey 2005-2009, approximately 8.3 percent of households in Del Norte County had no vehicle available to them and therefore are dependent on Redwood Coast Transit, family/friends or taxi service for transportation. Public input efforts for this RTP as well as the most recent Transit Development Plan update indicate a need for transportation to larger urban cities such as Medford, Redding, Eugene, Portland, or San Francisco. As far as transit capital improvement needs, there is a need for more passenger amenities such as benches, signage and shelters.
- ◆ **Aviation** - Improvements to the Del Norte County Airport are an integral part of the region's goal to increase tourism. Airport expansion is also supported by the Native American tribes, local entity decision makers and much of the general public.
- ◆ **Goods Movement** – The SR 197/US 199 STAA Access project will address a long standing need to create safe access along the corridor for STAA trucks.
- ◆ **Transportation Demand Management** - Ridesharing/carpooling programs is a relatively inexpensive form of transportation assistance which can benefit all residents, particularly commuters and those in areas not served or served infrequently by public transit.

REGIONAL TRANSPORTATION GOALS

The Policy Element includes the following regional transportation goals:

GOAL: Promote a coordinated and balanced regional transportation system in Del Norte County, considering all transportation modes and available funding.

GOAL: Support general public transportation and disadvantaged transit services in Del Norte County to the extent that resources are available and services are reasonably cost effective.

GOAL: Promote safe and accessible non-motorized transportation modes, supported by improvements to transportation facilities.

GOAL: Maintain and improve airport facilities to meet the commercial, emergency services, and general aviation needs of Del Norte County residents and visitors.

GOAL: Support highway, roadway, and street system maintenance and improvements that meet local, regional and interregional transportation needs. Determine ways to redirect gas tax money toward local governments, to provide funding for street maintenance.

GOAL: Support the development of a viable goods movement truck corridor, via US Highway 199 and State Route 197, as well as continued development of Crescent City Harbor to facilitate maritime goods movement.

GOAL: Support teletransportation as a transportation mode with significant trip reduction potential and the ability to extend communication services to underserved and rural populations. Support the goals and policies of the Teletransportation/ Communications Assessment and Plan Study for Del Norte, and adopted Teletransportation/Telecommunications Strategic Plan, April 2007.

GOAL: Maximize efficient multi-modal transportation facilities use to reduce: (1) regional highway and roadway system travel demand; (2) required investment in new or expanded facilities; and (3) automobile pollutant emissions.

GOAL: Make recreational travel safe, easy and attractive for residents and visitors.

GOAL: Promote development that makes efficient use of existing public resources.

GOAL: Reduce GHG emissions from all transportation related activities within the Del Norte County boundaries to support the state's efforts under AB-32 and to mitigate the impact of climate change.

TRANSPORTATION SAFETY

Transportation safety is the primary concern for roadways and non-motorized transportation facilities in the Del Norte region. The policy element of this RTP includes safety goals and objectives that comply with the California Strategic Highway Safety Plan. Transportation improvement projects that specifically address safety for all types of transportation modes are included in the Action Element.

TRANSPORTATION SECURITY/EMERGENCY PREPAREDNESS

As an issue distinct from transportation safety, transportation security/emergency preparedness addresses issues associated with large-scale evacuation due to a natural disaster or terrorist attack. The National Response Framework includes 15 Emergency Support Functions, or ESFs, covering core areas of responsibility for emergency response and recovery, and the California State Emergency Operations Plan utilizes Emergency Functions, or EFs, that are parallel to but are not identical to the national ESF system. EF-1 and ESF 1 are both transportation. A safe and efficient regional transportation system is crucial to emergency preparedness and evacuation. History has shown that tsunamis are a real hazard in the Del Norte region and this history was repeated in March 2011. As such, the Del Norte County Office of Emergency Services has developed and published a list of tsunami evacuation routes. DNLTC plays an important role in emergency planning and coordination for ESF 1 Transportation and emergency preparedness. DNLTC has taken the lead in the Del Norte region in conducting a series of emergency preparedness evaluations, trainings, and exercises to better prepare the transportation team, first responders, public transit employees and the community in the event of a disaster. Transportation emergency preparedness is an on-going process that is important to Del Norte and neighboring county stakeholders. A safe and efficient regional transportation system is crucial to emergency preparedness and evacuation. The best preventative measures with respect to this document for emergency preparedness would be to continue to train and improve evacuation plans, implement projects in the RTP which upgrade roadways, airport facilities, bicycle and pedestrian facilities and public transit, and support public information system including abundant and proper signage for evacuation routes.

TRANSPORTATION SYSTEM IMPROVEMENTS

The Action Element of the RTP identifies and prioritizes short- and long-term transportation capital improvements for the region, consistent with the identified needs and policies. These plans are based on the existing conditions, forecasts for future conditions and transportation needs discussed in the Existing Conditions Section and Policy Element and are consistent with the Financial Element. Proposed transportation improvement projects are listed in Tables 19 through 32. Projects are categorized by transportation element and funding source. Both financially constrained and financially unconstrained projects are included. Each project is linked to a performance measure that will be used to evaluate the cost effectiveness of the project.

ENVIRONMENTAL CONSIDERATIONS

In implementing road or bicycle/pedestrian improvement projects, the County of Del Norte Community Development Department abides by all permitting requirements stipulated by applicable state and federal natural resource agencies. Additionally, the County Board of Supervisors has adopted a set of Best Management Practices (BMPs) for stream protection, erosion, and sedimentation control.

RTPAs which are not located within the boundaries of a metropolitan planning organization (which DNLTC is not) are not subject to the provisions of SB 375 which require addressing region greenhouse gas (GHG) targets in the RTP and preparation of sustainable community strategies. However, given the importance of the consideration of climate change in transportation planning, this RTP outlines several strategies to reduce GHG emissions: 1) prioritize system preservation and transportation enhancement; 2) construct non-motorized facility projects; 3)

implement transit system improvements; 4) develop a rideshare program; and 4) educate the community.

Adoption of an RTP is considered a “project” under the California Environmental Quality Act (CEQA). A Program Environmental Impact Report (EIR) was prepared and adopted as part of the development of the 1992 RTP. The DNLTC has preliminarily determined that the Del Norte 2011 RTP will not result in significant impacts beyond those identified in the original EIR. Therefore, an Addendum to the EIR was prepared for this 2011 update.

FINANCIAL ELEMENT

The Financial Element identifies a variety of transportation funding sources both recurring and competitive which could be used to implement the transportation capital improvement projects listed in the Action Element over the next twenty years. In an effort to develop a financially constrained RTP, transportation revenue sources are projected for a twenty year period and compared to transportation project costs. Over the short-term, roadway and bridge projects are financially constrained. The Del Norte region will implement projects as funding becomes available. It is estimated that there will be sufficient revenue available for transit capital improvements. Many funding sources for non-motorized improvements are competitive and therefore difficult to predict. It is likely that many of the long-term non-motorized facility projects will go unfunded over the 20 year period. Additional revenue will be required for the local match to state and federal funding programs for airport improvement projects.

Given the uncertainty of transportation revenues, a good financial strategy for the Del Norte region is to prioritize and focus planning efforts on transportation projects which: 1) address the needs and issues identified in the Policy Element; 2) are consistent with statewide priorities; and 3) are cost effective with respect to the performance measures listed in the STIP Guidelines. By focusing on a limited number of regional transportation improvement projects which stakeholders and the public have deemed the top priority and working to bring these projects close to construction, the Del Norte region will be more competitive for all types of funding sources. As the Federal Secure Rural Schools Act (Forest Reserves) funding source may not be reauthorized, it will become increasingly important to develop a pavement management program which regularly reviews pavement conditions and prioritizes roadway maintenance projects. Another financial strategy is to continue coordination with the Native American tribes and potentially pool funding sources for transportation improvement projects on county or state maintained Indian Reservation Roads.

TOP PRIORITY PROJECTS

The final chapter of this RTP selects from all of the RTP project lists tables, the top priority transportation capital improvement projects which are 1) eligible for regional funding (STIP/TE) funding, 2) are considered a high priority, 3) have a regionwide benefit, 4) and significantly improve baseline performance measures such as system preservation or safety. These projects are divided into two categories: funded (Table 35) and unfunded (Table 36). Funded projects have revenue secured and will likely be constructed in the next five years. The unfunded top priority list will provide DNLTC and staff with a direction for moving projects efficiently through funding, design, environmental and construction phases over the next ten years. Top priority projects in Table 36 are ranked by the degree to which the project provides a benefit to the region as a whole, has the greatest effect on the performance measure assigned to it in the Action Element project list tables and is ready for construction.

Chapter 1

Introduction

As the Regional Transportation Planning Agency (RTPA) for the region, the Del Norte Local Transportation Commission (DNLTC) is required by California law to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) every five years. The region is defined as Del Norte County, CA. The purpose of the plan is to provide a vision for the region, supported by transportation goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system. The RTP for the Del Norte region was last updated in 2007.

This RTP is a planning document that presents general policies, guidelines, and lists of capital improvement projects for various transportation modes. The RTP includes an explanation of the regional transportation planning process, followed by information on the state of the region, including the local government entities as well as the Native American tribes. Regional issues, needs, and problems are identified within descriptions of existing conditions and are summarized in the policy element. Related goals, objectives, and policies are provided along with performance indicators and measures. Appropriate solutions and actions are discussed by transportation mode. Improvement projects are identified and priorities are presented for each regional project in accordance with short- and long-term planning horizons and current status. Finally, a discussion of finances is included that considers costs and revenues.

This *Draft RTP* first identifies the plan development process and describes the regional characteristics and existing transportation network and develops data forecasts for future transportation conditions. Next the document presents an analysis of policy and planning issues, goals, objectives and performance measures for the RTP. The Draft RTP was circulated for public review and comment along with the Addendum to the 1992 Environmental Impact Report (EIR). Any necessary revisions to this document will be reflected in the *Final RTP*. The *Final RTP* will provide the region with a coordinated transportation system and be a guideline for decision makers over the RTP plan period.

All appendices in the RTP are incorporated herein by reference. Acronyms and terms used in this RTP are listed and defined in Appendix A.

PLAN DEVELOPMENT REQUIREMENTS AND PROCESS

State Planning Requirements

There are a series of state planning requirements that are pertinent to the development of this RTP, as described below:

- ◆ The Transportation Development Act of 1971 (SB 325) resulted in the formation of the DNLTC as the RTPA to administer and allocate funds provided by the Act.
- ◆ Assembly Bill 69, enacted in 1972, created Caltrans and established requirements for preparation and administration of State and Regional Transportation Plans. Under this law, each RTPA is required to prepare and adopt an RTP with coordinated and balanced transportation systems consistent with regional needs and goals.
- ◆ Assembly Bill 402, enacted in 1977, revised the guidelines for RTP development and required the Plan be updated in 1978 and biennially thereafter. It continued to be the RTPAs responsibility.

- ◆ In 1997, the Transportation Funding Act (SB 45) mandated major reforms impacting many areas of transportation planning, funding, and development. This sweeping legislation overhauled the State Transportation Improvement Program (STIP), providing for greater “regional choice”, with 75 percent of the program’s funds to be divided by formula among the regions. Periodically, each RTPA selects projects to be funded from its STIP share and lists them in its Regional Transportation Improvement Program (RTIP). Every RTIP adopted by a local agency must be consistent with its RTP.
- ◆ California Government Code 14522 requires that the CTC develop RTP Guidelines to facilitate the preparation, consistency, and utilization of RTPs throughout the state. In recent years there have been two updates to the RTP Guidelines (2007 and 2010). The 2007 RTP Guidelines incorporated several key changes to the RTP process to address changes in the planning process resulting from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, which is the most recent Federal surface transportation act):
 - An expanded public participation and public agency consultation process
 - Increased attention to environmental considerations
 - Safety and security issues
 - Expanded financial plan discussion
 - Expanded discussion on congestion and corridor management
 - Greater coordination with other related transportation planning and programming documents
 - Refined transportation system performance measures
 - Increased the RTP update requirement to every five years

The 2010 RTP Guidelines incorporated new regulations set forth by SB 375 and the 2007 addendum to the 2007 RTP Guidelines. SB 375 requires the Metropolitan Planning Organizations (MPOs) in California to address in their RTPs how the region will meet greenhouse gas emission reduction targets as specified by the California Air Resources Board (CARB). Although RTPAs are not subject to the stipulations of SB 375, incorporating strategies to reduce greenhouse gas emissions in the region is identified in the Guidelines as an important part of regional transportation planning for rural counties.

RTP PROCESS

The DNLTC is responsible for the preparation of the Del Norte region’s RTP. The DNLTC must ensure that all of the requirements of the RTP process are met (see Appendix B for RTP process). The DNLTC prepares a draft document that includes all of the required elements and solicits public comment from a wide variety of groups, including the general public, the Native American tribes, natural resource agencies, and adjacent county RTPAs. Appropriate environmental documentation in conformance with the California Environmental Quality Act (CEQA) and an Air Quality Conformity Finding, as applicable, is also prepared and distributed to the groups noted above. The comments solicited are responded to and/or included in the final document, as appropriate. The DNLTC then adopts the RTP and environmental documentation in accordance with state and federal requirements.

After adoption, the DNLTC is responsible for changing conditions throughout the county on an ongoing basis. As new or redefined projects are needed, the action and financial sections are amended. The DNLTC considers funding only for those projects in the RTP that have been fully reviewed by all concerned agencies.

Participation and Consultation Process

The planning of the regional transportation system is accomplished through the coordination of various governmental agencies, advisory committees, and public input. The organizational structure and composition of the DNLTC and its advisory groups are described below.

- ◆ The **DNLTC**, serving as the RTPA, includes three appointed representatives from the Crescent City council and three appointed representatives from the County of Del Norte Board of Supervisors. The DNLTC is staffed by an executive director.
- ◆ A **Technical Advisory Committee (TAC)** provides technical advice to the DNLTC. The TAC consists of two staff people from the City of Crescent City, two staff people from the County of Del Norte, a representative from the California Highway Patrol, a representative from Caltrans, a representative from the Harbor District, a representative from the Redwood Coast Transit Authority and a representative from the Yurok Tribe. The committee members are appointed by the DNLTC and serve as the stakeholder advisory committee for this 2011 RTP update.
- ◆ The Del Norte region also has a **Policy Advisory Committee (PAC)** which consists of the DNLTC Board Commissioners and a representative from Caltrans.
- ◆ As all Transportation Development Act (TDA) funding is allocated for transit purposes, the **Social Services Transportation Advisory Council (SSTAC)** in Del Norte County has a broader role than simply providing input for the unmet transit needs process as required by TDA. The SSTAC provides comments on various types of transportation documents such as the Coordinated Plan, Bicycle Facilities Plan and the RTP.
- ◆ **Caltrans** is responsible for the design, construction, maintenance, and operation of the State Highway System and that portion of the Interstate Highway System within California. Enacted in 1972, Assembly Bill 69 set down the basic framework for Caltrans. Headquartered in Sacramento, Caltrans has 12 district offices throughout the state. Del Norte County is located in District 1, with offices in Eureka. District 1 staff members serve as liaisons to the DNLTC.

The DNLTC plans for the regional transportation system in consultation and coordination with regional stakeholders. A public involvement program is required for each RTP. During the development of this RTP, among others, the entities listed below were contacted for information and solicited for input:

- ◆ Citizen/Advocacy Groups/Elected Officials
- ◆ Tribal Entities
- ◆ Adjacent County Regional Transportation Planning Agencies (RTPAs)
- ◆ Local, State, and Federal Resource Agencies
- ◆ North Coast Unified Air Quality Management District
- ◆ Truck Traffic Generators
- ◆ Public Transit Operators

For a comprehensive listing of entities and people contacted, see Appendix C.

In compliance with the 2010 Regional Transportation Guidelines, the following provides details of correspondence to specific agencies. Correspondence associated with this RTP is provided in Appendix D. Table 1 below lists specific events in the participation/consultation process pertaining to this RTP to date.

TABLE 1: Participation Process During RTP Development		
Participant	Activity	Date
Stakeholder Advisory Committee Meeting	Project Kickoff Meeting	10/21/2010
Adjacent RTPAs	Contacted Requesting Input	11/09/2010
Truck Traffic Generators	Contacted via Phone Requesting Input	11/23/2010
Natural Resource Agencies	Sent Notification Letters Requesting Input and Consultation	11/09/2010
Adjacent RTPAs	Follow-up Re Input Request	Early December
Tribal Governments	Meeting with Tribal Representatives	Week of Dec 6 - 9th
Crescent City Council	Stakeholder/public outreach	12/6/2010
Crescent City Harbor Commission	Stakeholder/public outreach	12/07/2010
Transportation Vision Workshop	Klamath, CA	12/8/2010
Del Norte Local Transportation Commission	Stakeholder outreach/project update	12/09/2010
Information Tables (3)	Crescent City and Smith River	Week of Dec 6 - 9th
Del Norte County Board of Supervisors	Stakeholder/public outreach	12/14/2010
Stakeholder Advisory Committee Meeting	Review of Tech Memo Two	3/3/2011
SSTAC Meeting	Review of Regional Issues and Project Lists	3/3/2011
Elk Valley Rancheria	Review of Tribal Priorities	3/3/2011
DNLTC Meeting	Public Meeting	5/12/2011

Del Norte Local Transportation Commission

The DNLTC makes a concerted effort to solicit public input in many aspects of transportation planning throughout the county. Specific examples are listed below:

- ◆ Citizens are encouraged to attend and speak at DNLTC meetings regarding transportation topics.
- ◆ Before adopting significant plans such as the RTP, DNLTC notices the public of its agenda.
- ◆ The Social Service Transportation Advisory Council (SSTAC), formed to meet the requirements of PUC Section 99238, consists of appointed citizens representing a wide range of transit dependent

groups. They represent primarily potential transit passengers including the elderly, people with disabilities, and others with limited means. The SSTAC meets at least annually to comment on transportation topics of special concern including and assessment of transit needs. A SSTAC meeting was held to review and comment on regional transportation issues and project lists.

Citizen/Advocacy Group/Stakeholder Participation

An important objective for this RTP update is to obtain input on the transportation planning process from a wide variety of Del Norte residents. For this reason, an extensive public outreach program was conducted early on in the RTP process and outlined below:

- ◆ **Information Tables** – Information tables were set up and staffed by the consultant for two hour periods at the Ray’s Food Place in Crescent City, Shop Smart in Crescent City and Ray’s Food Place in Smith River. Two large graphic posters were displayed along with a map of Del Norte County and Crescent City. The posters briefly explained the purpose of an RTP and posed the questions, “*What do you see as the greatest transportation issues in Del Norte? How should transportation dollars be spent in the Del Norte region?*” The objective of the information tables was to obtain input from a wider demographic or people who do not typically attend public meetings and workshops. Approximately 55 members of the public provided comments as part of this outreach effort.
- ◆ **City Council Meeting** – The consultant made a brief presentation at a Crescent City Council Meeting in early December. The presentation included a review of the RTP process and an opportunity for council members to input. Public attendees at the meeting were also encouraged to contact the consultant for input.
- ◆ **Crescent City Harbor Commission Meeting** – The consultant made a similar presentation to the Harbor Commission in an effort to make the commission aware of the RTP update. The commission will provide input at a later date.
- ◆ **Local Transportation Commission Meeting** – The consultant attended the December DNLTC meeting to review the purpose of the RTP, provide an update on the process and explain the primary focus of the 2011 update.
- ◆ **Board of Supervisors Meeting** – The DNLTC Executive Director attended a December Board of Supervisors meeting to ensure that the supervisors were aware of the RTP update and ask for input.
- ◆ **Informational Material** – To increase public awareness of the project, a project website was developed. The website provides a brief summary of the RTP, links to the 2007 RTP, information on public input events and contact information for the consultant. The website was updated throughout the RTP process, and public comments along with the Public Draft Document were posted on the website. Additionally, a one page flyer was developed that includes a description of an RTP, asks for input and provides contact information. This flyer was distributed at all public input events and posted at community locations such as post offices, grocery stores, food bank and the senior center.

The public input process will continue throughout the course of the RTP update. A public meeting on the Draft RTP and associated environmental document will be held as part of a regularly scheduled DNLTC meeting on May 12, 2011.

Appendix E displays comments received through the public/stakeholder input process the week of December 6th through 9th. The views of the general public are summarized in transportation needs section and reflected in the goals and policies section of the Policy Element.

Tribal Governments

In an effort to include Tribal Governments that have land within Del Norte County in the RTP process, the Elk Valley Rancheria, the Resighini Rancheria, Smith River Rancheria and the Yurok Tribe were contacted to schedule personal meetings and obtain copies of tribal transportation plans. In early December, the consultant met with representatives from the Elk Valley Rancheria and the Smith River Rancheria to review the RTP process, discuss tribal transportation needs and issues and identify each tribe's top priority transportation improvement projects. Input from Yurok Tribe staff and several tribal members was obtained through a public "Transportation Vision Workshop" held at the Yurok Tribal Office Community Center. Tribal Transportation Plans for the Elk Valley Rancheria, Smith River Rancheria and Yurok Tribe were reviewed. The Resighini Rancheria was invited to attend the public workshop at the Yurok Tribal office. Tribal representatives have been updated on other public input opportunities throughout the RTP process. Tribal transportation needs and issues as discussed in the meetings and identified in documents are discussed further in the Policy Element.

Affected Regional Transportation Planning Agencies

An important part of the RTP consultation process is to contact RTPAs in adjacent counties which may be affected by the Del Norte RTP. Del Norte County borders Curry County, Oregon and Josephine County, Oregon to the north, Siskiyou County to the east and Humboldt County to the south. With the exception of Siskiyou County, all the adjacent counties share a major state highway with Del Norte County. Transportation between Siskiyou and Del Norte is severely limited by geography. Therefore, Curry County, Josephine County and the Humboldt County Association of Governments were contacted for input on the Del Norte 2011 RTP update. Each agency's responses are summarized below.

Curry County, Oregon

Curry County is located along the Pacific Coast to the north of Del Norte. The City of Brookings is only six miles north of the Del Norte border on US 101. Safe and efficient transportation is important between Del Norte and Curry County, as a significant number of Curry County residents commute to Del Norte (in particular to Pelican Bay State Prison) for work. Brookings also offers shopping opportunities for northern Del Norte residents. Also of great importance to Curry County are the improvements to US 199 to upgrade the roadway for improved truck passage. The SR 197/199 corridor represents Curry County's only link to the Interstate 5 corridor. As for transit needs, many Curry County residents depend on the connection to Redwood Coast Transit in Smith River to destinations in Del Norte as well as the Greyhound and Amtrak services in Arcata, California. As there is no hospital in Brookings, residents must travel to Gold Beach, Oregon or Crescent City for major medical services.

Josephine County, Oregon

Josephine County, Oregon borders Del Norte County, CA to the northeast. US 199 is the major arterial which connects the two counties. The US 199 corridor is an important connection for Del Norte residents to Interstate 5 (I-5) in Grants Pass, Oregon. The route is also integral to the efficient movement of goods between Del Norte County, Curry County, Oregon and the I-5 corridor. The Josephine County Public Works Department was contacted to obtain their input on the RTP development. There are a larger number of employment opportunities and essential goods and services in Josephine County along the I-5 Corridor than in Del Norte County. Therefore, there is little need for Josephine County residents to travel to Del Norte other than for recreational opportunities. In addition to US 199, Indian Creek Road (which traverses a small corner of Del Norte as part of an alignment to Happy Camp) is the only road which

travels between the two counties, and is a subdivision road which is closed during the winter months. Josephine County does not have any transportation projects planned that would affect Del Norte County.

Humboldt County

Humboldt County borders Del Norte County to the south. US Highway 101 is the major arterial between the two counties. Del Norte and Humboldt County also share the Redwood Coast Transit program's Smith River to Arcata intercity transit route. This service is important for Del Norte residents who wish to connect with other intercity transportation, such as Amtrak Thruway and Greyhound in Arcata.

Humboldt County Association of Governments (HCAOG) was contacted as part of the stakeholder input process. The HCAG Executive Director noted that "aging in place" should be considered in the regional transportation planning process. The younger generations are leaving Humboldt County in search of work, while seniors are retiring to the area. This will have an impact on public transportation. As the cost of living (particularly gasoline) rises, Humboldt County residents may chose to eliminate their vehicles or move north to Del Norte where there is better health care and housing is more affordable. The Yurok tribal lands span both Humboldt and Del Norte counties. With respect to public transportation planning, it is important to coordinate between all three entities.

HCAOG recently sponsored a Non-Motorized Digital Data Collection study with Caltrans District. The purpose of the study was to develop a protocol so that Caltrans can collect non-motorized count data in a more efficient and cost-effective manner. Five test sites were chosen, one of which is located in Del Norte. The final report is due out in early 2011 and will be shared with regional partners. HCAOG is also improving the traffic model for the region as part of the Blueprint Planning process. The Executive Director noted that the North Coast counties have mutual interests and concerns and expressed a desire to continue to work together with DNLTC and local officials in Del Norte on all transportation problems.

Environmental Agency Consultation

The 2010 RTP Guidelines state that "*the RTP shall reflect consultation with resource and permit agencies to ensure early coordination with environmental resource protection and management plans.*" The following natural resource agencies were contacted and input and relevant resource maps or plans were requested. Copies of all correspondence can be found in Appendix D.

- ◆ Redwood National and State Parks
- ◆ Six Rivers National Forest
- ◆ Smith River National Recreation Area
- ◆ California Department of Fish and Game
- ◆ US Fish and Wildlife

To date, several of the agencies have responded. Comments pertinent to this RTP are summarized below.

Six Rivers National Forest

Six Rivers National Forest encompasses lands stretching approximately 140 mile from the Oregon border to Mendocino County. Approximately 43 percent of the national forest is located in Del Norte County. The Smith River National Recreation Area located near Gasquet is part of the Six Rivers National Forest. According to the *Six Rivers National Forest Business Plan*, the agency does not have sufficient budget for Forest Service road repair and construction. Among other investments, the Plan indicates the need for \$250,000 to improve drivability on forest service roads. This includes safety improvements and brushing.

The Smith River National Recreation Area Hurdygurdy Recreation Improvement Project includes improvements to parking areas, accessible trails and interpretive information.

California Wildlife Action Plan

As a requirement for receiving funding under the State Wildlife Grants Program, states must develop a Wildlife Action Plan. The California Wildlife Action Plan (entitled *California Wildlife: Conservation Challenges*) was developed. There are two conservation challenges listed in the document which pertain to a discussion of regional transportation planning: recreational pressures and climate change.

Much of Del Norte County is subject to recreational pressures. Fishing, hiking, camping, and off-road vehicle use is common in the region. All these activities can disturb wildlife. The California Wildlife Action Plan cites information kiosks and the management of garbage and sewage at visitor information centers as a method for managing recreational use and educating the public about wildlife.

Climate change has far reaching consequences on wildlife and wildlife habitat in Del Norte County, ranging from above normal temperatures to changes in water/rainfall patterns to increased wildfires. As vehicle emissions have been linked to climate change, an increase in vehicle traffic will increase the negative effects of climate change. As to be discussed later in the Action Element, this RTP does not include projects that will significantly increase vehicle traffic (and associated greenhouse gases) in Del Norte County. Additionally, Caltrans data shows that in some areas of the county traffic volumes have decreased slightly over the last ten years.

California Department of Fish and Game and US Fish and Wildlife

As part of the consultation process, the California Natural Diversity Database (CNDDDB) was reviewed to determine potential conflict between transportation improvement projects and wildlife. The CNDDDB is a “natural heritage program” and is part of a nationwide network of similar programs overseen by NatureServe (formerly part of The Nature Conservancy). All natural heritage programs provide location and natural history information on special status plants, animals, and natural communities to the public, other agencies, and conservation organizations. The data helps drive conservation decisions, aids in the environmental review of projects and land use changes, and provides baseline data helpful in recovering endangered species and for research projects. Table 2 presents a list of species in Del Norte County which are classified as “Endangered,” “Threatened,” or “Candidate” for special designation at either the federal or state level, as well as the name of the USGS 7.5 topographic quadrangle where the species have been found as identified in the CNDDDB. Transportation improvement projects in the above listed areas should undergo environmental review prior to approval to minimize or prevent environmental impacts. For additional reference, Appendix F presents a list of endangered, threatened, proposed and candidate species obtained from the US Fish and Wildlife Department. No new roadways are proposed as part of this RTP that would disturb habitat for endangered wildlife; however, Caltrans and local entities should follow Best Management Practices for pavement rehabilitation and other maintenance projects.

TABLE 2: Location of Endangered/Threatened Species in Del Norte County

Species	Status	Location
Pacific Fisher	Candidate	Hurdygurdy, Klamath Glen, Summit Valley, Lonesome Ridge
McDonald's Rock-Cress	Endangered	Gasquet, Devil's Punchbowl
Western Lily	Endangered	Crescent City, Sister Rocks
Tidewater Goby	Endangered	Crescent City
California Wolverine	Threatened	Ship Mountain
Hippolyta Fritillary	Threatened	Crescent City
Stellar Sea-Lion	Threatened	Crescent City
Western Snowy Plover	Threatened	Crescent City

Source: California Department of Fish and Game, California Natural Diversity Database.

North Coast Unified Air Quality Management District

A summary of correspondence to and from the North Coast Unified Air Quality Management District is included in the Air Quality Section of Chapter 2.

Private Sector - Truck Traffic Generators

Goods movement is an important part of the regional transportation system as well as the economic vitality of the region. Truck traffic generators in Del Norte were contacted to obtain input on the regional transportation system. A variety of industries were contacted including dairy, solid waste disposal, timber products and seafood processing. The companies contacted generally use the state highways. Smaller companies, which transport goods between Humboldt County and Oregon over US 101, cited few deficiencies on US 101 other than poor pavement conditions and travel delays due to road construction. Improvements to US 101 near Richardson Grove in Humboldt County to allow for safe passage of standard size trucks is also a priority for haulers travelling between the North Coast and the Bay Area. Truck traffic generators operating between Crescent City and Medford, Oregon, such as solid waste haulers and timber product haulers, use the SR 197/ US 199 corridor. One hauler alone accounts for 20 – 30 trips per day along US 199. As stated in the Goods Movement Modal Discussion in Chapter 2, the SR 197/ US 199 corridor has safety deficiencies and cannot be legally used by standard size trucks. Trucking businesses that travel this corridor are affected by the limitations and agree that improvements to the corridor are a top priority.

Public Transit Operators

Del Norte County is currently served by Redwood Coast Transit. Using a fleet of 14 vehicles, public transit is available six days per week to the major communities in Del Norte. Both fixed route and general public Dial-A-Ride is available within Crescent City. Regional fixed route service is available between Crescent City and Klamath, Crescent City and Gasquet, as well as to Smith River and Arcata, where

passengers may transfer to other intercity transit services such as Greyhound or Amtrak Thruway. In order to determine both the operator's and public's view of transit needs in Del Norte County, the recently completed Transit Development Plan (TDP) for Redwood Coast Transit was reviewed and the Redwood Coast Transit manager was contacted. The regional transportation needs and issues section of the Policy Element includes a discussion of public transit needs.

Social Equity and Environmental Justice Considerations

Both state and federal laws require that regions plan for and implement transportation system improvements that will benefit all residents. Transportation improvements should not have a disproportionate adverse impact on low income or other under-represented groups. Examples relevant to the RTP include access to transportation, displacement and gentrification, transportation affordability and jobs/housing fit.

Approximately 22.3 percent of Del Norte residents were living in poverty in 2007, as defined by the Census Bureau and the US Department of Commerce. This is nearly twice the statewide poverty rate of 12.4 percent during that year. Poverty rates by city are available for 1999 and demonstrate that Crescent City had a particularly high poverty rate of 34.6 percent, whereas Del Norte had a poverty rate of 20.2 percent and the State of California was 14.2 percent. According to the 2000 US Census, the largest concentration of low income population were found in older neighborhoods in Crescent City, the vicinity north of Washington Boulevard to Old Mill Road, and the area between US 101 and Lake Earl. Approximately 16.5 percent of the Del Norte population is Hispanic and another 6.6 percent are Native American. Tribal lands are located in Klamath, Smith River and in the Bertsch-Oceanview neighborhood in Crescent City.

The Action Element of this RTP does not include new roadways or bypass projects that would displace underrepresented groups or decrease access to transportation. The Action Element does include capital improvement projects which will increase mobility for residents with no vehicle available to them such as replacing public transit vehicles and expanding the bicycle and pedestrian facilities network. Additionally, the *Coordinated Public Transit Human Services Transportation Plan* was reviewed in development of this RTP to ensure that this document addresses the mobility needs of the low income and elderly population.

Transportation Programming Process

RTPs are long-range documents that guide the organized development of all modes of transportation within the area. State and federal requirements prescribe that, for approval, RTPs must include the following three elements:

- ♦ The **Policy Element** describes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short- and long-range framework, and maintains internal consistency with the financial element fund estimates.
- ♦ The **Action Element** identifies plans to address the needs and issues for each transportation mode in accordance with the goals, objectives, and policies set forth in the policy element. The Action Element is divided into two sections: identification of needs, assumptions, data forecasts and potential alternatives; data and conclusions (project lists).
- ♦ The **Financial Element** identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in the action element. The intent is to define realistic financing constraints and opportunities.

Required Documentation

The *Air Quality Conformity Determination* provides an analysis of the emission of pollutants from transportation sources that can be expected to result from the implementation of this plan. This analysis must document that the projects included in the RTP, when constructed, will not emit more pollutants than allowed in the emissions budget set forth in the State Implementation Plan (SIP). The extent of required documentation is based on the current federal non-attainment designation and its requirements applicable to Del Norte County. As Del Norte County is in attainment for all federal air quality standards, this RTP is not subject to transportation conformity requirements.

Environmental documentation is required under the CEQA. The environmental documentation states whether there will be an environmental impact of the plan, and if so, what that impact will be. Depending on the scope of the plan and local environment, environmental documentation may be a negative declaration, a mitigated negative declaration, or a full Environmental Impact Report (EIR) or addendum to an existing EIR if there are only minor changes to the project. CEQA defines significant effects as “*a substantial, potentially substantial, or adverse change in the environment.*” Under CEQA guidelines, public agencies are responsible to minimize or avoid environmental damage, where feasible. Agencies must balance a variety of objectives, including social, economic, and environmental concerns, to comply with CEQA obligations.

A Program EIR was prepared and adopted as part of the development of the 1992 RTP. The DNLTC has preliminarily determined that the Del Norte 2011 RTP will not result in significant impacts beyond those identified in the original EIR. Therefore, an Addendum to the EIR was prepared.

Coordination with Other Plans and Studies

The RTP Guidelines recommend that the circulation elements of the general plans within a region are consistent with the RTPs in the region. The goals, policies, and objectives of this RTP are consistent with the goals in the Transportation and Circulation Elements of both the Del Norte County General Plan and Crescent City General Plan. The primary goals and objectives of other important documents have been incorporated into the RTP including: *Del Norte County Transit Development Plan* (2010), *Del Norte County Coordinated Public Transit Human Services Transportation Plan* (2008), *Del Norte County and Crescent City Bicycle Facilities Plan* (2010), *Tribal Transportation Plans*, *Wild Rivers Regional Blueprint Plan* (2009), *Del Norte County Goods Movement Action Plan* (2007) and the *Del Norte County Airport Master Plan* (2005).

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Existing Conditions and Modal Discussion

REGIONAL CHARACTERISTICS

As shown in Figure 1, Del Norte County is located in the northwest corner of California, bordered by Oregon to the north (Curry County) and the Pacific Ocean to the west. Neighboring California counties consist of Humboldt County to the south and Siskiyou County to the east. Del Norte County is located approximately 329 miles south of Portland, Oregon and 355 miles north of San Francisco, California, as measured from Crescent City, which is the county seat and only incorporated city (Figure 2). Other major communities within the county include Smith River, Gasquet, Klamath, Fort Dick and Hiouchi.

Del Norte County comprises 1,230 square miles of land and water. The area is truly a recreation paradise, with rugged sand beach and varying mountain ranges. The study area includes Redwood National and State Parks, portions of the Siskiyou and Six Rivers National Forest, the Smith River National Recreation Area, Castle Rock National Wildlife Refuge, and Tolowa Dunes State Park. Del Norte County boasts some of the tallest trees in the world, the giant Coast Redwoods, as well as one of the longest rivers in California, the Klamath River.

Average temperatures in Del Norte County range from 45 to 55 degrees in winter and 55 to 65 degrees through summer and early fall. The coastal areas can see higher temperatures after fog has dissipated, while inland temperatures tend to see greater fluctuations. Annual average precipitation totals approximately 75 inches per year.

Population

Del Norte County's population in 2009 was estimated to total 29,114 people, according to the US Census Bureau, while the California Department of Finance has estimated 2010 population to total 30,983 people. Table 3 shows historical populations for Del Norte. As shown, the County's population has grown roughly 12.6 percent since the 2000 Census, with an average annual growth rate of 1.2 percent over the past ten years. This represents a decline in population growth, as historically population has increased at a higher rate – between 1980 and 1990 there was an average annual growth rate of 2.6 percent, and between 1990 and 2000 the population grew annually at a rate of 1.6 percent. The greater Crescent City area as far north as Lake Earl and a narrow corridor north of the City in US 101 is considered an “urban cluster,” defined by the US Census as a “*densely settled territory that has at least 2,500 people but fewer than 50,000.*”

Del Norte County contains the Pelican Bay State Prison, which opened in 1989. In 2009, there was an estimated 3,429 incarcerated people in the county, roughly 11.6 percent of the total population. Since 2001, this proportion has remained relatively unchanged, ranging from 11.6 percent in 2009 to 12.2 percent in 2001 and 2007. According to the Center for Economic Development at California State University, Chico, roughly 35 percent of the population growth between 1990 and 2000 was attributed to the prison, both the incarceration of inmates and growth in prison-related employment.

**FIGURE 1
Del Norte County Vicinity Map**

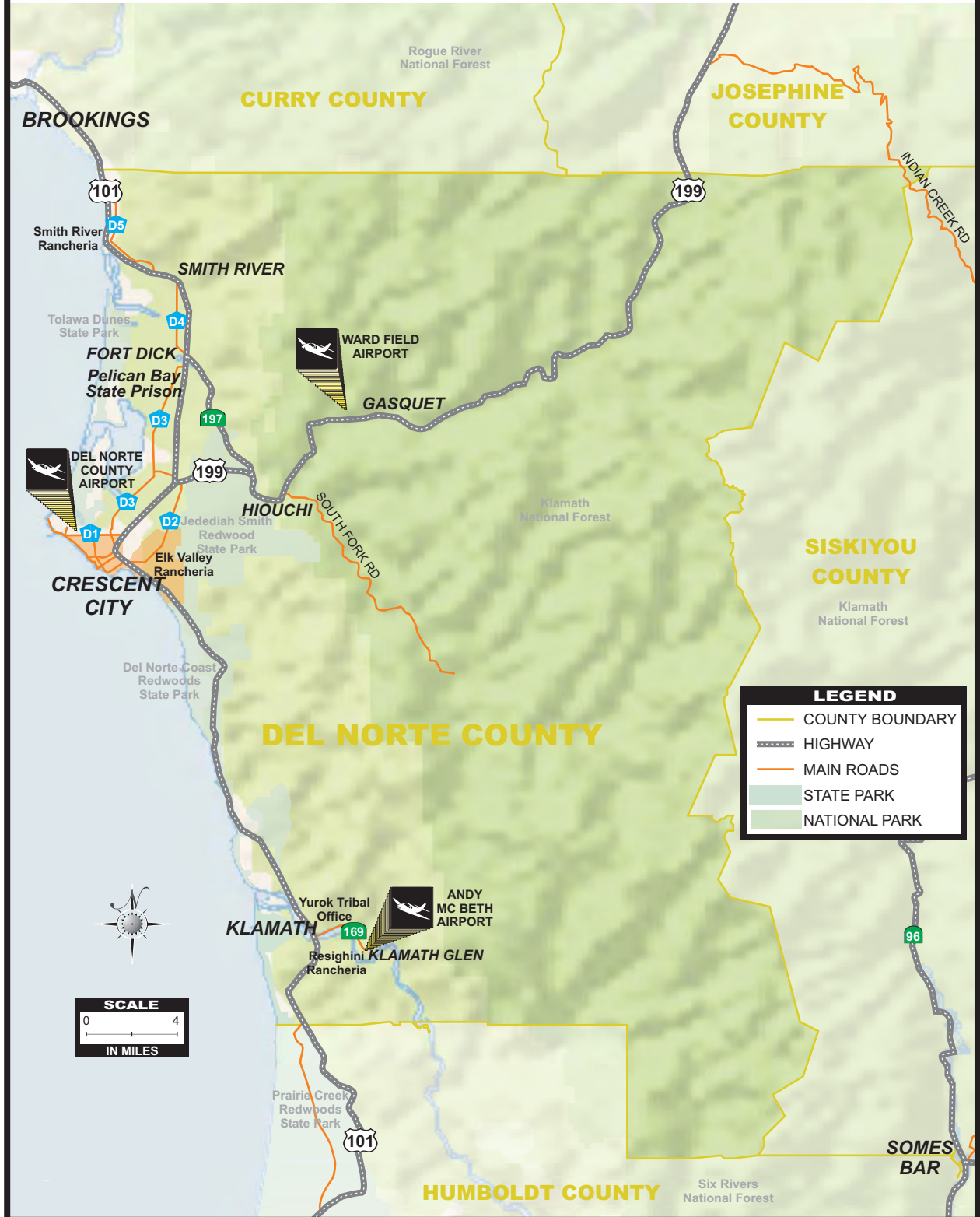


FIGURE 2
Crescent City Vicinity Map

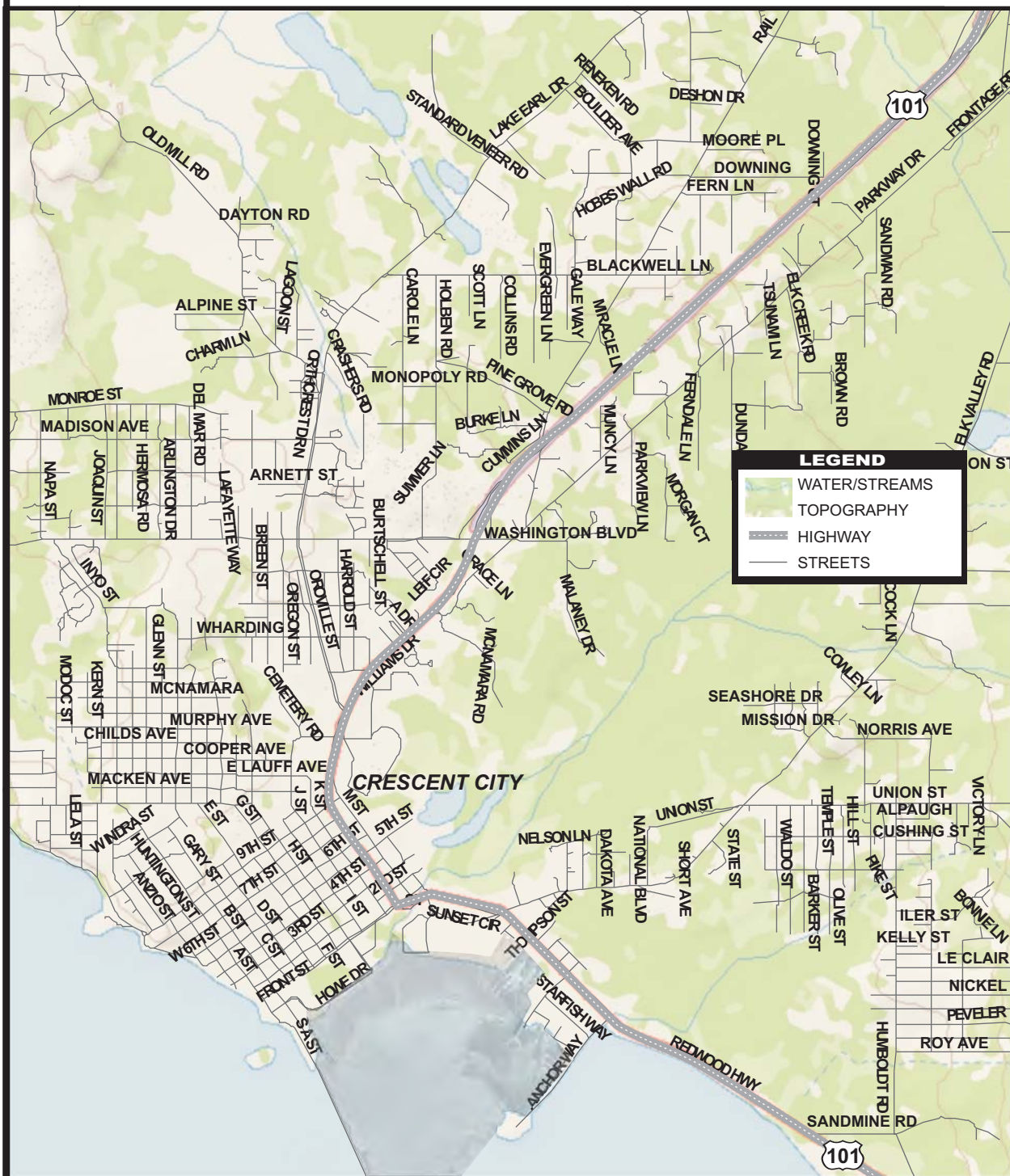


TABLE 3: Population of Del Norte County

Year	Population	10 Year Change		Avg. Annual Change
		# Persons	%	
1970	14,580	--	--	--
1980	18,217	3,637	20.0%	2.3%
1990	23,460	5,243	22.3%	2.6%
2000	27,507	4,047	14.7%	1.6%
2009	29,114	--	--	--
2010	30,983	3,476	12.6%	1.2%

Source: California Department of Finance, Demographic Research Unit; U.S. Census Bureau, US Census.

Table 4 presents an overview of age and race estimates for Del Norte County, using the Department of Finance 2010 projections. According to this data, predominate ethnicities are White (67.16 percent), Hispanic (16.46 percent) and American Indian (6.59 percent). Approximately 19 percent of the population in Del Norte County was aged 60 and older in 2010 (California Department of Finance). This represents an increase in the proportion of elderly people over 2000 levels (when it was 12.5 percent).

TABLE 4: Del Norte 2010 Demographic Estimates

	Total	Race							Age 65 and up
		White	Hispanic	Asian	Pacific Islander	Black	American Indian	Multirace	
No. of People	30,983	20,809	5,099	751	18	1,249	2,043	1,014	4,088
Percent of Population	--	67.16%	16.46%	2.42%	0.06%	4.03%	6.59%	3.27%	13.19%

Source: California Department of Finance Race and Ethnic Population Totals, Table P-3.

Table 5 reflects population change between 2000 and 2010 for counties adjacent to Del Norte. As shown, the populations of Humboldt and Siskiyou Counties have increased at an average annual rate of just over 0.6 percent, while the population change in Curry County, Oregon has been relatively flat (0.1 percent). All of these surrounding counties have had lower annual population growth rates than Del Norte over the past ten years.

TABLE 5: Population of Adjacent Counties

	Total Population		Total Change	Average Annual Change
	2000	2010	2000 - 2010	2000 - 2010
Del Norte County	27,507	30,983	12.6%	1.20%
Siskiyou County	44,301	47,109	6.3%	0.62%
Humboldt County	126,518	134,785	6.5%	0.63%
Curry County, OR	21,137	21,160	0.1%	0.01%
Josephine County, OR	75,726	83,600	10.4%	0.99%

Source: US Census, California Department of Finance, Portland State University - Population Research Center.

Population Projections

Despite historical trends, the California Department of Finance projects that Del Norte County’s population will increase at an average annual rate of 1.5 percent per year from 2010 to 2020, then slow to 0.1 percent from 2020 to 2030 to reach a total population of approximately 42,440 at the end of the planning period (as shown in Table 6).

County	Current Population	Forecast Population		Annual Percent Change		Total Change 2010-2030	
	2010	2020	2030	2010-2020	2020-2030	#	%
Del Norte	30,983	36,077	42,420	1.5%	1.6%	11,437	36.9%
<i>0-19 Years</i>	7,352	9,201	11,082	2.3%	1.9%	3,730	50.7%
<i>20 - 39 Years</i>	9,631	11,749	12,411	2.0%	0.5%	2,780	28.9%
<i>40 - 59 Years</i>	8,224	7,020	9,368	-1.6%	2.9%	1,144	13.9%
<i>60 + Years</i>	5,776	8,107	9,559	3.4%	1.7%	3,783	65.5%

Source: Data from State of California, Department of Finance, Population Projections for California and Its Counties 2010-2050, Sacramento, California, July 2010.

A closer look at population forecasts by age group reveals that over the next ten years, the population between 40 and 59 years of age is expected to decrease by 1.6 percent annually, but will rise again quite substantially between 2020 and 2030, at a rate of 2.9 percent per year. The result is a net increase over the next 20 years of nearly 14 percent. The largest increase in population between 2010 and 2030 will occur in those 60 years of age and over, with a net increase of 65.6 percent and the largest gains occurring between 2010 and 2020. The population between the ages of 0 and 19 years of age is expected to increase by nearly 51 percent by 2030, and the population between 20 and 39 years of age will increase roughly 29 percent during the same period.

Housing

According to the California Department of Finance, Del Norte County had approximately 11,098 housing units in 2008. Of these, 61 percent were single-family homes, 27 percent were mobile homes, and 12 percent were multi-family units. In 2000, there were approximately 10,434 total units in the County, which represents a 6 percent increase in 8 years. The American Community Survey conducted in 2008 showed that 9,693 (87.3 percent) of the housing units in the County were occupied, of which 63 percent were owner occupied and 37 percent were renter occupied.

Crescent City, the only incorporated community in Del Norte, contained roughly 1,843 (16.6 percent) of the County’s housing units in 2008. California Department of Finance data for 2008 indicates that 85 percent of single family residences, 99 percent of mobile homes and 75 percent of multi-family units are located outside Crescent City. This suggests that the unincorporated areas in the County are experiencing a faster rate of growth.

Economic Base

The Bureau of Economic Analysis, through the US Department of Commerce, calculates “Total Personal Income,” which is the total income collected by individuals. This includes earned income, government

payments, and investments, among other sources. Major categories within this indicator include earnings by place of work; dividends, interest and rent; personal contributions for social insurance; transfer payments; and adjustment for residence. Table 7 provides data for 2000 and 2008 in Del Norte County summarized by category below:

- ◆ *Earnings by place of work* – This includes the total income that is earned from jobs within Del Norte. Wages and salary disbursements are major components of this category. In 2008, this totaled \$456 million, a 42 percent increase from 2000.
- ◆ *Dividends, interest and rent* – A variety of returns on investments is the basis for this category, and includes payments by corporations, stockholders, miscellaneous interest that is received by individuals, trusts and estates, and income from rentals and royalties. This totaled \$123 million in 2008, roughly 34 percent higher than those in 2000.
- ◆ *Transfer payments* – This category is defined by compensation that is received for work that is not immediately performed. Typically, this can include payments made to individuals and non-profits by the government and businesses. Transfer payments in 2008 increased by 76 percent over 2000.
- ◆ *Personal contributions for social insurance* – Contributions made by individuals out of their paychecks for items such as Social Security payments, Medicare and FDIC are considered personal contributions. Because these are deductions, the number is a negative value. Social insurance contributions were 61 percent higher in 2008 compared to those made in 2000.
- ◆ *Adjustment for place of residence* – This indicator allows income to be reflected by place of residence rather than place of work, with the intent of evaluating the economic values of people that reside and work within a county and not the workers that live elsewhere. This indicator more than doubled between 2000 and 2008, suggesting that more workers commute into the area than those that live within the County.

As shown in Table 7, total personal income was \$750 million in 2008, roughly a 47 percent increase from 2000. On an annual basis, income grew 5 percent per year, representing a growing economy in Del Norte over the past 8 years.

Year	In 1,000s					Total Personal Income
	Earnings by Place of Work	Dividends, Interest and Rent	Transfer Payments	Contributions for Social Insurance	Adjustment for Residence	
2000	\$322,393	\$92,062	\$131,466	-\$29,254	-\$7,312	\$509,355
2008	\$456,859	\$123,373	\$231,738	-\$47,007	-\$14,835	\$750,128
<i>Total Change 2000 - 2008</i>						\$240,773
<i>Percent Change 2000 - 2008</i>						47.3%
<i>Annual Percent Change 2000 - 2008</i>						5.0%

Source: US Department of Commerce, Bureau of Economic Analysis.

Per capita personal income in Del Norte County was \$25,980 in 2008 as opposed to \$18,542 in 2000. As a comparison, statewide per capita personal income totaled \$43,852 in 2008. According to the 2005 – 2009 American Community Survey, approximately 19.4 percent of the total population of Del Norte County was living below the poverty level; this statistic has remained steady throughout the last 8 years,

as 20.2 percent of population was considered low income in 2000. The 2000 US Census also revealed that Crescent City had a higher poverty rate of 31.1 percent.

The Caltrans *Long-Term Socio-Economic Forecast* report from 2010 forecasts per capita income to rise by 1.8 percent annually between 2010 and 2015. This upward trend is expected to continue through 2035 (the end of the forecast period). The report estimates that per capita income will total \$26,046 in 2010; \$28,544 in 2015, \$31,044 in 2020 and \$35,218 in 2035.

Employment

According to the *Del Norte Economic and Demographic Profile 2009-2010*, the majority of countywide employment is in the services sector (47 percent of businesses in 2008), many of which are focused on the travel/tourism and hospitality services. Data for 2008 also suggests that small businesses with one to four employees make up 69 percent of all businesses in the county, and another 13 percent is made up of businesses with five to nine employees.

The Bureau of Economic Analysis data for 2008 shows that the large majority of employment in Del Norte can be classified under the *Nonfarm* employment industries, under which 65.6 percent (7,470 jobs) is in private employment and 34.3 percent (3,912 jobs) is in government employment. Within the private industry, health care and social assistance industries had the most jobs, (1,547 or 21 percent). This was followed by the retail trade with 1,353 jobs (18 percent) and accommodation and food services with 1,028 jobs (14 percent). Within the government industry, the large majority of jobs (3,692 jobs, or 94 percent) are under the state and local category, with 49 percent of jobs (1,803) in state government and 51 percent of jobs (1,889) in the local government.

The California Employment Development Department estimates that in 2010 the unemployment rate in Del Norte was 12.6 percent (this figure is not adjusted seasonally). This represents a significant jump in unemployment compared to 2000 levels (7.4 percent). The county's rate is not far from the California statewide average, which was 12 percent for the same period in 2010.

The Caltrans Long-Term Socio-Economic Forecast for Del Norte County indicates that between 2010 and 2015, employment growth will average 1.0 percent annually, with most increases occurring in the government, healthcare and education, retail trade, construction and manufacturing sectors. This increase in employment will result in reduced unemployment rates, to roughly 8.2 percent in 2015 and 7.0 percent in 2020. Additionally, the report forecasts that salaries (adjusted to inflation) will increase at a rate of 0.7 percent annually over the same period.

Commute Patterns

The US Census Bureau, Center for Economic Studies, Longitudinal Employer-Household Dynamics (LEHD) offers the most recent commute pattern data statistics (2008), as shown in Table 8. As shown, 64.7 percent of employed people who live in Del Norte County also work in the county. Of these, 26.4 percent of jobs are located in Crescent City, 6.2 percent in the Crescent City North CDP (Census Data Place) and 6.1 percent in the Bertsch-Oceanview CDP. Ten percent of employed Del Norte residents work in neighboring Humboldt County and 5.9 percent are employed in Curry County Oregon. Only 1.6 percent of the residents commute to neighboring Siskiyou County.

Table 8 also shows that approximately 77 percent of people working in Del Norte County also live within the county. Of the workers that commute from outside Del Norte, 6.7 percent commute from Humboldt County, 3.4 percent from Curry County, Oregon, 1.8 percent from Siskiyou County, 1.7 percent from Shasta County, and 1.5 percent from Josephine County, Oregon, to name a few.

TABLE 8: Del Norte County Commute Pattern Data

Location of Employment for Del Norte County Residents					
	<u># Jobs</u>	<u>% of Total</u>		<u># Jobs</u>	<u>% of Total</u>
<u>Job Counts in Cities/Towns</u>			<u>Job Counts in Counties</u>		
Crescent City, CA	1,977	26.4%	Del Norte County, CA	4,841	64.7%
Crescent City North, CA (CDP)	461	6.2%	Humboldt County, CA	795	10.6%
Bertsch-Oceanview, CA (CDP)	453	6.1%	Curry County, OR	442	5.9%
Eureka, CA	304	4.1%	Shasta County, CA	219	2.9%
Brookings, OR	210	2.8%	Sacramento County, CA	174	2.3%
Arcata, CA	138	1.8%	Siskiyou County, CA	118	1.6%
Redding, CA	127	1.1%	Butte County, CA	70	0.9%
Harbor, OR (CDP)	81	1.7%	Sonoma County, CA	57	0.8%
Sacramento, CA	75	1.1%	Tehama County, CA	56	0.7%
Chico, CA	54	0.7%	Alameda County, CA	48	0.6%
All Other Locations	3,599	48.1%	All Other Locations	659	8.8%
<i>Total Number of Jobs</i>	7,479	100.0%	<i>Total Number of Jobs</i>	7,479	100.0%
Location of Residence for Del Norte County Workers					
	<u># Workers</u>	<u>% of Total</u>		<u># Workers</u>	<u>% of Total</u>
<u>City/Town of Residence for Workers</u>			<u>County of Residence for Workers</u>		
Crescent City, CA	964	15.4%	Del Norte County, CA	4,841	77.2%
Crescent City North, CA (CDP)	896	14.3%	Humboldt County, CA	420	6.7%
Bertsch-Oceanview, CA (CDP)	517	8.2%	Curry County, OR	215	3.4%
Eureka, CA	88	1.4%	Siskiyou County, CA	110	1.8%
Brookings, OR	75	1.2%	Shasta County, CA	107	1.7%
Redding, CA	59	0.9%	Josephine County, OR	93	1.5%
Arcata, CA	56	0.9%	Butte County, CA	60	1.0%
McKinleyville, CA (CDP)	55	0.9%	Jackson County, OR	44	0.7%
Klamath, CA (CDP)	45	0.7%	Los Angeles County, CA	30	0.5%
Harbor, OR (CDP)	45	0.7%	Mendocino County, CA	28	0.4%
All Other Locations	3,474	55.4%	All Other Locations	326	5.2%
<i>Total Number of Workers</i>	6,274	100.0%	<i>Total Number of Workers</i>	6,274	100.0%
<i>Source: US Census Bureau, Longitudinal Employer-Household Dynamics Data Base 2008.</i>					

The 2005-2009 American Community Survey conducted by the US Census Bureau provides additional commute data for Del Norte County, including means of transportation to work and travel times. According to the survey, 72.1 percent of workers drove alone, 13.8 percent carpooled, 4.9 percent walked, 2.9 percent used other means. Further, 0.0 percent of employed residents used public transportation to commute and 5.6 percent worked at home. At the state level, 73.0 percent of workers drove alone, 12.0 percent carpooled, 2.7 percent walked, 5.1 percent rode public transit, 2.3 percent used other means and 4.8 percent worked from home.

Another important characteristic of commuting patterns is the travel time to work. Over one-half of the employed residents (56.2 percent) traveled under 15 minutes to work, of which 34.8 percent had a commute of less than 10 minutes. Another 15.6 percent of residents traveled 15 to 19 minutes to work, 9.2 percent traveled 20 to 24 minutes, and 6 percent commuted between 25 and 29 minutes. The US Census American Community Survey 2005 – 2009 estimates that 8.3 percent of households in Del Norte County do not have a vehicle available. This is slightly higher than the statewide estimate of 7.5 percent. The higher proportion of Del Norte residents walking to work, short commute times for Del Norte

residents and larger proportion of Del Norte households with no vehicle available to them indicates a need for pedestrian facilities in the region.

Tourism

Del Norte is looking forward to taking financial advantage of its natural assets through tourism as a way to boost its economy, and in particular, the giant redwoods are unique to the North Coast and are a popular attraction for tourists. Del Norte County hosts the Redwood State and National Parks, Wild and Scenic designated rivers, and self-labels as the Nature Park for the State of California because nearly 80% of the land is publicly owned. Tourists visit the many national, state and county parks and also some long-standing private businesses. Del Norte attracts both outdoor enthusiasts and travelling motorists who prefer to sightsee in close proximity to the highway. The remote location of Del Norte County is a challenge to increasing tourism in the region. Del Norte is more convenient to travelers coming from southern Oregon than from other parts of California. According to the *Del Norte Comprehensive Economic Development Strategy 2006-2008* and Redwood National Park long distance travelers account for the majority of park visitors. Only 34 percent of park visitors live in California, 59 percent of visitors to the Park spend less than one day and then leave to go somewhere else, while only 41 percent stay overnight.

Travel expenditure data is collected by the California Travel and Tourism Commission and Dean Runyan Associates. This data reflects all purchases made by a traveler at a point of sale while visiting a county. Travel expenditures include the following categories: accommodations, eating/drinking, retail sales, transportation and recreation. In 2007, approximately \$101.9 million in travel expenditures was spent in Del Norte County. This represents a 3.7 percent increase from the prior year. Jobs generated in Del Norte from travel expenditures accounted for 15 percent of total employment in 2007 or 1,760 jobs. Travel generated employment in Del Norte saw a decline from 2001 – 2004 but has been steadily increasing since.

Land Use Changes and Growth

There are no major new developments currently proposed for the short-term in the Del Norte region which would have a significant impact on the regional transportation system and require major capacity increasing improvements. There are long-term plans to expand Jack McNamara Airport in Crescent City and develop the Harbor area. The Elk Valley Rancheria, Smith River Rancheria and Yurok Tribe also have plans for future developments but all of these projects will not likely be completed over the next five years. A description of each of these proposed developments is outlined in the existing conditions section of this document.

The *Crescent City General Plan* recognizes that the city has a limited land supply and therefore must focus efforts on promoting infill development and reuses or intensification of existing uses. The 2001 General Plan set forth two new land use designations: “Visitor and Local Commercial” along US 101 and Front Street and “Business Professional” along the northwest side of town and commercial areas along US 101. The new designations are a result of the city’s new focus to encourage tourism and recreational opportunities along Front Street and US 101 and attract new business investments.

The *Del Norte County General Plan* was most recently updated in 2003. The primary objectives of the 2003 update were to consolidate the planning process with respect to the coastal element, provide for a balance of lifestyles between resource conservation and community development, continue the transition from a timber based economy to service sector economy through development of old mill sites and moderate growth in housing units. The plan allows for a potential increase of 7,000 – 8,000 dwelling units in Del Norte County.

Over the last 40 years, the Del Norte region has suffered economically as a result of limits on the timber industry, restrictions on commercial fishing and the tsunami of 1964. Revitalization is a goal for the region. The Tri-Agency Economic Development Authority was developed to promote economic development in Crescent City, the Harbor District and Del Norte through low interest loan programs to new small businesses. The County of Del Norte developed a *Comprehensive Economic Development Strategy* (CEDS) to guide the agency in economic development planning. The five key goals of the 2006-2008 CEDS are:

- ◆ Make critical improvements to local infrastructure (wastewater treatment, airport, US 199 corridor, telecommunications).
- ◆ Promote the successful expansion of the tourism industry.
- ◆ Provide direct support for business retention and expansion.
- ◆ Enhance interagency and intergovernmental communication.
- ◆ Participate in the development of a comprehensive employee support system as a way of ensuring that employees thrive and businesses flourish.

Wild Rivers Regional Blueprint Plan

Blueprint planning is a collaborative planning process which will ultimately provide a region with a long-term vision and preferred growth scenario. Advanced Geographic Information Systems (GIS) are employed to provide a picture of future land use conditions based on existing conditions and development policies. The process includes extensive public outreach in order to determine preferred growth principles which reflect residents' values and priorities. The process leads to the development of a preferred growth scenario which will guide regional and local land use and transportation decisions for a future that is sustainable and consistent with the needs and values of local residents. A region's blueprint plan is an important reference for the development of RTPs and general plans.

The *Wild Rivers Regional Blueprint Plan* is the result of a multiyear endeavor by the DNLTC, all local governments, including Tribal governments, and other stakeholders to guide development and transportation improvements in the Del Norte region. An Economic Summit conducted as part of early blueprint planning efforts in 2007 demonstrated that residents place a high value on growth that will improve the economy of Del Norte, such as creating a vibrant downtown area, improving air transportation opportunities and harbor dredging. The following growth principles were identified through public meetings, technical advisory committee meetings and an Economic Summit conducted during FY 2008-09 and adopted in 2009:

- ◆ Improve mobility and reduce dependency on single-occupant vehicle trips.
- ◆ Create safe and walkable communities.
- ◆ Provide an adequate supply of housing for all income levels.
- ◆ Promote safe and vibrant neighborhoods.
- ◆ Reduce impacts on habitat and farmland.
- ◆ Promote stewardship of our lands and water as a universal ethic.
- ◆ Promote a diverse and prosperous economy, especially through small entrepreneurial businesses and through support of the travel and tourism industry.

- ◆ Encourage life-long learning activities that include diverse educational, recreational and cultural choices.

Figure 3 presents the Del Norte Blueprint Preferred Scenario for the *Wild Rivers Regional Blueprint Plan*. The growth scenario demonstrates that, with the exception of specific locations in Crescent City where high commercial development will occur, growth will be limited to low density residential development in existing communities. In terms of RTP development, the preferred growth scenario indicates that there is little need for capacity increasing projects along the major roadways. Focusing transportation improvements on alternative types of transportation such as public transit, bicycle and pedestrian facilities and transportation improvements which could improve the visual appeal of communities is a higher priority for residents.

NATIVE AMERICAN TRIBES

Tribal Entities

There are four tribal entities with native lands in the Del Norte region: Elk Valley Rancheria, Smith River Rancheria, Yurok Tribe and Resighini Rancheria. As part of the stakeholder outreach portion of this RTP update, representatives from each of the four tribal entities were contacted. An overview of the demographics and transportation conditions for the tribes is provided below.

Elk Valley Rancheria

The Elk Valley Rancheria, which is mainly composed of Tolowa people, is located approximately two miles east of Crescent City. The Rancheria holdings include the Elk Valley Casino, Tsunami Bowling Center, Hiouchi RV Park, Del Norte Golf Course, Ocean Way Motel and First Chance/Last Chance Liquors. According to the US 2000 Census, approximately 77 people or 33 households live at the Elk Valley Rancheria and approximately 10 percent of the Rancheria population is over age 65. In 2000, nearly 70 percent of the households earned less than the countywide median income. The California Department of Finance predicts that the American Indian/Alaskan Native population in Del Norte will increase by 27 percent from 2010 to 2020. According to the Elk Valley Rancheria, 49 percent of tribal members available for work are not employed.

There are 26 Indian Reservation Roads (IRR) listed in the Bureau of Indian Affairs (BIA) Elk Valley Rancheria inventory. These federal, state, county or city owned and maintained roads are considered essential to serving the tribe's cultural, social, economic, and tribal government transportation needs. As shown in Table 9 and noted in the *Elk Valley Rancheria Long Range Tribal Transportation Plan (2009)* with the exception Forest Service Road 17N49 and Pala Road, all Elk Valley Rancheria IRR roadways are in "good" condition. In addition to the IRR roads there are 1.78 miles of tribal roadways which are maintained by the Elk Valley Rancheria.

US 101 is the primary state highway access route for the Elk Valley Rancheria while SR 197 and US 199 provide access to the Rancheria's off-site businesses and properties, such as the Hiouchi RV Resort and the Del Norte Golf Course. The Elk Valley Casino and surrounding neighborhood is accessible by Redwood Coast Transit's Route 4. The County of Del Norte recently completed the overlay of Howland Hill Road from Elk Valley Road to Humboldt Road (near the tribal headquarters) and overlay of Humboldt Road from Howland Hill to Roy Road and construction of sidewalks along Howland Hill Road near the tribal headquarters.

FIGURE 3

Del Norte County - Blueprint Preferred Scenario

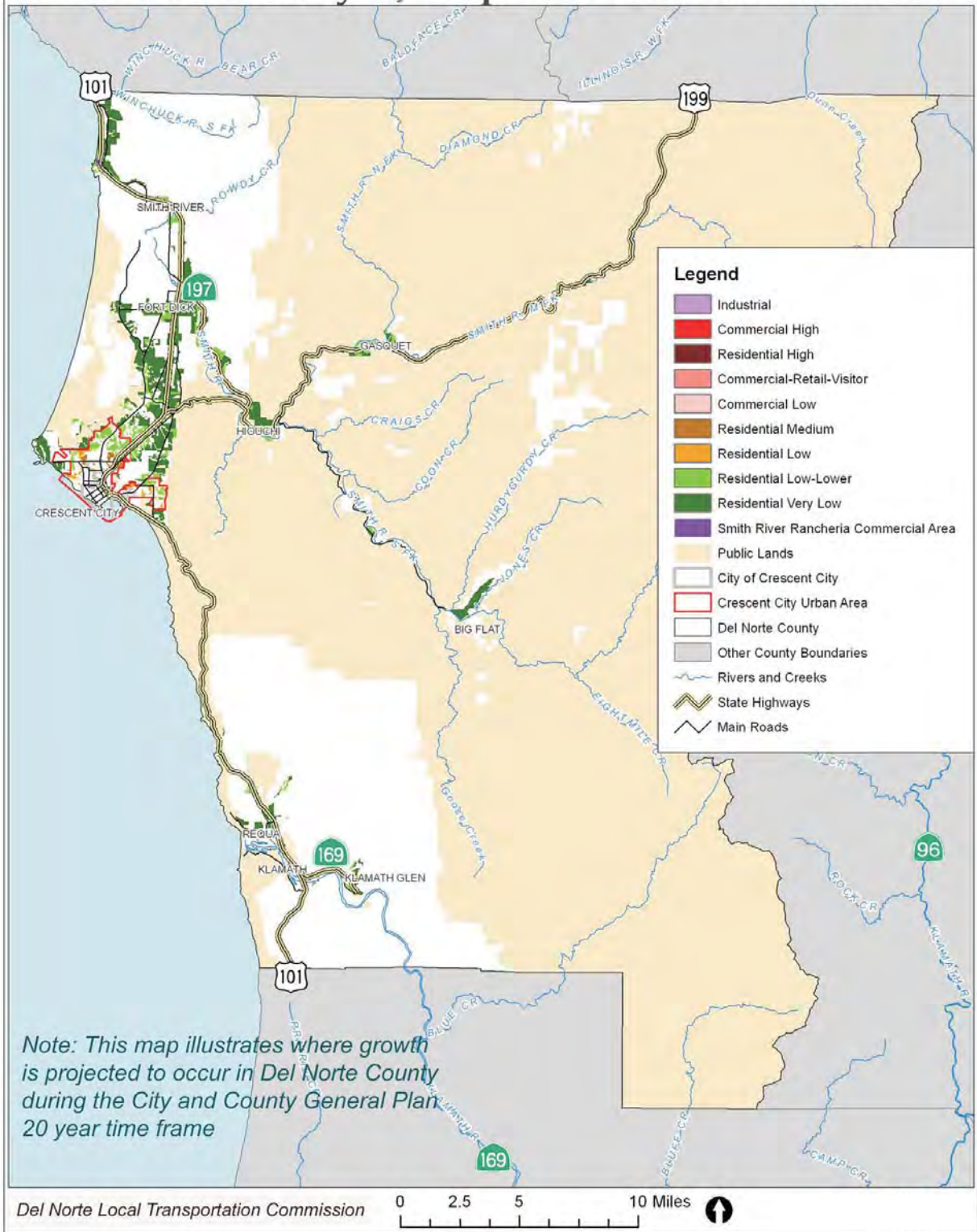


TABLE 9: Elk Valley Rancheria Indian Reservation Road Inventory

Route Name	Ownership	# of Sections	BIA Route #	Functional Class	Surface Type	Condition	Length (miles)	Width (feet)	Average Daily Traffic (ADT)	ADT Year
Club Drive	County	1	0082	Rural Local	Paved	Very Good	0.3	24	50	2007
Dale Rupert Road	County	1	0083	Rural Local	Paved	Very Good	0.4	20	438	2007
Elk Valley Cross Road	County	1	0084	Rural Local	Paved	Very Good	0.5	24	1,975	2007
Elk Valley Road	County	3	0085	Rural Major Collector	Paved	Very Good	4.5	24 to 36	5,244	2007
Enderts Beach Road	County	2	0086	Rural Local/ Rural Major Collector	Paved	Very Good	0.9	20	382	2007
Howland Hill Road	County	3	0087	Rural Major Collector	Paved	Very Good	1	20 to 24	3,828	2007
Humboldt Road	County	1	0088	Rural Major Collector	Paved	Good	1.5	24	2,303	2007
Kellogg Road	County	1	0089	Rural Local	Paved	Very Good	1.3	22	318	2007
Lake Earl Drive	County	4	0090	Rural Major Collector	Paved	Very Good	3.8	24 to 36	5,558	2007
Lower Lake Road	County	1	0091	Rural Major Collector	Paved	Very Good	5.5	22	623	2007
Matthews Street	County	1	0092	Community Streets	Paved	Good	0.2	24	608	2007
Norris Road	County	1	0093	Community Streets	Paved	Good	0.4	24	848	2007
Northcrest Drive	County & Urban	4	0094	Rural Major Collector	Paved	Very Good	1.9	36 to 48	9,202	2007
Pala Road	County	2	0095	Rural Local	Earth to Gravel	No Surface to Poor	1.2	20	108	2007
Sand Hill Road	County	1	0096	Rural Local	Gravel	Good	0.3	22	129	2007
Sandmine Road	County	1	0097	Rural Local	Paved	Very Good	0.3	22	1,887	2007
Tell Boulevard	County	1	0098	Rural Local	Paved	Very Good	1.7	20	1,887	2007
Wyentae Street	County	1	0099	Community Streets	Paved	Good	0.2	24	419	2007
17N49	Federal	2	0100	Rural Local	Earth to Paved	Fair to No Surface	0.3	12	Default	2007
HWY 101	State	33	0101	Major Arterial	Paved	Very Good	30.1	24 to 72	30,600	2005
HWY 197	State	1	0197	Minor Arterial	Paved	Very Good	6.7	24	4,200	2005
HWY 199	State	12	0199	Minor Arterial	Paved	Very Good	12	24 to 36	8,500	2005
Front Street	Urban	3	0200	City Collector	Paved	Very Good	0.4	40 to 64	1,758	2007
Old Mill Road	Urban	1	0201	Rural Major Collector	Paved	Very Good	1.6	24	1,665	2007
Parkway Drive	Urban	1	0202	City Collector	Paved	Very Good	0.4	24	3,683	2007
Washington Boulevard	Urban	6	0203	City Collector	Paved	Very Good	4.1	20 to 44	8,871	2007

Source: Elk Valley Rancheria Long Range Tribal Transportation Plan, 2009.

On a regional level, the Rancheria supports the expansion of Jack McNamara Field, Crescent City Harbor and creating improved standard truck access along the 197/199 corridor, as all these projects will promote economic growth in Del Norte and for the Elk Valley Rancheria.

In the future, the Elk Valley Rancheria is planning to relocate and expand the Elk Valley Casino. The new resort would include a 40,000 square foot casino, a 156 room hotel, restaurant, and 20,000 square feet of conference facilities just east of the intersection of Humboldt Road and Sandmine Road. Additionally, there are plans to develop the Rancheria 21.72 acre parcel on the west side of Enderts Beach Road into an RV Park. To improve the visitor's experience at the new casino, the Rancheria would like to connect the new development to South Beach on the opposite side of US 101 with a new pedestrian/bicycle path. This would require providing for a safe crossing of the state highway. A study is currently underway to review various alternatives to a South Beach Trails Crossing of US 101. The proposed crossing would not only benefit visitors of the new resort but also tribal members and non-tribal residents of the Bertsch-Oceanview neighborhood, as well as other recreational trail users in this key area.

Smith River Rancheria

The Smith River Rancheria is located off of US 101 about 16 miles north of Crescent City near the community of Smith River. As of 2010 the Smith River Rancheria had 1,408 enrolled tribal members. The aboriginal homeland of the Tolowa Tribe extended from Wilson Creek north to Sixes River and east up to the Rogue River to the Applegate River in Oregon. The existing Smith River Rancheria is comprised of about 500 acres.

The US Census 2000 counted only 62 members living on the Rancheria. Approximately five percent of the population of the tribal block group representing the Rancheria is over age 65. The overall median household income for the Smith River Rancheria tribal block group was estimated at \$45,625, much higher than the median household income for the county as a whole (\$29,624). According to BIA data, of the 1,008 tribal members available for work, 6 percent are unemployed.

A master inventory of IRR roads for the Smith River Rancheria is presented in Table 10. All of these roads are considered to be in at least fair condition. The Rancheria owns and operates the 20,000-square-foot Lucky 7 Casino, Fuel Mart and House of Howonquet restaurant. The Rancheria straddles US 101 with the casino located off of North Indian Road on the east side of the US 101 and various social services, residences and cultural places located directly across US 101 from the casino. Affordable tribal housing units are interspersed with private non-tribal lots throughout the area.

Redwood Coast Transit's Smith River to Arcata route stops at the Lucky 7 Casino and Ray's Food Place in Smith River five times a day. Passengers can also transfer to Curry County transit services and Southwest POINT, which travels between Brookings, Crescent City, Medford and Klamath Falls at Ray's Food Place.

The *Smith River Rancheria Transportation Improvement Program* indicates that there is a shortage of housing for Smith River Rancheria residents. The tribe plans to develop 20 units north of the Casino area. Five to ten elder housing units are planned southwest of the Casino and west of US 101 to address this issue. The Rancheria also intends to expand the Lucky 7 Casino to include a 100-unit hotel and conference center. Despite projected development, traffic congestion does not appear to be an issue for the Smith River Rancheria. In fact traffic volumes recorded at Fred Haight Drive in Smith River and at the Oregon State Line have decreased over the last five years. The Smith River Rancheria is more concerned with improving safety for pedestrians crossing US 101.

TABLE 10: Smith River Rancheria Indian Reservation Road Inventory

Route Name	Ownership	BIA Route #	Functional Class	Surface Type	Condition	Length (miles)	Width (feet)	Average Daily Traffic (ADT)	Future ADT (From 2007 IRR)
1st Street	County	D309	Community Streets	Paved	Excellent - Good	1	30 to 36	982	1458
2nd Street	County	D310	Community Streets	Paved	Good	0.16	24	59	88
3rd Street	County	D311	Community Streets	Paved	Good	0.2	24	216	321
Beckstead Avenue	County	D312	Community Streets	Paved	Good	0.3	24	358	532
East Denny Lane	County	D313	Community Streets	Paved	Fair	0.1	22	76	113
Lopez Street	County	D314	Community Streets	Paved	Good	0.2	25	408	606
Ocean View Drive	County	3074	Rural Major Collector	Paved	Very Good	3.5	20	222	330
Rowdy Creek Road	County	D315	Rural Local	Paved	Fair - Good	1.8	23	248	368
S Fred Haight Drive	County	D317	Rural Local	Paved	Very Good	3.3	23	1055	1567
Sarina Road	County	D316	Rural Local	Paved	Very Good	1.4	24	529	786
Wilson Lane	County	D318	Community Streets	Paved	Good	0.5	20	162	241
Mouth Smith River Road	County	306	Select Rural	Paved	Fair - Good	0.3	24	300 est	445 est
S./N. Indian Road	County	3041	Minor Rural	Paved	Fair	0.8	22	400 est	594 est
Prince Island Court	County	3031	Minor Rural	Paved	Fair	0.1	20	40 est	59 est
Prince Island Road	County	303	Minor Rural	Paved	Fair - Good	0.2	14	20 est	30 est
Lopez Court	County	3042	Minor Rural	Paved	Fair	0.2	20	30 est	45 est
US Hwy 101	State	101	Major Arterial	Paved	Excellent	7.7	42	15300	22721
Indian Court	Tribe	3333	Community Streets	Paved	Good	0.1	19	50 (default)	74 est

Source: Smith River Rancheria Transportation Improvement Program, 2010.

Yurok Tribe

The Yurok Tribe’s ancestral territory extends north from Wilson Creek to Damnation Creek and as far east as the Klamath River’s confluence with the Trinity River. The existing Yurok Reservation spans portions of both Del Norte County and Humboldt County, generally following the Klamath River. The river itself plays important roles for the Yurok Tribe. It not only serves as a source of recreation but also transportation between communities in Del Norte County and Humboldt County (“up river”). The river is an important emergency evacuation route for the communities of Weitchpec and Waupec. During low water, jet boat tours on the Klamath River are available to tourists.

In Del Norte, the reservation includes the communities of Klamath and Klamath Glen. US 101 is the primary access route for the Klamath community and SR 169 is the primary access route for Klamath Glen. The community of Klamath is served by two of Redwood Coast Transit’s Routes: Crescent City – Arcata (10) and Smith River to Arcata (20). The tribe recently developed their own transit service to Weitchpec and Orleans using Tribal Transportation Program (TTP) funds. The Yurok Tribe owns the Requa Inn (a historical bed and breakfast) and the Requa Resort (a full service RV campground), located at the mouth of the Klamath River.

The Yurok Tribe recently received funding to create a Yurok Scenic Byways Program. The goal of the program will be to educate passersby and create a reason for travelling motorists to stop in Klamath through various improvements such as interpretive signage, turnouts, and Native American architecture. The Yurok Tribe is also in the process of developing a Tribal Trails Master Plan. Over the long term, the Yurok tribe is considering the following developments and planning efforts:

- ◆ Hotel/casino, bar/restaurant, fish processing center, restaurant
- ◆ Courthouse, police station
- ◆ Cultural Center
- ◆ Tribal Park co-management with state and federal governments
- ◆ Trails Plan
- ◆ River Taxi for tourists and staff
- ◆ New fire station, fire hydrants
- ◆ Veterans Cemetery (On Bald Hills Rd in Humboldt County)

According to the 2000 Census, the Yurok Reservation tribal census tract in Del Norte had a population of 654 people. The Census also reported 267 households within the census tract. The median household income in 2000 was \$28,942, slightly lower than the countywide median income. Approximately 15 percent of the population tribal census tract was living below the poverty level in 1999. Roughly 7.5 percent of occupied housing units had no vehicle available to them.

Representatives of the Yurok Tribe attended a Transportation Vision Public Workshop and provided input on transportation needs for the community. The Yurok Tribe's transportation system inventory is presented in Appendix G.

Resighini Rancheria

The Resighini Rancheria is a small community of Yurok Indians located on the south bank of the Klamath River east of US 101. According to the US 2000 Census, the Rancheria had a total population of 36 people, and five households. The Resighini Rancheria has been included in all tribal outreach efforts.

ROADWAY TRANSPORTATION SYSTEM DESCRIPTION

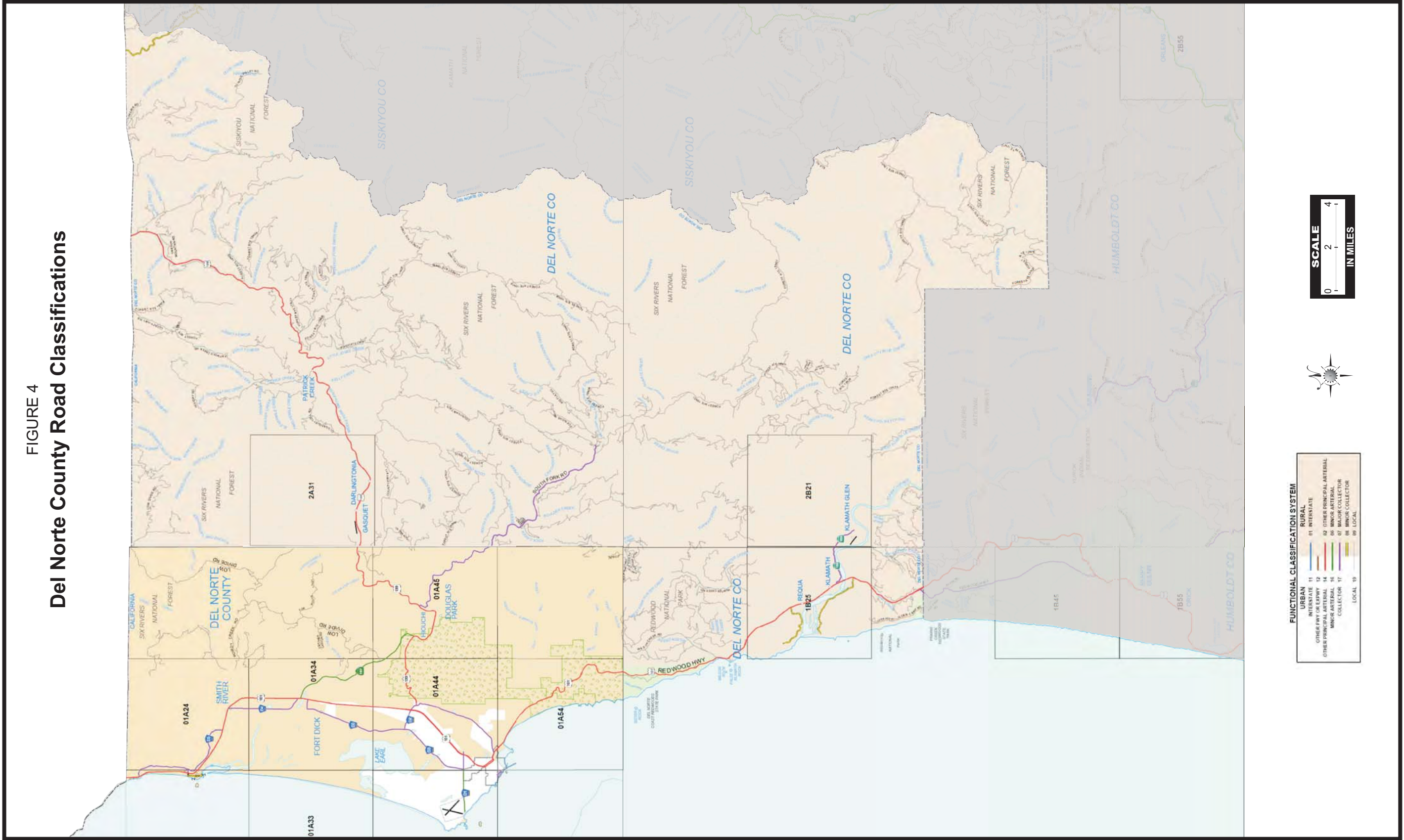
The maintained roadway system in Del Norte totals approximately 681.91 centerline miles. In addition to private roadways, the public road system consists of 92.3 miles in the state highway system, 304.14 miles in the county roadway system, 21.70 in the Crescent City roadway system, 171.66 miles in the jurisdiction of the US Forest Service, 41.02 miles in the National Park service, 47.2 miles in the State Park system and 3.8 miles in Bureau of Indian Affairs (BIA) jurisdiction (*2009 California Public Road Data, Division of Transportation System Information*).

Road Classification

Figure 4 depicts the county's main roadway system, along with each roadway's functional classification. The following provides a description of the Federal Highway Administration (FHWA)'s roadway functional classification. As Del Norte includes both rural and urban areas, roadways are further delineated as rural or urban roadways.

- ◆ **Arterials** provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. US 101 and US 199 are designated as principal arterials, while SR 197 is designated a minor arterial.

**FIGURE 4
Del Norte County Road Classifications**



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- ♦ **Collectors** provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. The Federal Highway Administration (FHWA) further delineates collectors into major and minor rural collectors. Minor collectors generally connect local roadways to major collectors and major collectors connect to arterials or regional destinations. Examples of major collectors in Del Norte include Lake Earl Drive and Washington Blvd. Examples of minor collectors include Terwer Rifle Road.
- ♦ **Local Roads** consist of all roads not defined as arterials or collectors. Their primary function is to provide direct access to individual properties, with little or no through movement. The majority of maintained miles in Del Norte are classified as local roads.

State Highways

The state highways transecting Del Norte are US 101, US 199, SR 197 and SR 169:

- ♦ **US 101** runs north to south through the County along the coast and provides important links to Humboldt County and the San Francisco Bay area to the south and Brookings, Oregon in Curry County to the north. The 45-mile-long segment in Del Norte is generally a two lane highway with a nine mile four lane segment and a one mile one-way couplet section in downtown Crescent City. US 101 is an important route for truck traffic, county residents and tourists.
- ♦ **US 199** extends northeastward from US 101 just north of Crescent City through the communities of Hiouchi and Gasquet to Grants Pass and Interstate 5 in Oregon. With the exception of some passing opportunities, the highway is a generally a two-lane facility constrained by sharp curves and limited clearances in mountainous terrain. Nevertheless, US 199 is an important highway for goods movement because it provides the most direct route to the Interstate 5 corridor. US 199 also travels through the scenic Smith River canyon and provides access to numerous recreational opportunities.
- ♦ **SR 197** is a short (7.1 mile) two-lane roadway providing a more direct connection between US 199 and US 101 for people traveling between destinations north of Crescent City to the I-5 corridor. SR 197 is the preferred truck route between US 101 and I-5.
- ♦ **SR 169** is classified as a major collector and consists of two disconnected sections in Del Norte County and Humboldt County. In Del Norte County, SR 169 consists of a 3.5-mile-long two-lane roadway linking the rural community of Klamath Glen to Klamath and US 101.

Interregional Transportation Strategic Plan

Caltrans 1998 *Interregional Transportation Strategic Plan* (ITSP) sets forth the following vision for state highways in California:

Provide a dependable and reasonable level of service for the interregional movement of people and goods, accessibility into and through “gateways” and connectivity to intermodal transfer facilities.

The plan identifies 81 state highway routes or portions of routes as the Interregional Road System and 34 High Emphasis Routes throughout California, which are key goods movement corridors serving the state. Portions of the 34 High Emphasis Routes are termed “Focus Routes” and are given the highest priority for project funding. The *Interregional Transportation Improvement Program* (ITIP), as established by SB 45,

funds projects identified in the ITSP. ITIP funding is utilized to bring Focus Routes to minimum facility standards within the next 20 years. Themes identified in the 2010 ITIP include:

- ◆ Complete the ITSP Focus Routes
- ◆ Reduce congestion and promote livable communities
- ◆ Improve Goods Movement
- ◆ Encourage rural funding partnerships

US 101 is considered a Focus Route and High Emphasis Route. SR 197 and SR 199 are considered High Emphasis Routes and a “Gateway of Major Significance,” as this corridor provides a vital connection to the I-5 corridor for both Del Norte and Curry County residents. This RTP update is consistent with the goals and objectives of the 2010 ITIP.

Scenic Highways

A 12-mile segment of US 101 beginning 5 miles north of Klamath and ending 2.5 miles south of Crescent City is officially designated as a state scenic highway. With the exception of the segment of highway between the intersection with US 199 and SR 197, the remainder of US 101 located in Del Norte is eligible for state scenic highway status. State Routes 199 and 197 are also eligible. The National Scenic Byway designation provides greater access to grants related to improving the traveler's experience on the road ranging from safety improvements to bicycle and pedestrian facilities. The entire length of US 101 within Del Norte is eligible for federal scenic byway status as part of the Pacific Coast Scenic Byway which stretches from Eureka to Olympia, Washington.

Traffic Volumes

Annual Average Daily Traffic (AADT) volume is defined as the total volume (sum of both directions) over the year divided by 365 days. The Caltrans traffic count year is from October 1 through September 30. Traffic counting is generally performed by electronic counting instruments, moved to consistent locations throughout the state in a program of continuous traffic count sampling. The resulting counts are adjusted to reflect an estimate of annual average daily traffic by compensating for seasonal fluctuation, weekly variation, and other variables that may be present. AADT is used to present a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways, and other purposes.

The highest AADT volume in Del Norte County in 2009 (the latest year for which data is available) was observed in Crescent City along US Highway 101, just south of Northcrest Drive (29,500), as shown in Table 11. Another relatively high AADT volume in Del Norte was observed south of the Washington Boulevard Interchange along US Highway 101 (15,900). The lowest traffic volumes occurred on SR 169 west of Arrow Mills and Riffle Rd (near Klamath), each with 930, followed by SR 197 at the US 101 Junction, with 1,800. Of note, the total AADT of state highways crossing the Oregon border (10,400) is more than three times that of the AADT crossing the Del Norte / Humboldt County border (3,100).

Table 11 also presents historic AADT data for roadways in the county from 1999 through 2009. In the last ten years, traffic has increased as much as 48.8 percent in Crescent City, more specifically along US 101 (L Street at Front Street). Traffic along US 101 at the Washington Boulevard Interchange also increased substantially, 44.5 percent since 1999. In contrast, a number of state highway segments experienced a decrease in traffic volumes over the last ten years, such as on US 101 in the Klamath region (the volume just north of the SR 169 Junction in Klamath decreased 19.1 percent), north of the New Hunter Creek Road intersection (17.5 percent decrease), and in the community of Smith River (volumes north of Fred Haight Drive decreased by 13.0 percent). Overall, traffic volumes on US 101 have generally

been increasing in Crescent City to as far north as the intersection with US 199 and traffic volumes have generally been decreasing south of Humboldt Road to the Humboldt County line and in the community of Smith River. Except in the community of Klamath Glen, traffic volumes increased on SR169. Traffic volumes along the SR 197/US 199 corridor generally increased over the last ten years, however, AADT is relatively low on these state highways (4,600 at most). Overall, AADT over the Oregon border grew by 900, while AADT over the Del Norte/ Humboldt County border dropped by 300.

TABLE 11: Del Norte County Daily Traffic Volumes on State Highways, 1999-2009

Highway / Counter Location	1999	2004	2009	Change: 1999-2009		
				#	%	Annual %
Average Annual Daily Traffic Volumes						
US 101 at:						
North of Humboldt County Line	3,400	3,700	3,100	-300	-8.8%	-0.9%
South of Klamath, Jct. SR 169 Southeast	4,450	3,800	3,600	-850	-19.1%	-2.1%
South of Requa Rd.	5,500	5,600	4,700	-800	-14.5%	-1.6%
South of New Hunter Creek Rd	5,700	5,800	4,700	-1,000	-17.5%	-1.9%
South of Trees of Mystery	5,200	5,400	4,600	-600	-11.5%	-1.2%
South of Humboldt Road; Bluff Road	4,300	5,200	5,000	700	16.3%	1.5%
South of Sandmine Road	4,600	5,000	4,500	-100	-2.2%	-0.2%
Crescent City, South of Elk Valley Road	10,500	11,600	11,400	900	8.6%	0.8%
Crescent City, South of M Street at Front Street	8,000	10,500	10,400	2,400	30.0%	2.7%
Crescent City, South of M Street at 4th Street	7,000	9,700	9,600	2,600	37.1%	3.2%
Crescent City, South of M Street at 9th Street	12,000	13,000	12,900	900	7.5%	0.7%
Crescent City, South of M Street North of 9th Street	10,900	14,100	14,000	3,100	28.4%	2.5%
Crescent City, South of L Street at Front Street	8,000	12,000	11,900	3,900	48.8%	4.1%
Crescent City, South of L Street at 4th Street	10,400	12,700	12,600	2,200	21.2%	1.9%
Crescent City, South of L Street North of 9th Street	10,900	14,100	13,300	2,400	22.0%	2.0%
Crescent City, South of Northcrest Drive	26,500	30,000	29,500	3,000	11.3%	1.1%
South of Washington Boulevard Interchange	11,000	16,000	15,900	4,900	44.5%	3.8%
South of Junction with Route 199 Northeast	9,600	11,000	10,900	1,300	13.5%	1.3%
South of Elk Valley Cross Road	6,400	6,600	6,300	-100	-1.6%	-0.2%
South of Fred Haight Drive	7,700	7,400	6,700	-1,000	-13.0%	-1.4%
South of Oregon State Line	6,600	8,200	7,300	700	10.6%	1.0%
SR 169 at:						
North of Klamath, Junction Route 101	1,800	1,900	1,900	100	5.6%	0.5%
South of Simpson Mill Road	1,800	1,900	1,900	100	5.6%	0.5%
South of Arrow Mills Road	820	960	930	110	13.4%	1.3%
South of Klamath Glen, Riffle Road	980	960	930	-50	-5.1%	-0.5%
SR 197 at:						
North of Junction Route 199	2,050	2,300	2,300	250	12.2%	1.2%
South of Junction Route 101	1,800	1,900	1,800	0	0.0%	0.0%
SR 199 at:						
East of Junction Route 197	3,800	3,600	4,200	400	10.5%	1.0%
West of Hiouchi Village	4,600	4,400	4,600	0	0.0%	0.0%
West of Gasquet	3,100	3,000	3,200	100	3.2%	0.3%
West of Oregon State Line	2,900	2,800	3,100	200	6.9%	0.7%

Source: Caltrans website accessed 11/23/2010.

Table 12 presents the peak month Average Daily Traffic (ADT) volumes on the state routes in the county between 1999 and 2009. This data is reflective of traffic activity in the peak month of the year (typically July), which is impacted to a relatively high degree by recreational traffic. Peak month traffic volumes follow a similar trend to ADT volumes. Peak month traffic on US 101 in Crescent City (L Street at Front Street) increased overall by 70 percent over the last 10 years. Interestingly, the increase all occurred between 1999 and 2004, and between 2004 and 2009 traffic has remained relatively constant (a very slight decrease was observed). However, peak month traffic volumes along US 101 vary significantly depending on location. In Smith River (north of Fred Haight Dr.) peak month traffic decreased by 18.1 percent over the last ten years. Overall, peak month traffic has been increasing on SR 169, SR 197 and US 199, from a low of 2 percent at the junction of SR 197 and US 101 to as high of 33 percent in Klamath Glen.

TABLE 12: Del Norte County Peak Month Traffic Volumes on State Highways, 1999-2009

Highway / Counter Location	1999	2004	2009	Change: 1999-2009		
				#	%	Annual %
US 101 at:						
North of Humboldt County Line	5,300	5,900	5,200	-100	-1.9%	-0.2%
South Bank Road Interchange	4,500	6,200	5,200	700	15.6%	1.5%
South of Klamath, Jct. SR 169 Southeast	6,500	6,000	6,000	-500	-7.7%	-0.8%
South of Requa Road	6,500	8,200	7,000	500	7.7%	0.7%
South of New Hunter Creek Road	8,300	8,500	7,000	-1,300	-15.7%	-1.7%
South of Trees of Mystery	7,600	7,900	6,800	-800	-10.5%	-1.1%
South of Humboldt Road; Bluff Road	5,600	7,800	7,600	2,000	35.7%	3.1%
South of Sandmine Road	7,700	7,600	6,900	-800	-10.4%	-1.1%
Crescent City, South of Elk Valley Road	14,200	14,800	14,600	400	2.8%	0.3%
Crescent City, South of M Street at Front Street	9,000	13,300	13,200	4,200	46.7%	3.9%
Crescent City, South of M Street at 4th Street	9,100	12,600	12,200	3,100	34.1%	3.0%
Crescent City, South of M Street at 9th Street	15,500	16,800	16,700	1,200	7.7%	0.7%
Crescent City, South of M Street North of 9th Street	--	18,300	17,200	--	--	--
Crescent City, South of L Street at Front Street	8,900	15,200	15,100	6,200	69.7%	5.4%
Crescent City, South of L Street at 4th Street	13,500	16,400	16,300	2,800	20.7%	1.9%
Crescent City, South of L Street North of 9th Street	--	18,300	17,200	--	--	--
Crescent City, South of Northcrest Drive	35,000	39,000	38,500	3,500	10.0%	1.0%
South of Washington Boulevard Interchange	15,000	20,800	20,700	5,700	38.0%	3.3%
South of Junction with Route 199 Northeast	10,800	14,100	14,000	3,200	29.6%	2.6%
South of Elk Valley Cross Road	8,700	8,400	8,000	-700	-8.0%	-0.8%
South of Fred Haight Drive	10,500	9,500	8,600	-1,900	-18.1%	-2.0%
South of Oregon State Line	7,400	10,500	8,600	1,200	16.2%	1.5%
SR 169 at:						
North of Klamath, Junction Route 101	2,150	2,300	2,650	500	23.3%	2.1%
South of Simpson Mill Road	2,150	2,300	2,650	500	23.3%	2.1%
South of Arrow Mills Road	1,200	1,400	1,300	100	8.3%	0.8%
South of Klamath Glen, Riffle Road	980	1,150	1,300	320	32.7%	2.9%
SR 197 at:						
North of Junction Route 199	2,550	2,850	2,900	350	13.7%	1.3%
South of Junction Route 101	2,300	2,400	2,350	50	2.2%	0.2%
SR 199 at:						
East of Junction Route 197	5,700	5,400	5,800	100	1.8%	0.2%
West of Hiouchi Village	6,600	6,300	6,600	0	0.0%	0.0%
West of Gasquet	4,450	4,300	4,600	150	3.4%	0.3%
West of Oregon State Line	4,150	4,050	4,450	300	7.2%	0.7%

Source: Caltrans website accessed 11/23/2010.

Truck Traffic Volumes

Table 13 presents the most recent data regarding truck activity on the state highways (*Caltrans Annual Average Daily Truck Traffic on the California State Highway System, 1998-2008*). The highest truck traffic volumes in 2008 were observed on US 101 in Crescent City at Northcrest Drive (1,475 trucks per day), followed by US 101 at the US 199 Junction (739 trucks per day) and US 199 at the SR 197 junction, north (722 trucks per day). The proportion of all traffic consisting of trucks was highest on US 199 at the SR 197 junction, with trucks comprising up to 18.5 percent of all traffic, followed by US 199 at the Oregon State line, with 17.9 percent.

Highway	Average Annual Daily Truck Traffic			Total Change:	Average Annual Change	Total Annual Avg. Daily Traffic Volume	Percent Trucks
	1998	2003	2008	1998-2008	1998-2008	2008	2008
US 101							
South of Klamath Jct 169, southeast	507	775	587	80	1.5%	3,900	15.1%
South of Sandmine Road	588	588	570	-18	-0.3%	4,600	12.4%
Crescent City, South of Northcrest Drive	1,325	1,300	1,475	150	1.1%	29,500	5.0%
South of Jct Rte 199 Northeast	651	678	739	88	1.3%	10,900	6.8%
South of Jct Rte 197 Southeast	659	605	650	-9	-0.1%	7,300	8.9%
South of Fred Haight Drive	461	425	401	-60	-1.4%	6,700	6.0%
South of Oregon State Line	650	747	708	58	0.9%	7,300	9.7%
SR 169							
North of Klamath Jct 101	153	153	162	9	0.6%	1,900	8.5%
SR 197							
North of Jct 199	105	97	119	14	1.3%	2,100	5.7%
South of Jct 101	105	87	210	105	7.2%	1,700	12.4%
US 199							
East of Jct 101	186	400	718	532	14.5%	4,600	15.6%
East of Jct 197	306	400	722	416	9.0%	3,900	18.5%
South of Oregon State Line	487	454	536	49	1.0%	3,000	17.9%

Note 1: Truck traffic includes all vehicles in the two-axle class (including 1 1/2 ton trucks with dual rear tire and excludes pickups and vans with only four tires) and above.
Source: California Department of Transportation.

A review of historical truck traffic on Del Norte state highways shows that truck traffic on US 101 and SR 169 has remained relatively consistent over the past 10 years, with no significant increases or decreases. In contrast, SR 197 and US 199 have seen large proportional increases in truck traffic over the last ten years. Truck traffic increased at an average annual rate of 14.5 percent on US 199 at the US 101 junction and increased 7.2 percent annually on SR 197 at the US 101 junction from 1998 to 2008. The relatively high proportion of truck traffic and growth of truck traffic volumes along the SR 197/US 199 corridor indicate the potential need transportation improvements related to good movement along this corridor.

Level of Service

Level of Service (LOS) is used to rate a roadway segment's traffic flow characteristics (see Appendix H for descriptions of Levels of Service). LOS serves as an indicator of roadway performance, assisting in determining when roadway capacity needs to be improved. LOS for rural highways is largely determined by roadway geometry factors, such as grades, vertical and horizontal curves, and the presence of passing opportunities. In mountainous topography and particularly through canyons, roadway LOS can be relatively low, even absent substantial traffic volumes.

The Del Norte County General Plan was most recently updated in 2003. The document includes the following policy regarding LOS:

Policy 8.B.6 The County shall endeavor to manage its roadway system so as to maintain Level of Service C operation, except for intersections with any State Highway, where Level of Service D shall be acceptable. The County may allow exceptions to these levels of service standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria.

The policy statement also includes factors that would allow the County to grant exceptions to the standards. This includes, but is not limited to, aesthetics, environment impacts, construction or right of way acquisition costs, length of time the roadway or intersection would operate at the unacceptable level, and impacts on general safety, to name a few.

Transportation Route Concept Reports (TCRs) are prepared for each state highway by Caltrans in an effort to project travel demand along the facility over a 20 year planning period. The TCRs provide the concept or preferred level of service for the roadway segment. TCR's are only updated periodically. The most recently completed update for Del Norte state highways are as follows: US 101 in 2002, SR 197 in 1999, US 199 in 1999 and SR 169 in 2010. Data updates are in progress for US 199 and SR 197 TCRs.

Table 14 presents existing LOS for various state highway segments in Del Norte. As Del Norte has little traffic congestion and therefore no developed traffic model, LOS estimates are not readily available. In order to estimate LOS for this RTP, traffic volumes from 2009 were compared to 2005 traffic volumes and the LOS calculations obtained from the 2007 RTP.

- ◆ **US Highway 101** – Caltrans has designated a concept level LOS C for four-lane segments in rural areas and LOS D for urban areas and two-lane segments in rural areas. All of the segments analyzed along US 101 meet this level, with the exception of two segments: Crescent City, M Street at Front Street, where the LOS ranges between E and F, and Crescent City, Elk Valley Road which ranges between C and E. These poor LOS ranges can be attributed to the signalized intersections (such as at Elk Valley Road and US 101) and lower speed limits which are common throughout the downtown Crescent City area.
- ◆ **State Route 169** – The Caltrans TCR report does not have a concept LOS level for SR 169. The report states that the roadway currently operates at an LOS C during peak hour periods and it is anticipated that these conditions will not change by 2020. Based on the AADT information and LOS calculations provided in the previous RTP, all observed segments along SR 169 are operating at a LOS C.
- ◆ **State Route 197** – As stated in the Caltrans TCR report for SR 197, the roadway is a 2-lane conventional highway which was assigned a concept LOS E. As Caltrans is in the process of updating the TCR for SR 197, recent (2009) LOS information is available. Table 14 shows that the segment at the US 199 junction is currently operating at an LOS E, therefore meeting the Caltrans concept LOS.
- ◆ **US 199** – US 199 is also a 2-lane conventional highway. The Caltrans concept LOS level for US 199 is “D”, for all segments. As shown in Table 14, the segment in Hiouchi Village is currently operating at an LOS D. Traffic volumes at this location have increased by only 200 AADT from 2005 to 2009. Traffic volumes near Gasquet have decreased by 200 AADT from 2005 to 2009 and therefore this roadway segment is operating at a LOS A.

TABLE 14: Roadway Segment Existing Daily Level of Service

Route and Description	AADT	TCR Concept LOS Level	Existing LOS
US 101 at:			
South Bank Road Interchange	3,100	C/D	A
Humboldt Road; Bluff Road	5,000	C/D	C
Crescent City, Elk Valley Road	11,400	C/D	C-E
Crescent City, M Street at Front Street	10,400	C/D	E-F
Crescent City, M Street at 4th Street	9,600	C/D	A-B
Crescent City, M Street at 9th Street	12,900	C/D	B
Crescent City, Northcrest Drive	29,500	C/D	B-C
Washington Boulevard Interchange	15,900	C/D	A
Junction with Route 199 Northeast	10,900	C/D	A
Elk Valley Cross Road	6,300	C/D	C
SR 169 at:			
Klamath, Junction Route 101	1,900	N/A	C
Arrow Mills Road	930	N/A	C
SR 197 at:			
Junction Route 199	2,300	E	D
SR 199 at:			
Hiouchi Village, East	4,600	D	D
Gasquet, East	3,200	D	A
<i>Source: Del Norte County 2007 RTP; Caltrans 2010.</i>			

With the exception of US 199, which saw an increase of 200-600 AADT over the last four years, traffic volumes on all roadway segments reviewed for the LOS analysis either stayed the same or decreased since of 2005. Therefore it can be assumed that LOS has not deteriorated beyond 2005 conditions, with the possible exception of US 199.

Traffic and Level of Service Forecasts

Caltrans calculates existing traffic volumes and projects traffic volumes and LOS for the end of the 20 year planning period in TCR reports. The following summarizes Caltrans' projections for the major state highways in Del Norte:

US 101

The most recent TCR report provides forecasts for US 101 to the year 2020. There are six roadway segments in Del Norte, and based on Caltrans forecasts, all but one segment will operate at lower levels in the future.

- ◆ Segment 17 (Humboldt County line to Kamp Klamath) currently (2000) operates at an LOS A and is forecast to maintain this designation in 2020.
- ◆ Segments 18 (Kamp Klamath to Wilson Creek), 19 (Wilson Creek to S. of Crescent City) and 22 (Jct US 199 to Oregon Border) had a LOS C in 2000 and are forecast to operate at LOS D in 2020.
- ◆ Segment 21 (N. of Crescent City to Jct. US 199) had an LOS A in 2000 and is forecast to operate at LOS B in 2020.
- ◆ Segment 20 (S. of Crescent City to N. of Crescent City) is considered a “SSF”, which indicates that the flow of traffic is stabilized by traffic signals. According to the 2000 data, the segment’s peak hour flow is stabilized and this condition is anticipated to remain as such in 2020.

US 199 and SR 197

Modeling and forecasting completed by Caltrans yields poor or low LOS for both US 199 and SR 197, which can be attributed to the low travel speeds along the routes and few passing opportunities and turnouts, thus resulting in higher percentage of time vehicles are following slower vehicles. Despite the low LOS on the roadways, Caltrans has determined that the vehicle to capacity ratios are also low, meaning that there is a lack of congestion and free-flow conditions. For this reason, Caltrans recommends using Volume to Capacity (V/C) ratios to characterize traffic conditions on US 199 and SR 197 instead of LOS. For roadway segments where the traffic volumes exceed the capacity of the roadway, the V/C ratio is greater than one.

SR 197

In 2009, Caltrans calculated LOS on SR 197 as LOS E with a V/C ratio of 0.13. With no roadway improvements, this is anticipated to increase to LOS F with a V/C ratio of 0.18.

US 199

- ◆ Segment 1 (US 101 to Near Gasquet) – Caltrans calculates the V/C ratio in 2009 as 0.25. This is anticipated to increase slightly to 0.29 by 2029.
- ◆ Segment 2 (Near Gasquet to West of Patrick Creek) – Both existing and projected LOS is A for this roadway segment. V/C ratio was not calculated.
- ◆ Segment 3 (West of Patrick Creek to Near Idlewild) – Existing (2009) V/C ratio is 0.17. By 2029, V/C ratio is expected to increase to 0.20.
- ◆ Segment 4 (Near Idlewild to Oregon Border) – In 2009 V/C ratio was estimated at 0.16. Projected V/C ratio is 0.20.

County Roadways

Appendix I presents a list of roads within the county maintained mileage system along with the pavement condition rating as obtained from the *Roadway Needs Study for the County of Del Norte*. County maintained roads which are classified as minor arterials or major collectors include: Washington Blvd., Lake Earl Drive, Elk Valley Road, Fred Haight Drive, Ocean View Drive, South Fork Road, Elk Valley Cross Road and Klamath Blvd.

Pavement Conditions

A *Roadway Needs Study for the County of Del Norte* was conducted in 2008. Pavement conditions data was collected using methodology developed for the MicroPaver pavement management system and input into the County’s pavement management software, CarteGraph. Approximately 192 miles of county roadways were surveyed. The study cited the following findings:

- ◆ The average Pavement Condition Index (PCI) for county roadways is 69.19 out of 100;
- ◆ 39 percent of roadways received a rating of “Excellent” and require only routine maintenance;
- ◆ 13 percent of roadways were rated “Very Good” and require routine maintenance;
- ◆ 26 percent of roadways received a rating of “Good” and require routine maintenance and minor chip seals;
- ◆ 17 percent of roadways received a “Poor” rating and require chip seals, overlays, and possibly rehabilitation or reconstruction;
- ◆ 5 percent of roadways were received a “Very Poor” rating, and require major chip seals, major overlays and possibly rehabilitation and reconstruction.

As 80 percent of county roadways are above the “Poor” rating and require only routine maintenance, it is important to develop a regular maintenance program to avoid costly future roadway rehabilitation, if maintenance is ignored. Long term recommendations cited in the study include: 1) Develop the required pavement management plan; 2) Establish system for prioritizing projects and 3) Establish policies for maintenance, reconstruction and funding.

City Roadways

Crescent City maintains approximately 22 miles of roadway. City roadways and associated pavement condition indexes are listed in Appendix J.

Pavement Conditions

In 2008, DNLTC pavement conditions in Crescent City were analyzed using Cartegraph software and reported in the *Roadway Needs Study for Crescent City*. A summary of the findings is as follows:

- ◆ Crescent City contains approximately 22 lane miles of jurisdictional roadway;
- ◆ The average Pavement Condition Index (PCI) for city roadways is 73.9 out of 100;
- ◆ 54 percent of roadways received a rating of “Excellent” and require only routine maintenance;
- ◆ 12 percent of roadways were rated “Very Good” and require routine maintenance;
- ◆ 17 percent of roadways received a rating of “Good” and require routine maintenance and minor chip seals;
- ◆ 11 percent of roadways received a “Poor” rating and require chip seals, overlays, and possibly rehabilitation or reconstruction;
- ◆ 6 percent of roadways received a “Very Poor” rating, and require major chip seals, major overlays and possibly rehabilitation and reconstruction.

The data in the *Roadway Needs Study* underscores the importance of an ongoing roadway maintenance program. The report recommends that Crescent City develop a Pavement Management Plan that includes

regular inspections, consistent data entry, and a financial constraint analysis based on available funding. The City should also establish a system for prioritizing projects and establish policies for maintenance, reconstruction and funding. This will improve overall pavement condition over time and reduce the need for future expensive roadway reconstruction projects. The study recommends setting a PCI average goal for city roadways of “75”.

Vehicle-Miles of Travel

The amount of Vehicle-Miles of Travel (VMT) throughout the county has not changed significantly in recent years. The most recent estimate prepared for 2008 indicates a total of 158.3 million vehicle-miles were traveled on state highways in Del Norte County (Caltrans). Historical data indicates that since 1998, this figure has increased only 0.2 percent over the past 10 years, when the total vehicle-miles traveled totaled 157.9 million. In general, VMT has fluctuated, showing a pattern of increases and decreases throughout the past ten years. To date, VMT has fluctuated between a high of 164.5 million miles in 2006 and a low of 131 million miles in 2003.

Traffic Collisions

According to California Highway Patrol Statewide Integrated Traffic Record System (SWITRS) accident data, 213 property damage collisions, 145 injury collisions, and 6 fatal collisions occurred within Del Norte in 2008. The majority of the accidents occurred on state highway segments in unincorporated areas of the county. Five of the fatal accidents and 21 of the injury accidents involved alcohol.

The *US Highway 101 Traffic Calming and Gateway Study* prepared in 2010 includes a thorough review of traffic safety and collision data on US 101 in the Crescent City vicinity. The document identified highway segments in the greater Crescent City area where the number of vehicle related accidents recorded is above the statewide average. Injury and fatal collisions per Million Vehicle Miles (MVM) exceeded the statewide average at: Sandmine Road (Elk Valley Rancheria access), between Sandmine and Anchor Way, and at Anchor Way (harbor access). Fatalities per MVM exceeded the statewide average between: Sandmine and Anchor Way and between Northcrest and Parkway (northern Crescent City).

Registered Vehicles

In 2007, there was a total of 27,120 vehicles registered in Del Norte according to the *Del Norte Economic and Demographic Profile, 2009-2010* report prepared by the Center for Economic Development at California State University, Chico. Based on the 2007 county population, there were 0.93 motor vehicles per capita – a slight decrease from previous years.

Bridges

The Caltrans District 1 Log of Bridges on State Highways and the Local Agency (Del Norte) Bridge Inventories are presented in Appendix K. As shown, there are a total of 42 state highway bridges, with only one located within the Crescent City limits, and 40 local bridges. Of the local bridges, 12 are located within California Department of Parks and Recreation land, while the other 28 are located on county roads.

Structural deficiency ratings for state highway bridges are no longer available to the public, however this information is provided for the local bridges. In order to qualify for federal funding assistance through the Highway Bridge Program (HBP), a bridge must have a sufficiency rating of 80 or below. Twenty-six of the local bridges have a rating of 80 or below, including all of the bridges on California Department of Parks and Recreation land. “Structural deficiencies” indicate that a bridge has a loading limit and a permit

is required prior to crossing with loads exceeding the limit, while “functionally obsolete” refers to bridges with access limits such as the presence of only one travel lane, the lack of proper bridge rails or lack of appropriate clearances. Of the local bridges, 12 bridges are considered structurally deficient, 8 of which are located on California Department of Parks and Recreation land. An additional five bridges in the County are considered functionally obsolete.

TRANSIT SERVICES

Public transportation is a vital service to many Del Norte residents and to the region as a whole, particularly as the region has a disproportionate number of poor and low-income people compared with the rest of California. Transit services provide mobility to Del Norte County residents, including access to important medical, recreational, social, educational and economic services and opportunities, many of which require travel outside of the County. However, providing effective and efficient public transit in Del Norte is a challenge due to a low population density, rugged geography and limited funding.

Redwood Coast Transit Authority (RCTA)

Transit services are provided by the Redwood Coast Transit Authority (RCTA). The RCTA became an official operating body in July of 2004. RCTA service is provided under the policy direction of a policy board, made up of five members, with two representatives each from the City of Crescent City and the County of Del Norte and one at-large member appointed by the other members. RCTA is managed by a part-time transit manager who is contracted to guide and manage the private sector service provider.

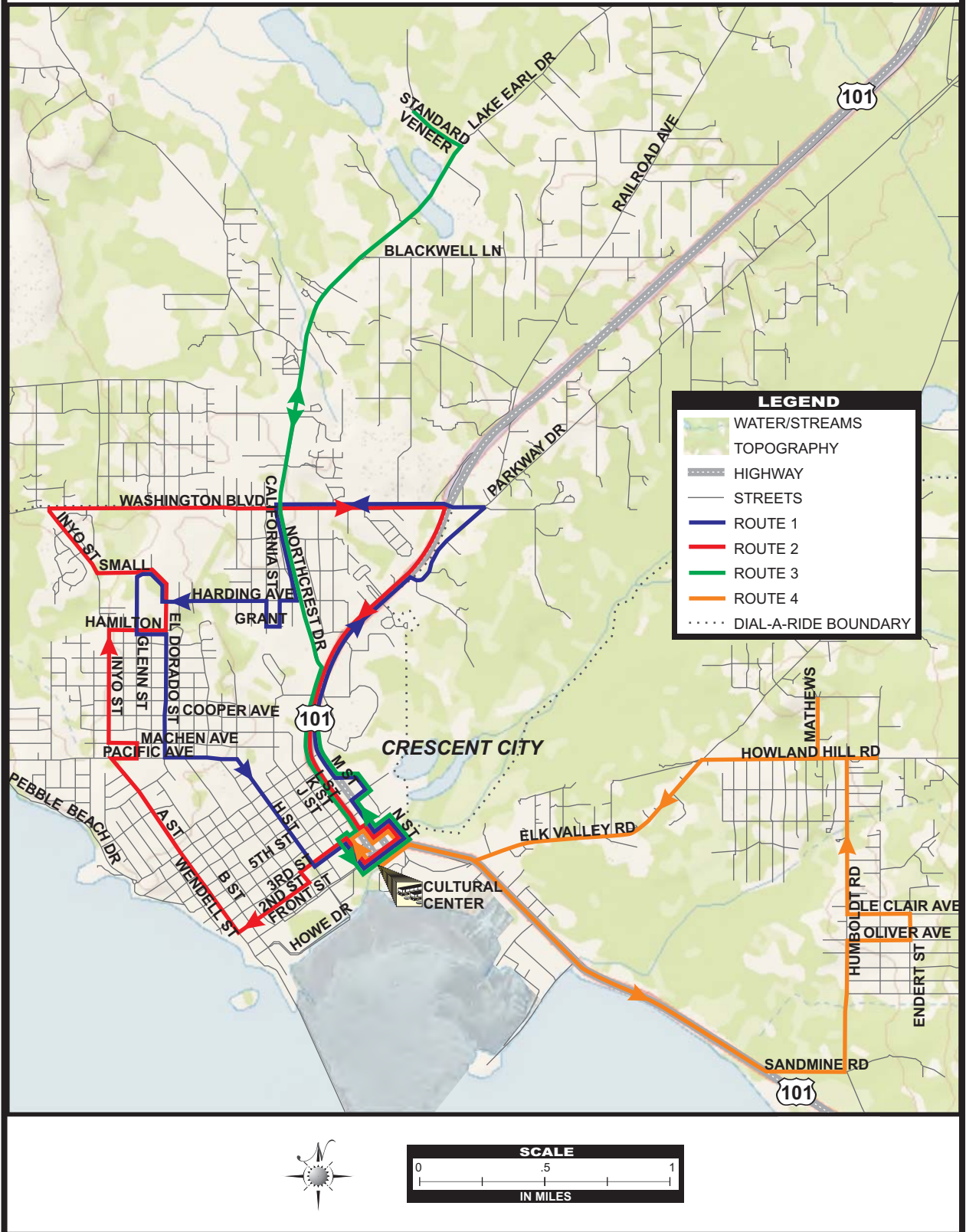
The services are marketed to the public as Redwood Coast Transit (RCT), which includes both fixed-route and Dial-A-Ride (DAR) service in Crescent City, as well as four regional routes. A description of each service is provided below.

Crescent City Fixed-Route Service

RCT operates four local fixed-routes using two buses on hourly headways in Crescent City, as shown in Figure 5. All routes meet at the Cultural Center, which is the main transfer location. The local fixed-route service was expanded from a two-route service in June of 2006, and realigned again under the 2008 Transit Development Plan (TDP) update. The Crescent City service is available from 6:30 AM to 7:30 PM Monday through Saturday. The base fare is \$0.75, with discount fares of \$0.50 for seniors and individuals with disabilities. Each route takes under one half hour to run and can be described as follows:

- ◆ Route 1 (Blue) Parkway/El Dorado operates in a counter-clockwise direction serving US 101 to Washington Boulevard, serving the commercial core, then Del Norte High School, and residential neighborhoods along El Dorado and H Streets before returning to the Cultural Center.
- ◆ Route 2 (Red) A/Inyo/Washington is paired with Route 1 (one bus alternates between Routes 1 and 2) and covers much of the same area in a clockwise direction, serving the neighborhoods around A and Inyo Streets, Del Norte High School, and the commercial core around Northcrest and Washington Boulevard.
- ◆ Route 3 (Green) Northcrest makes an out-and-back trip along Northcrest north of town to the Community Assistance Network (CAN) food bank on Standard Veneer Road.
- ◆ Route 4 (Green) Bertsch/Howland Hill serves lodging areas south of town on Highway 101, as well as suburban neighborhoods and the Elk Valley Casino.

FIGURE 5
Redwood Coast Transit Crescent City Fixed Routes



Crescent City Dial-a-Ride Service

DAR is a door-to-door demand-response service operated in Crescent City by RCT for elderly and disabled people, as well as the general public. Service is provided Monday through Saturday from 7:00 AM until 7:00 PM. Up to three 12-passenger wheelchair lift equipped vans are in service during peak hours.

Del Norte Regional Deviated Fixed-Route Service

RCT operates three regional routes as shown in Figure 6.

- ◆ Route 10 Del Norte Coast/Klamath: This route, designed for commuters, provides one morning and one afternoon round trip Monday through Saturday. In addition to scheduled stops, passengers may call ahead to arrange for a pick-up at additional locations, or ask the driver for a drop-off off of the regular route.
- ◆ Route 20 Smith River/Arcata: This intercity route was initiated July 1, 2005, to replace the loss of Greyhound Bus Lines' intercity service to Del Norte. Route 20 operates between Smith River and Arcata, which is 90 miles south of Crescent City in Humboldt County. Each Monday through Saturday, five trips are made to Smith River and two trips to Arcata. Passengers can transfer to Curry County services in Smith River, or to the Arcata Mad River Transit System (AMRTS) or Redwood Transit System (RTS) in Arcata.
- ◆ Route 21 Smith River/Klamath: Route 21 was initiated on September 16, 2010 to supplement the existing Route 10 and Route 20 schedules serving Smith River, Crescent City, Klamath, and Klamath Glen. Initially, this route was intended to operate only during the school year to meet commute needs of both students and the general public. However, expanding this route to year round operation is likely to enhance its use and allow for restructuring of the afternoon schedules between Crescent City and Klamath. Route 21 operates Monday-Friday.
- ◆ Route 199 Crescent City/Gasquet: This new route provides service between Crescent City and Gasquet and Hiouchi via Highway 199. Round-trip service is operated three times per day Tuesday through Friday.

Fiscal Year 2009-10 operating characteristics for Redwood Coast Transit are presented in Table 15. As shown, the total operating cost was \$961,599. A total of 115,186 one-way passenger trips were served, with 55 percent of those provided on the local Crescent City routes, 28 percent provided on regional routes, and 16 percent provided on the general public dial-a-ride. Figure 7 shows the annual ridership over the past seven years. As indicated, the ridership has continued to grow, with the Crescent City ridership more than doubling between 2006-07 and 2007-08 due to route improvements.

Table 16 shows Redwood Coast Transit fleet for the 2010-11 Fiscal Year. There are a total of 14 vehicles, 3 of which will be replaced with new vehicles in Fiscal Year 2010-11 using ARRA funds (shown in italics). Redwood Coast Transit Authority plans to replace more vehicles using a combination of STIP and Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) funds.

FIGURE 6
Redwood Coast Transit Regional Routes

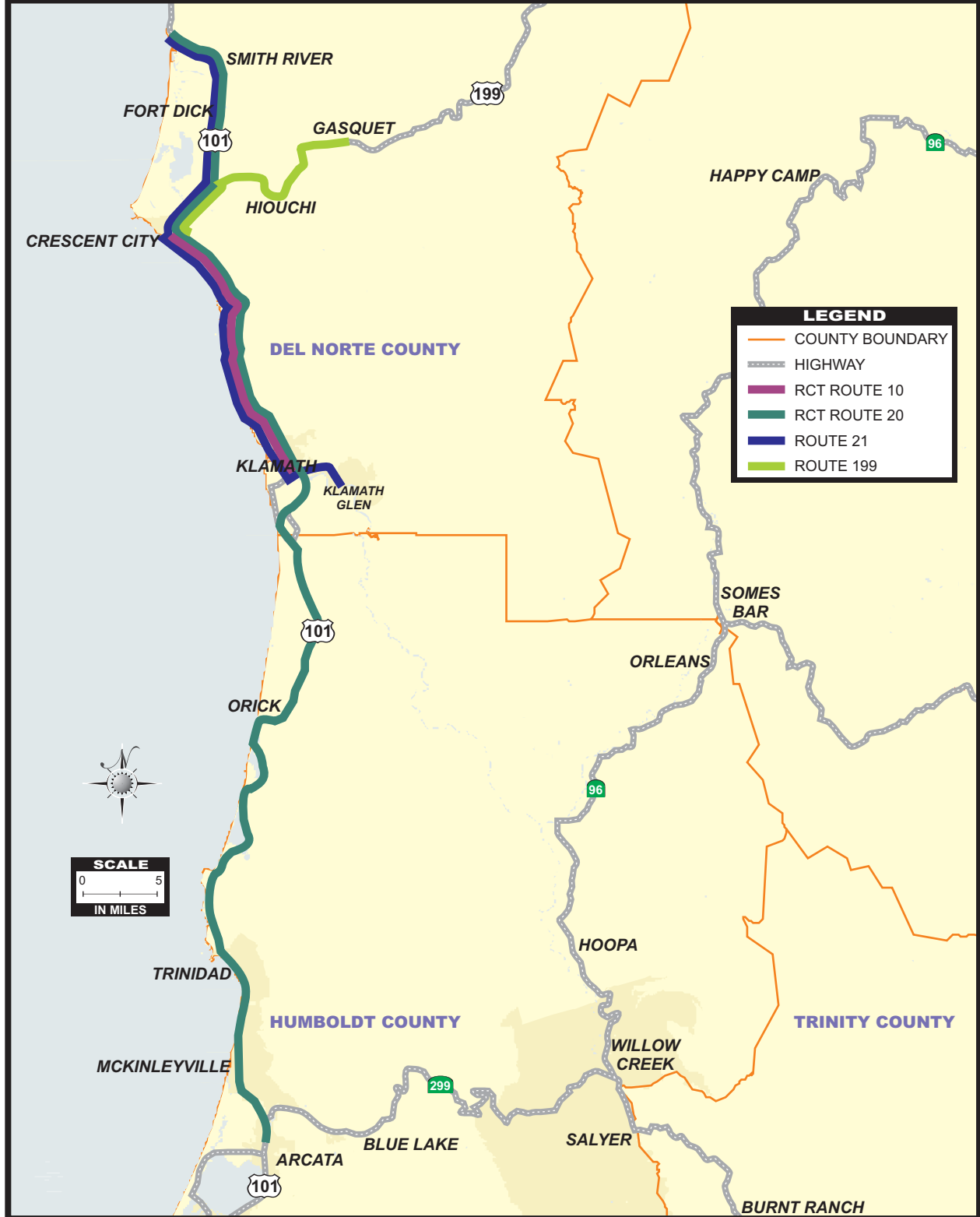


TABLE 15: Redwood Coast Transit Financial Operating and Performance Indicators, Fiscal Year 2009-10

Performance Measure	Route						Total Annual
	1, 2, 3, 4	10	20	21	199	DAR	
Operating Cost	\$382,065	\$60,130	\$235,035	\$29,141	\$24,138	\$231,090	\$961,599
Operating Cost per Passenger Trip	\$5.97	\$9.18	\$10.99	\$8.68	\$22.04	\$12.28	\$8.35
Operating Cost per Vehicle Revenue Hour	\$47.86	\$47.65	\$47.90	\$49.39	\$47.80	\$47.92	\$47.91
Total Passenger Trips	63,970	6,551	21,386	3,358	1,095	18,826	115,186
Passenger Trips per Vehicle Revenue Hour	8.0	5.2	4.4	5.7	2.2	3.9	5.7
Passenger Trips per Vehicle Service Mile	0.56	0.21	0.15	0.28	0.14	0.29	0.31
Vehicle Revenue Hours	7,983	1,262	4,907	590	505	4,822	20,069
Vehicle Service Miles	115,011	31,309	144,904	11,832	7,602	65,345	376,003
Farebox Revenue	\$59,412	\$9,431	\$67,934	\$12,172	\$1,254	\$23,413	\$173,616
Fare Ratio	15.6%	15.7%	28.9%	41.8%	5.2%	10.1%	18.1%
Subsidy Required per Passenger Trip	\$5.04	\$7.74	\$7.81	\$5.05	\$20.90	\$11.03	\$6.84

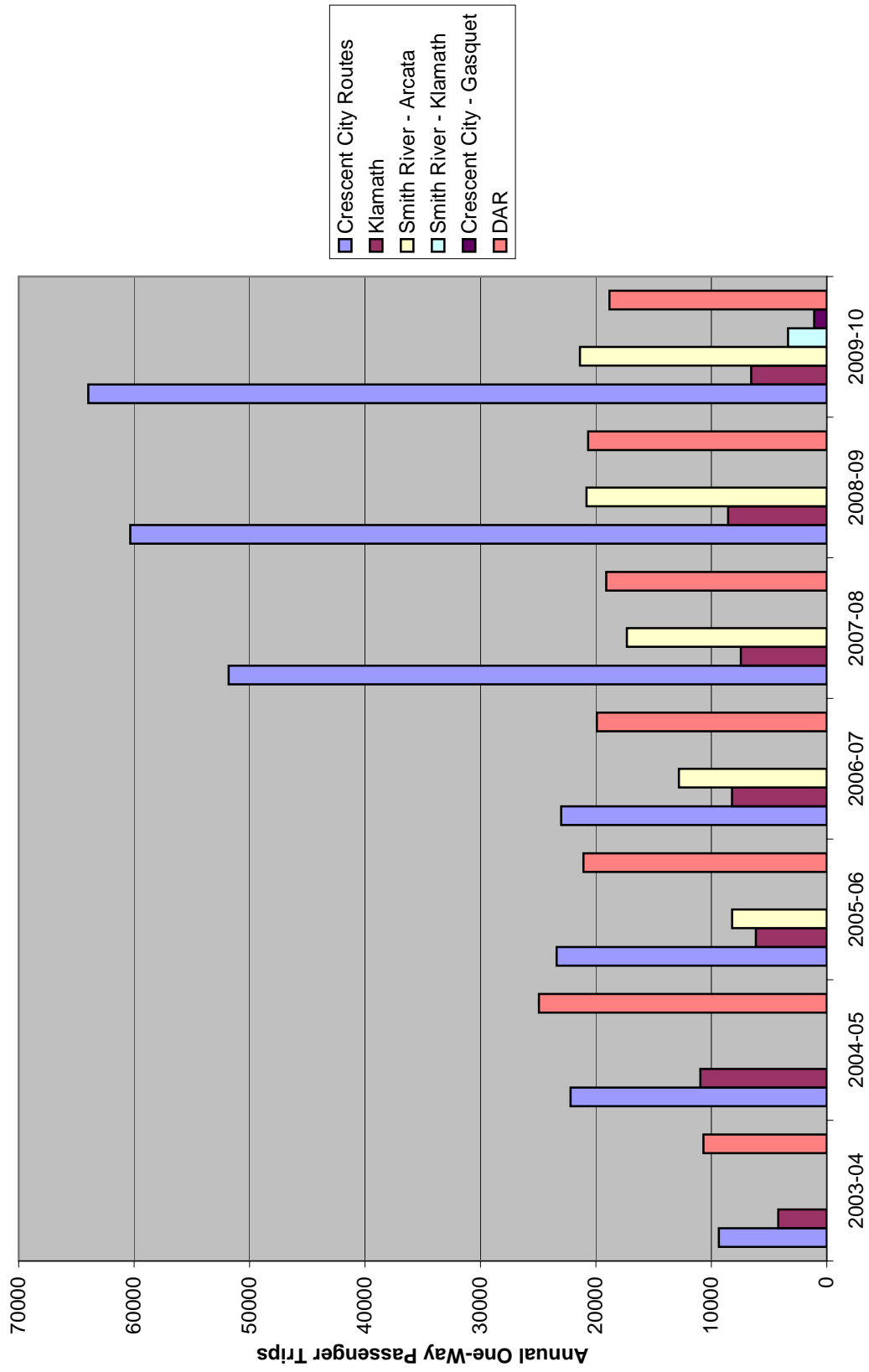
Source: Redwood Coast Transit.

TABLE 16: Redwood Coast Transit Authority Vehicle Roster

Fleet No.	Year	Chassis Make	Body Make	Fuel	Fixed Seats	Folding Seats	Wheelchair Positions	Length	10/31/10 Mileage	Replacement Schedule	Fund Source
271	2002	Ford	Eldorado	Diesel	16	4	1	23'	214,274	2010/11	STIP/PTMISEA
272	2003	Ford	Eldorado	Diesel	16	4	1	23'	230,795	2009/10	ARRA Regional Apportionment
273	2003	Ford	Eldorado	Diesel	16	4	1	23'	217,747	2009/10	ARRA STP Bus
274	2003	Ford	Eldorado	Diesel	16	4	1	23'	267,945	2009/10	ARRA STP Bus
275	2003	Ford	Eldorado	Diesel	16	4	1	23'	250,290	2010/11	STIP/PTMISEA
276	2003	Ford	Eldorado	Diesel	16	4	1	23'	214,006	2010/11	STIP/PTMISEA
277	2005	Ford	Eldorado	Gas	12	6	2	23'	130,522	2012/13	PTMISEA
278	2005	Ford	Eldorado	Gas	12	6	2	23'	118,824	2012/13	PTMISEA
280	2007	Chev	Eldorado	Diesel	18	6	2	32'	195,482	2012/13	5311-f
281	2009	Chev	Eldorado	Diesel	18	6	2	32'	94,201	2012/13	5311-f
282	2009	Ford	Glaval	Gas	14	4	2	25'	35020	2015/16	PTMISEA
283	2009	Ford	Glaval	Gas	14	4	2	25'	32,719	2015/16	PTMISEA
284	2009	Ford	Glaval	Gas	14	4	2	25'	34,643	2015/16	PTMISEA
285	2010	GMC 5500	Glaval	Diesel	19	6	2	31'	10,211	2013/14	5311-f

Source: Redwood Coast Transit.

FIGURE 7: Redwood Coast Transit Ridership by Type by Year



Other Transit Services in the County

Coastline Enterprises

Coastline Enterprises is the Consolidated Transportation Services Agency (CTSA) for Del Norte. Coastline Enterprises provides transportation to individuals with disabilities for the purpose of work, medical and dental appointments, and miscellaneous recreational activities (Special Olympics, bowling, basketball, bocce ball and swimming). Medical and dental transportation is also provided to elderly clients. Service is offered seven days a week from 7:00 AM to 5:00 PM. Dialysis transportation is also provided to Eureka on Tuesdays, Thursdays, and Saturdays. Pick-ups begin in Crescent City at 5:00 AM and the vehicle returns from Eureka at approximately 6:00 PM. Non-Emergency Medical Transportation (NEMT) service is provided on Mondays and Wednesdays. All services are by reservation.

Coastline Enterprises operates six vans. Approximately 6,000 rides are provided to disabled passengers each year and 3,400 rides to seniors, in addition to 420 out of town trips. Operating costs are just over \$100,000 annually. No fare is charged. Revenue sources include a contract with the Regional Center for individuals with disabilities, and the CTSA allocation of TDA funds.

Curry Public Transit – Coastal Express

Curry Public Transit, Inc. (CPTI), in Brookings, Oregon, provides intra- and inter-city transportation for elderly, disabled, students, and the general public. In addition to DAR services in Brookings, Gold Beach and Port Orford, Oregon, CPTI operates the Coastal Express which operates between Brookings, Oregon and Smith River in Del Norte. The Coastal Express is operated three days a week. On these days, the stop in Smith River is served four times a day. Ridership on the Coastal Express is approximately 7,000 passenger trips per year. CPTI coordinates with RCT to maximize connections between the Coastal Express and RCT's Route 20. Most Del Norte passengers transferring to CPTI are travelling to Brookings for work or shopping.

Southwest POINT

On April 20, 2009, the Oregon Department of Transportation (ODOT) began a new intercity route operating daily between Klamath Falls and Brookings. The POINT (which stands for Public Oregon INtercity Transit) makes one morning and one evening trip in each direction, with intermediate stops in Smith River, Crescent City, Gasquet and Hiouchi in California as well as in Cave Junction, Grants Pass, Gold Hill, Medford and White City in Oregon. The schedule for service is shown in Table 17. Rates range from \$13 to \$50 for a one-way ticket (adult). Service from Smith River to Grants Pass, for example is \$27 one way, and \$35 to Medford. Buses are wheelchair accessible and equipped with bicycle racks.

NON-MOTORIZED FACILITIES

Del Norte state highways are very popular with cyclists due to the abundance of recreational areas and impressive scenery. Del Norte has recently (2010) updated the Bicycle Facilities Plan that makes the county eligible for state Bicycle Transportation Account (BTA) funding. The plan is intended to upgrade bicycle facilities that will provide multiple benefits to the visitors and residents of the County including reduced accidents, provision of safer and more convenient facilities, improved quality of life and public health, and maximization of funding sources for implementation. Bicycle facilities are separated into three categories:

Coast to Inland			Inland to Coast		
City	Arrive	Depart	City	Arrive	Depart
Brookings - 624 Railroad Street		8:00a	Klamath Falls Amtrak	10:20a	10:30a
Smith River Lucky 7 Casino Store	8:15a	8:20a	Klamath Falls Shuttle Office	10:30a	10:45a
Crescent City	8:40a	8:45a	Great Meadows Snow Park	11:30a	11:35a
Hiouchi	9:05a	9:05a	White City- Cascade Bingo	12:20p	12:20p
Gasquet	9:17a	9:17a	Medford	12:50p	12:55p
Collier Tunnel Rest Stop	9:30a	9:40a	Ashland	1:15p	1:20p
OBrien	9:59a	9:59a	Medford Greyhound	1:40p	3:30p
Cave Junction - Junction Inn	10:05a	10:15a	Medford Airport	3:50p	4:00p
Selma	10:26a	10:26a	Gold Hill- Ray's Market	4:20p	4:25p
Grants Pass - Greyhound Station	11:00a	11:10a	Station	4:45p	4:50p
Gold Hill- Rays Market	11:30a	11:35a	Selma	5:17p	5:17p
Medford Airport	11:55a	12:05p	Cave Junction- Junction Inn	5:35p	5:40p
Medford Greyhound	12:20p	3:30p	OBrien	5:48p	5:48p
Ashland	3:55p	4:00p	Collier Tunnel	6:00p	6:10p
White City Cascade Bingo	4:25p	4:30p	Gasquet	6:31p	6:31p
Great Meadows Snow Park	5:15p	5:20p	Hiouchi	6:43p	6:43p
Klamath Falls Shuttle Office/Amtrak	6:05p		Crescent City	7:00p	7:05p
Del Norte County Stops			Smith River- Lucky 7 Casino	7:25p	7:30p
			Brookings- 624 Railroad St	7:50p	

Source: Southwest Point <http://www.southwest-point.com/>.

- ♦ Class I (Bike Path) – Provides a completely separated right-of way for bicyclists and pedestrians with cross flow by vehicles minimized.
- ♦ Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.
- ♦ Class III (Bike Route) – A signed route along a street or highway which provides a shared-use with other vehicles.

The 2008 American Community Survey from the US Census provides information on the mode of travel to work. According to the Census, only 1 percent of Del Norte workers biked to work while nearly 5 percent walked to work. Additionally, 36 percent of the County residents commute time is 10 minutes or less. This indicates that an improved bicycle network could encourage bicycle use.

The majority of existing non-motorized facilities in Del Norte County is Class III bikeways (shared use with pedestrians or motor vehicle traffic); however Class I and Class II routes are being built and upgraded. Major bikeways in the county include:

- ♦ *Pacific Coast Bike Route:* The overall route runs from Vancouver, British Columbia to Imperial Beach, California along the Pacific Ocean coast. In total, the route encompasses 1,830 miles. Within Del Norte County, the route begins at the Oregon border and generally follows US Highway 101 except in northern Crescent City where it follows Northcrest Drive to Lake Earl Drive and in Smith River where it follows, Sarina Road to First Street to Fred Haight Drive and is classified as a Class II and Class III bikeway, depending on location.
- ♦ *Coastal Trail:* The California Coastal Trail (CCT) is a network of public trails for walkers, bikers, equestrians, wheelchair riders along the California Coastline. The trail is roughly half complete. Per the RTP Guidelines, RTPAs must address the CCT in their RTPs. In the Del Norte region, the Coastal Trail (a small portion of the CCT) is a joint project between Del Norte, Crescent City and the Harbor

District and will have four segments. Travelling north to south: Point St. George Trail, Pebble Beach Trail, Lighthouse Trail and Harbor Trail. The route is classified as Class I, II and III bikeways, depending on location, and extends along Pebble Beach Drive, 5th Street, B Street and A Street from Point St. George to Battery Point Lighthouse parking lot, to the Cultural Center on Front Street, passing south of the Crescent City limits along the harbor to Anchor Way and US 101. This route is intended for many users, including commuters and recreational bicyclists. Not all segments of this trail have been constructed, and improvements are planned for the areas that currently use public streets. Existing segments of the Coastal Trail are:

Pebble Beach Trail

- B Street from Lighthouse Trail to 2nd Street
- 2nd from B Street to A Street
- A Street from 2nd Street to 5th Street
- 5th Street from A Street to Pebble Beach
- Pebble Beach from 5th to City Limits

Lighthouse Trail

- Battery Point Lighthouse to Front Street (Cultural Center)

Harbor Trail

- Front Street (from the Cultural Center) to Sunset Circle and Vance
- Through the Harbor
- Starfish Way to Anchor Way
- Anchor Way to Highway 101
- Class I & III: From Cultural Center to City Limits via Sunset Circle

Coastal Trail

- Pebble Beach
- South Beach to Enderts Beach
- False Klamath Cove to Requa

Crescent City has a system of exiting bikeways that provide access to schools, businesses and residential areas, and are primarily used by commuters and recreational bicyclists. These bikeways include:

Class II

- Washington Blvd from Parkway Drive to Pebble Beach Drive
- Inyo Street from Hamilton Avenue to Washington Blvd
- Hamilton Avenue from Inyo Street to Eldorado Street

Class III

- Fresno Street from Hamilton Avenue to Pacific Avenue
- Pacific Avenue from the H Street and Meridian Street intersection to Pebble Beach Drive
- Northcrest Drive from Washington Blvd to Blackwell Road

Additional Class II and Class III bikeways are located in other areas within Del Norte. These include:

Class II

- Parkway Drive from US 101 to Hwy 199
- Northcrest Drive from Washington Blvd to Blackwell Lake
- Lake Earl Drive from Blackwell Lane to US 101 North (at Dr. Fine Bridge)

Class III

- Smith River: First Street and Sarina Road
- Fred Haight Drive from north intersection/US 101 to Wilson Lane

Figure 8 presents the map of the existing bicycle/pedestrian network in Del Norte, as discussed above. Figure 9 presents the existing bicycle/pedestrian network for Crescent City.

In addition to upgrading and improving existing bikeways, the County has several proposed facilities.

- ◆ The proposed “Hobbs Wall Trail” would include a north and east segment and utilize an abandoned railroad right-of-way to link the northern and southern portions of Crescent City, as well as link Crescent City with Jedediah Smith Redwoods State Park.
- ◆ The proposed “Coast to Caves and Coast to Crest Trailway” would include two separate trails, the Coast to Crest Trail and the Coast to Caves Trail. Originating in Crescent City along the coast, the Coast to Crest Trail will provide access to Harrington Mountain (part of the Coast Ranges), while the Coast to Caves Trail provides access to Oregon Caves National Monument (in Josephine County, Oregon).

AVIATION

There are three publicly operated airports in Del Norte. As shown in Figure 1 (page 14), Jack McNamara Field is located in Crescent City, Ward Field is located in Gasquet and McBeth Airport is located in Klamath Glen.

Jack McNamara Field

Also known as Del Norte Regional Airport, Jack McNamara Field is operated and maintained by the Border Coast Regional Airport Authority, a Joint Powers Authority (JPA) with a Board of Directors comprised of representatives from the County of Del Norte, City of Crescent City, Elk Valley Rancheria, and the City of Brookings in Curry County, Oregon. The airport is located approximately three miles northwest of Crescent City and is accessed by Dale Rupert Road. Redwood Coast Transit Dial-A-Ride and private taxi companies serve the airport. Two rental car companies are located onsite. Del Norte Regional Airport provides the only commercial airline passenger service and the only airport in Del Norte equipped with an Instrument Landing System (ILS). United Express offers three daily flights, consisting of two non-stop flights to San Francisco and one (one-stop) to Sacramento. From these airports, passengers can access all destinations worldwide. Westlog Aviation is the Fixed Base Operator (FBO) for the airport and offers fuel services, hangars, catering services and ground transportation.

The airport is on the National Plan of Airport Integrated Systems (NPAIS), making the airport eligible for Federal Aviation Association (FAA) funding. According to the FAA, there were 14,190 enplanements at Jack McNamara Airport in 2010. This represents an increase of 17.4 percent from 2008. Commercial planes and air cargo planes accounted for 1,514 landings in 2010. Private aircraft operations are not tracked. In 2010, 38 aircraft were based at Del Norte Regional Airport.

**FIGURE 8
Del Norte Existing Trails and Bike Routes**

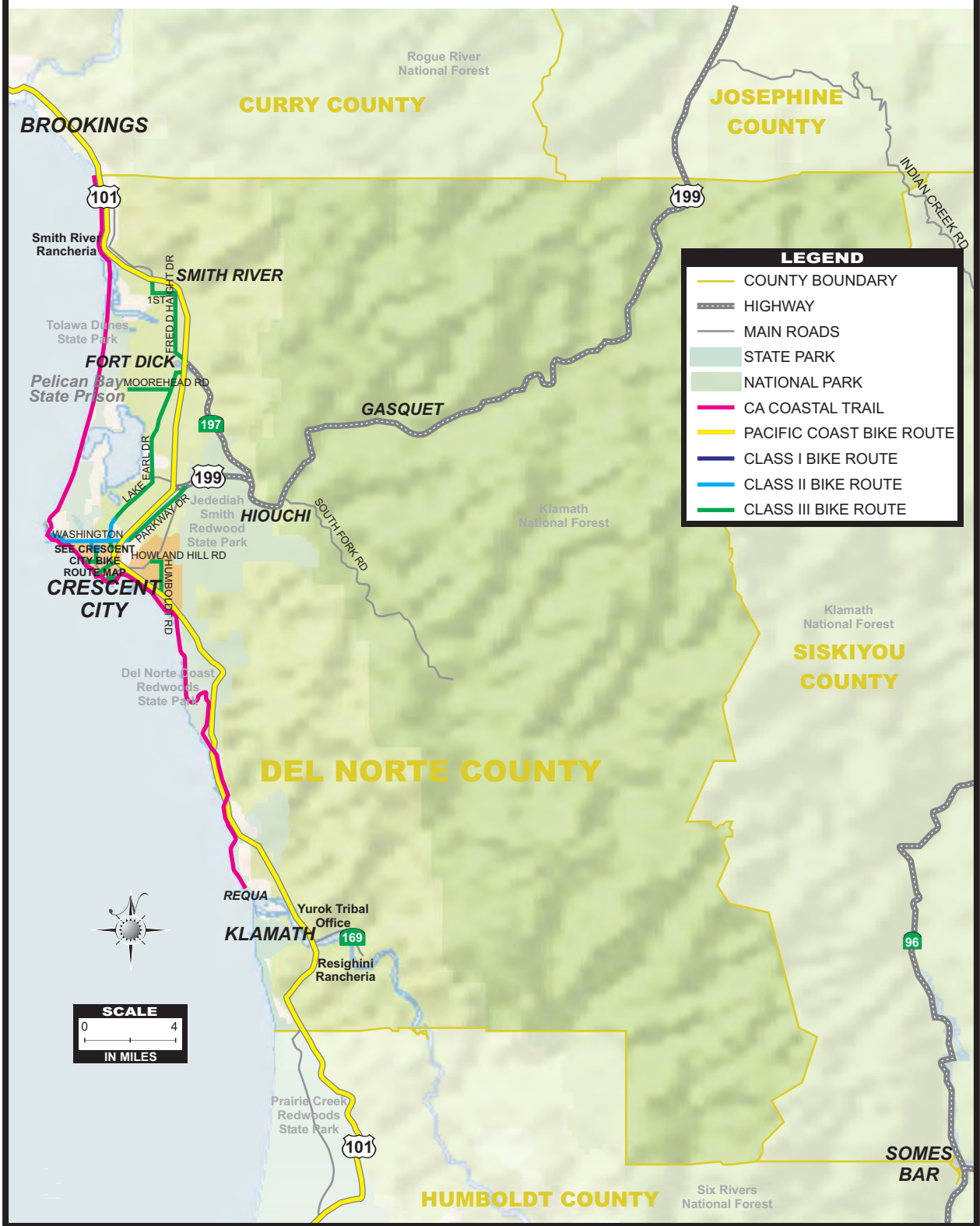
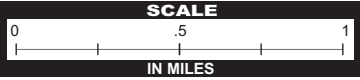


FIGURE 9
Crescent City Existing Trails and Bike Routes



Airport Expansion

A priority for the Border Coast Regional Airport Authority is to expand the terminal at Del Norte Regional Airport in order to meet future commercial airline activity demand, as projected by the FAA Terminal Area Forecast. A Final Environmental Impact Report (EIR) has been completed. The proposed project would include:

- ◆ A new 17,867 square foot terminal building
- ◆ A new aircraft apron area (350 feet by 190 feet)
- ◆ New parking facilities (152 public spaces, 25 employee spaces)
- ◆ Realignment of Dale Rupert Road and construction of new airport entrance circulation road
- ◆ Implementation of infrastructure and utilities improvements (i.e., electrical connections, water/wastewater piping, drainage systems, lighting, parking meters/machines, etc.) necessary to support construction and operation of the terminal building, parking lot, and aircraft apron area.

The existing terminal building was not designed for commercial activity and cannot accommodate more than one flight at a time. The building is also not compliant with the Americans with Disabilities Act (ADA), seismic and Transportation Security Administration (TSA) codes. The aircraft parking apron is also small and causes safety concerns if two aircraft were to move in and out of the apron area at the same time. The realignment of Dale Rupert Road would be required because the access road does not meet TSA guidelines. There is no left-turn lane at the existing four-way intersection at Dale Rupert Road, Washington Boulevard, and Pebble Beach Drive. The new road would be reclassified as an urban collector and would be realigned to connect into a loop bypass road around the terminal parking lots with a segment in front of the terminal for drop-off/pick-up. The existing Dale Rupert Road would then become dedicated access for ongoing secondary, emergency response. The construction of new parking facilities would be required to meet increased demand and TSA regulations.

Ward Field

Ward Field is a general aviation non-NPAIS airport located in the small community of Gasquet off of US 199. The airport serves as an alternative airport for non-commercial aircraft if Jack McNamara is fogged in and is used for emergency, services such as fire fighting or medical evacuations. Annual operations for Ward Field totaled approximately 2,200 in 2010. Ward Field has six tie-down locations and two aircraft are typically based there. There is neither runway lighting nor fuel services available. The airport is accessible by Redwood Coast Transit's new Route 199, if a route deviation is requested.

McBeth Airport

Located in the small community of Klamath Glen off of SR 169, McBeth Airport is also a general aviation non-NPAIS airport with no services available. The field is used by private pilots and emergency responders. FAA records for 2009 indicate that there are no based aircraft at the field and there were approximately 1,500 annual operations. McBeth Airport has ten tie downs positions and no public transit service is available.

GOODS MOVEMENT

The *RTP Guidelines* state that RTPAs must plan for the movement of goods in the same way they plan for the movement of people to support population growth and economic development. Developing strategies for improving the regional movement of goods can have positive impacts such as job creation, a reduction

in land use conflicts or a decrease in air pollution. In Del Norte County, goods movement is focused on trucking. US 101 and US 199 are the primary goods movement corridors serving the county.

Although Crescent City Harbor is not a goods movement harbor because container ships are unable to navigate the channel, commercial fishing is still an important sector of the economy in Crescent City. Per the *Comprehensive Economic Development Strategy 2006-2008*, the value of landings in Crescent City in 2004 totaled \$20 million. However, the Harbor Master Plan notes that the value of landings is in a steady decline due to government restrictions on commercial fishing. Therefore, the Crescent City Harbor District is reevaluating its priorities and planning for improvements to the harbor which will attract tourists and residents as well as commercial fishermen. As the harbor contributes to the overall Del Norte economy, planning for appropriate infrastructure which supports the Harbor Master Plan and limiting conflicts between harbor activities and US 101 is important to the Del Norte regional transportation system.

Truck Routes

US 101 is designated a “Terminal Access” route. This designation allows Surface Transportation Assistance Act (STAA) vehicles to travel a specified route through the area. There are specific dimension requirements for STAA trucks related to the overall length, length of semitrailer and length from the King Pin to Rear Axle (KPRI). STAA truck dimensions have been the trucking standard for 20 years and major trucking companies use STAA trucks in their fleet. US 199, SR 197 and SR 169 are California Legal Advisory Routes. The overall length of trucks traveling on these routes may not be over 65 feet for a semi-trailer and 75 feet for a double trailer and travel is not advised for trucks with a KPRI over 30 feet. The primary reasons for the advisory truck rating are sub-standard curves, absence of shoulders and narrow lanes. “Off-tracking” by trucks with a long wheel base force the trucks to cross the double yellow line in order to negotiate a curve causing safety hazards.

As referenced in the *Public Participation* section of Chapter 1, truck traffic generators in Del Norte were contacted to obtain input on the regional transportation system. Interviews with these truck traffic generators as part of this RTP update and as part of the *Goods Movement Action Plan* process have demonstrated that goods movement and resulting economic growth in the county is severely limited by the non-STAA access along the SR 197/US 199 corridor. Businesses have cited that upgrading SR 197/US 199 would allow industries such as bulb farming to expand as standard sized trucks could serve the county efficiently. Larger retail stores such as Home Depot and Wal-Mart are required to switch loads on to non-STAA trucks in order to resupply their stores in Crescent City. Surveyed truck traffic generators confirmed that the alternate route to the I-5 Corridor along US 101 and Highway 42 in Oregon is more costly due to greater fuel consumption and wear and tear on vehicles.

As detailed in Caltrans’ *Draft Project Report (197/199 Safe STAA access)*, the transportation industry has adopted STAA trucking as the universal standard of shipping. While US 101 can accommodate STAA trucks, the mileage from Crescent City to Interstate 5 at Grants Pass, Oregon via US 101 and Oregon State Route 42 (the STAA approved route) is 172 miles as opposed to 83 miles for SR 197/ US199. As Del Norte County does not have rail or deep water port to export goods, trucking is the only viable form of goods movement in the North Coast. With the trucking industry forced to travel a longer distance between Crescent City and the Interstate 5 corridor or use non standard trucks to transport cargo, goods movement in Del Norte is limited. Achieving STAA status for US 199 is a top priority for Caltrans, Del Norte LTC, the Del Norte Board of Supervisors and City Council of Crescent City, as well as local economic interests. Congressman Mike Thompson recognized the need for STAA Route access on the 197/199 corridor and helped secure \$1.8 million in federal earmark funds (HPP) for the project. A portion of US 199 between the intersection of SR 197 and US 101 requiring improvements is through Jedediah

Smith Redwoods State Park. As the environmental impacts associated with widening this portion of the highway are considered to be too extensive, SR 197 (North Bank Road) will be upgraded to become the approved STAA corridor.

In the *Draft Project Report*, there are seven locations along the SR 197/US 199 corridor where “offtracking” occurs: Ruby 1, Ruby 2, Patricks Creek Narrows (3 locations), the Narrows and Washington Curve. After improvements to these seven locations are made, Caltrans District 1 would recommend for the STAA access designation. Funding for these required improvements has been secured.

Crescent City Harbor

Crescent City Harbor is located on Crescent Bay just west of US 101 and just south of the Crescent City limits. The Harbor is managed by the Crescent City Harbor District, which is governed by an elected five-member board. The Harbor is protected by a 4,100-foot-long outer breakwater, a 12,000-foot-long inner breakwater, and a 2,400-foot-long sand barrier, all of which combine to create the only “harbor of refuge” between Humboldt Bay and Coos Bay. The harbor inner-boat basin has approximately 280 slips and average about a 30 percent vacancy rate. The outer boat basin includes seasonal slips used primarily for sport fishing boats.

The primary vehicle access road to the Harbor is Citizens Dock Road off of US 101. Secondary access is provided by Anchor Way just south of Citizens Dock Road. A third access is possible from US 101 on Neptune Way, which is located between Anchor Way and Citizens Dock Road. Neptune Way is a narrow two-lane road with no striping which is bordered to the north and south by RV parks. All the access roads to the harbor are maintained by Crescent City.

Harbor Master Plan Future Development

A mix of land use development is proposed for the Harbor as part of the Harbor Master Plan. The planning area covers the west side of US 101 between Anchor Way and King Street. Buildout of the project would include two 60-room hotels, 20,000 square feet of retail space, two restaurants, 20 live/work units, 44,600 square feet of storage/warehouse space and 130 additional marina berths. In order to accommodate additional traffic stemming from the project a new site access point is proposed across from King Street just south of Elk Valley Road and a traffic signal is recommended in the traffic study for the plan on US 101 at Citizen’s Dock Road. Additional traffic calming along US 101 and pedestrian facilities such as high visibility crossings and warning signs are warranted around the Harbor Master Plan area. The Harbor Master Plan also identifies the extension of the California Coastal Trail through the Harbor as a planned improvement. In light of the recent tsunami after the March 11th earthquake in Japan which destroyed much of the harbor, it is important that all development in the harbor consider emergency preparedness for businesses, residents and visitors.

TRANSPORTATION SYSTEM OPERATIONS AND MANAGEMENT

The RTP Guidelines require the RTPs address operational and management strategies to improve the performance of the regional transportation system by reducing congestion and maximizing the safety and mobility of people and goods. Reducing traffic congestion can be addressed in two ways: Transportation System Management (TSM) and Transportation Demand Management (TDM). TSM focuses on reducing traffic congestion by improving performance and efficiency, safety and capacity of the transportation system. Examples include High Occupancy Vehicle (HOV) lanes, facility design treatments, freeway management, traffic incident management, traffic signal coordination, and Intelligent Transportation Systems (ITS). TDM addresses traffic congestion by reducing travel demand rather than increasing

transportation capacity and focuses on alternatives such as ride sharing, flextime, increased transit usage, walking, and bicycling. As demonstrated in Table 14, Del Norte does not have a traffic congestion issue. However, the region does include facilities to improve the safety and reliability of a traveler's experience through the region.

Intelligent Transportation Systems

Caltrans District 1 has a system of Closed Circuit TV (CCTV) stations, Highway Advisory Radios stations (HAR) and a Road Weather Information Stations (RWIS) that operate in Del Norte County. There are six CCTV locations, five CMS locations, two HARs, and one Road Weather Information Station (RWIS). The six CCTV locations generally "look" at Changeable Message signs (CMS), for verification of sign message error and operation. The CMSs provide drivers with Caltrans information on weather or road conditions, road work, road closure, diversion or expected highway delays. The CMSs in Del Norte County are located on: US 101 north and south of Cushing Creek, south of US 199 for northbound traffic, north of SR 197 for southbound traffic, and on US 199 at the Oregon state line for southbound traffic. Of the six CCTV locations in Del Norte, four are on US Highway 101; north of SR 197 in Smith River, south of US 199 near Crescent City, and one each to the north and south of Cushing Creek. Two CCTVs are located on US 199; one at the Collier Tunnel rest area and the second on the Stateline. Two Highway Advisory Radios (HAR) and associated HAR flashing signs are located in Del Norte County; one in Crescent City with two associated HAR flashing signs, and one on US 199 at the Collier Rest Area with three associated HAR flashing signs. The Caltrans RWIS station is located at the north Cushing Creek CCTV camera pole just south of Crescent City on US 101.

Service Authority for Freeway Emergencies

DNLTC has been designated by the City of Crescent City and the County of Del Norte as the local Service Authority for Freeway Emergencies (SAFE). The program includes the management of 23 call boxes along US 101 and US 199. DNLTC contracts with the California Highway Patrol (CHP) to receive the calls and dispatch the appropriate service. Cellular service for the call boxes is provided by US Cellular. The SAFE program is funded through Department of Motor Vehicle (DMV) fees. In FY 2007-08 a total of 6 calls were handled through the call boxes, reflecting a decline from FY 2006-07 when a total of 171 calls were made. Appendix L displays the call box locations.

Rideshare/Carpool

There is no formal rideshare/carpool program in Del Norte County, although US Census data shows that 13.8 percent of Del Norte County employees carpool to work. Commute pattern data in Table 7 indicated that approximately 35 percent of Del Norte County workers commute outside of the county for work (although some of these workers may be telecommuting).

TELETRANSPORTATION

The concept of teletransportation is that of using modern communication technology to transport data required to conduct business, healthcare, education, access to government, e-commerce and other modern-day activities. The infrastructure that carries the electronic data is the telecommunications networks supporting broadband internet. A reliable telecommunications/ teletransportation network is essential to maintain and improve economic growth opportunities and quality of life factors in Del Norte County.

Recreational opportunities and natural beauty already attract visitors to the Del Norte region. Combined with a reliable high speed internet connection in the county could attract high-tech life-style entrepreneurs and workers wishing to telecommute. A reliable and redundant internet connection also encourages businesses of all sizes to take advantage of lower real estate prices and to perhaps expand the business into Del Norte County. One example could be setting up customer service call centers in the county. Existing businesses which use credit card machines rely on a consistent and reliable internet connection for every day transactions. The Sutter Coast Hospital in Crescent City is an affiliate of an Oregon hospital network and must electronically transmit large data files such as MRI scans to other facilities.

The Tri-Agency Development Authority has prepared several *Teletransportation/ Communications Assessment* studies. Notable findings from the studies include:

- ◆ Unless addressed, the lack of route redundancy will limit economic growth.
- ◆ Broadband demand will increase. Schools, hospitals, area institutions and businesses must have access to high speed technology.
- ◆ Bandwidth needs are growing for Elk Valley and Smith River Rancherias. The Yurok Tribe/Klamath area needs adequate telecommunications infrastructure.

Reflecting previous planning efforts, high speed broadband internet connectivity is available along the US 101 corridor in Del Norte as far south as Crescent City through a fiber optic cable network. Del Norte is currently served from the north (US 101) with 10 gigabytes of service that runs from Astoria to Crescent City. This provides a fast but not a redundant connection for north Del Norte area residents and businesses (i.e., Crescent City and north to the California/Oregon border). However, not all of Del Norte has access to the broadband network. Until quite recently the community of Klamath only had dial-up internet service available. The Yurok Tribe was able to secure a grant and is installing a microwave relay system to provide the community with high speed service.

Telephony for Del Norte is provided by Frontier (formerly Verizon) via an aging and capacity-constrained microwave system that comes up the coast starting at Trinidad. During a hard rain on the coast, the phones stop working due to the rain fade that affects microwave transport. Studies have indicated that continued planning is required to complete a redundant ring and to encourage competition with expansion of reliable services in the county (telephony and broadband).

The standard for internet reliability for business use is that the internet connection must be working 99.99 percent of the time (for healthcare it's 5 9's or 99.999% up time). In order to achieve this standard the internet network must have "redundancy", meaning that there must be more than one broadband route providing internet service to a region. The current fiber is not redundant from Bandon to Crescent City. When that line is severed, as too frequently happens, critical broadband telecommunications services are halted to Del Norte.

As broadband networks typically follow established highways, there are two options to provide route redundancy for Del Norte: US 101 south to Eureka or US 199 northeast to I-5 (grants Pass/Medford, Oregon). With the help of an outside consultant, the Tri-Agency Development Authority has been working to obtain funding and to work with communications carriers to place fiber optic cable along the majority of the US 199 corridor. At present there is a gap of approximately 35 miles from Gasquet to Cave Junction, Oregon. With financial assistance from Oregon Health Net, it is anticipated that this segment of broadband will be completed in the near future. Closing this gap and continuing to improve the teletransportation network is a priority for many stakeholders in Del Norte County. Continued planning is necessary to complete the US 101 segment.

With a more reliable teletransportation network and the introduction of competition, Del Norte potentially could attract new employment opportunities and employers. Both the *Crescent City General Plan* and the *Del Norte General Plan* contain teletransportation goals to promote telecommunications infrastructure development as a high priority and viable mode of transportation and commerce.

AIR QUALITY

Air quality is a significant consideration in planning for and evaluation of transportation systems. Both state and federal law contain significant regulations concerning the impact of transportation projects on air quality. Under state law, local and regional air pollution control districts have the primary responsibility for controlling air pollutant emissions from all sources other than vehicular sources. Control of vehicular air pollution is the responsibility of the California Air Resources Board (CARB). CARB divides the state into air basins and adopts standards of quality for each air basin. Del Norte County is part of the North Coast Air Basin with air quality managed by the North Coast Unified Air Quality Management District (NCUAQMD). The low population density (29.5 people per square mile), limited number of industrial installations, large proportion of forest land (49 percent of land area in Del Norte) and minimal problems with traffic congestion all contribute to Del Norte County's good air quality.

The United States Environmental Protection Agency (EPA) established standards for air pollutants that affect the public health and welfare. Likewise, CARB established state standards, which are higher than the federal standards. The six criteria pollutants are Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), Ozone (O₃), Particulate Matter (PM), Lead (Pb) and Sulfur Dioxide (SO₂). Del Norte County is considered "in attainment" or unclassified for every federal air quality standard. As such, Del Norte County is not required to demonstrate transportation conformity to the State Implementation Plan (SIP) through the development of Transportation Control Measures (TCM). SIPs are comprehensive plans that describe how an area will attain national ambient air quality standards. As for state air quality standards Del Norte is classified "in attainment" or "unclassified" for all standards except the state PM-10 (particulate matter 10 microns in diameter or less) standard. Notably, almost every county in California exceeds the state standards for airborne particulates.

PM-10 is caused by a combination of sources, including fugitive dust, combustion from automobiles and heating, road salt, conifers, and others. Constituents that comprise suspended particulates include organic, sulfate, and nitrate aerosols that are formed in the air from emitted hydrocarbons, chloride, sulfur oxides, and oxides of nitrogen. Particulates reduce visibility and pose a health hazard by causing respiratory and related problems.

There is one air quality monitoring station in the Del Norte region at 880 Northcrest Drive in Crescent City. Pollutants are generally measured every six days. For the three year period from 2007 to 2009, CARB estimated that the PM-10 24 hour standard of 50 µg/m³ was exceeded five times (all in 2009). The highest 24 hour PM-10 measurement of 51.5 µg/m³ occurred on June 30, 2009. According to the Compliance and Enforcement Division Manager for NCUAQMD, the air quality in Del Norte is generally very good, due to low traffic volumes and limited industry. With the closure of multiple lumber and pulp mills, Del Norte County has lost many stationary contributors to poor air quality. Additionally, the PG&E power plant in Eureka recently switched to natural gas. Wildfires, controlled burns and wood stoves are the primary source of PM pollutants for the region. The Compliance and Enforcement Division Manager noted that DNLTC should remain apprised of new regulations regarding diesel engines for both on-road and stationary sources such as generators. Studies continue to demonstrate that diesel engines are major

contributors to PM emissions on a statewide level. The region should consider switching to gasoline or natural gas powered engines.

Global climate change or “global warming” is an important air quality issue which is closely related to transportation. Climate change is caused by the release of greenhouse gases (GHG’s) such as carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride into the atmosphere that traps heat and increases temperatures near the earth’s surface. Motorized vehicles emit carbon dioxide and are large contributors to GHG emissions. In fact, CARB estimates that over 40 percent of California’s GHG emissions can be attributed to the transportation sector. Forecasted, long-term consequences of climate change range from a rise in the sea level to a significant loss of mountain snow pack. Despite potentially devastating long term affects, climate change does not have immediately visible effects such as smog. However, GHG emissions are an important air quality issue which needs to be addressed in regional transportation planning documents. State climate change policies and strategies to further reduce GHG emissions locally in Del Norte County will be discussed further in the Action Element.

PROGRESS REPORT

Over the last three years, the various entities in the Del Norte region have been successful in completing a variety of transportation improvement projects using State Transportation Improvement Program (STIP), Regional Surface Transportation Program (RSTP), American Recovery and Reinvestment Act (ARRA), Proposition 1B, Transportation Development Act (TDA), and Transportation Enhancement (TE) funds. As demonstrated in Table 18, County projects include roadway overlay, chipsealing and construction of bicycle and pedestrian paths. The City completed several roadway overlay and pedestrian improvement projects. Table 18 also lists “in progress” regional transportation improvement projects which are close to completing construction. These include roadway overlay, bus replacement and cable mesh drapery on US 199.

**TABLE 18: Del Norte Transportation Improvement Projects Progress Report
2007-2010**

Lead Agency	Location	Project Description	Cost Estimate (1,000s)	Funding Source
Constructed Road Projects				
County	Northcrest Dr.-City Limits to Washington Blvd.	Roadway Overlay	\$272	STIP/RSTP
County	Lake Earl Drive - Elk Valley Creek to Buzzini Road	Roadway Overlay	\$540	ARRA
County	Ehler's Way – US 101 to Klamath Blvd.	Roadway Overlay	\$10	STIP/RSTP
County	Pebble Beach - Hemlock to Washington Blvd.	Roadway Overlay, Bike Lanes	\$252	STIP/RSTP
County	Klamath Beach Road – US 101 to End	Roadway Overlay	\$965	STIP/RSTP
County	Klamath Blvd. - Beginning to Klamath Mill Road	Roadway Overlay	\$282	RSTP
County	Humboldt Road – Howland Hill to Roy Avenue	Roadway Overlay	\$540	RSTP
County	Howland Hill – Humboldt Road to Elk Valley	Roadway Overlay	\$336	RSTP
County	Ocean View Dr (from 101 to north of south Nautical Heights Drive), Wilson Lane, Lower Lake Road	Chipsealed	\$245	ARRA
City	5th Street (J to K)	Roadway Overlay & Pedestrian Improvements	\$75	RSTP
City	Harding Street (North Crest to City Limits)	Roadway Overlay & Pedestrian Improvements	\$150	STIP
City	Northcrest Dr.-(Hwy 101 to City Limits) and Wilson (Hwy 101 to Northcrest)	Roadway Overlay & Pedestrian Improvements	\$265	STIP / TDA
City	9th Street (H to L)	Roadway Overlay & Pedestrian Improvements	\$260	RSTP
City	City Wide Micro Surfacing (Approximately 150 Blocks)	Micro Surfacing (Slurry Seal)	\$400	Prop 1B
City	5th Street from A to Wendell	Roadway Overlay & Pedestrian Improvements	\$108	ARRA
Federal	South Fork Road MP# 1-3, 6-9 Reconstruction	Roadway Overlay	NA	FHWA
Caltrans	Near Crescent City, 0.3 miles north of Mill Creek Entrance Road to 0.7 miles south of Hamilton Road	Install median barrier, replace OGFC & AC dike, reconstruct MBGR	\$3,260	SHOPP
Caltrans	Near Smith River, approx. 4 miles north of Rowdy Creek Bridge #1-23 to 0.7 miles south of Oregon State line	Shoulder Widening and Left Turn Channelization	\$50	SHOPP
Caltrans	Various	Construct turnouts	\$103	SHOPP
Caltrans	Near Gasquet, 0.1 mile south to 0.2 miles north of Hardscrabble Creek Bridge #1-8	Replace Hardscrabble Bridge	\$4,020	SHOPP
Caltrans	Gasquet Flat Road to Firehouse Road	Resurface and restripe	\$50	SHOPP
Caltrans	Near Patricks Creek - South of Idlewild	Curve Realignment	\$4,993	SHOPP
City	H Street From 9th to Front.	Handicap Ramps	\$150	ARRA
County	Ei Dorado St. - Hamilton Ave to High School Entrance	ADA Improvements	\$126	ARRA
			<i>Subtotal</i>	\$17,452
Constructed Bicycle and Pedestrian Projects				
County	Washington - Parkway to Northcrest	Pedestrian Path	\$308	TE/RSTP
County	Howland Hill Road	Sidewalks	\$1,155	TE/RSTP
City	H Street from Front Street to 11th Street	Pedestrian Improvements	\$150	ARRA
			<i>Subtotal</i>	\$1,613
In-Progress Projects				
County	Washington - Parkway to Northcrest Drive	Roadway Overlay	\$144	STIP/RSTP
City	A St to Front Street Realignment	Roadway Overlay and Reconstruction	\$275	RSTP
RCTA	Redwood Coast Transit Authority	Replace 3 Buses	\$360	ARRA
Caltrans	US 199 approx 5 mi northeast of Gasquet, from 0.6 mi south to 0.3 mi south of Grassy Flat Campground	Construct cable mesh drapery	\$1,623	SHOPP
			<i>Subtotal</i>	\$2,402
			\$21,467	
Sources: LTC, Del Norte County, Crescent City, Caltrans.				

The purpose of the Policy Element of the RTP is to provide guidance to regional transportation decision makers and promote consistency among state, regional, and local agencies. California statutes, Government Code Section 65080 (b), states that the Policy Element must:

- ◆ Describe transportation issues in the region
- ◆ Identify and quantify regional needs expressed within both short- and long-range planning horizons
- ◆ Maintain internal consistency with the Financial Element and fund estimates

This chapter describes the transportation issues in the Del Norte region and provides goals, objectives, and policies to assist in setting transportation priorities.

REGIONAL TRANSPORTATION NEEDS AND ISSUES

Global Issues

As the world's 12th-largest source of carbon dioxide, the State of California recognizes the need to establish climate change standards. Assembly Bill (AB) 32: Global Warming Solutions Act, adopted in 2006, requires the California Air Resources Board (CARB) to adopt rules and regulations that would achieve Green House Gas (GHG) emissions equivalent to statewide levels in 1990, by 2020.

In order to reach the AB 32 emissions reduction targets, CARB developed a Scoping Plan. This Scoping Plan, approved by the Air Resources Board in December 2008, provides the outline for actions to reduce California's GHG emissions. The measures in the Scoping Plan are being developed and should be in place by 2012. Appendix M presents the recommended actions in the Scoping Plan. The backbone of the plan is a cap-and-trade program, under which a limit or "cap" on the amount of GHG emissions that are permitted for a region is set. Firms or individuals subject to the cap then are allowed to trade permits or credits in order to meet the cap. Regulations to develop a GHG cap and trade program for California need to be developed by 2011. Sectors subject to the cap include electricity, natural gas, transportation fuels, and large industrial uses. Other complementary GHG reduction measures described in the scoping plan include: GHG emission standards for light and medium/heavy duty vehicles, increase energy efficiency in commercial, industrial and residential uses, increase solar water heating, increase vehicle efficiency, increase the use of renewable energy sources, methane capture at large dairies and the implementation of land use strategies that will reduce Vehicle-Miles of Travel (VMT).

In California, transportation accounts for 41.2 percent of climate change emissions (Caltrans Climate Action Program, 2006). Therefore, the impact that RTP projects will have on GHG emissions is a relevant issue on a statewide basis. Carbon dioxide reduction strategies have been addressed in the Climate Action Program at Caltrans (December 2006). Transportation strategies across the state include: reducing, managing, and eliminating superfluous, non-essential trips which are seen as the primary cause of congestion, GHGs and air pollution through smart land use, Intelligent Transportation Systems (ITS), demand management, value pricing, and market-based manipulation strategies.

With a population of around 30,000 people and little traffic congestion, it is not likely that policies in Del Norte County will have a noticeable effect on GHG emissions. However, it is important that Del

Norte region transportation and land use decision-makers pursue transportation and land use projects that adhere to adopted state strategies. Examples of such projects already included in the RTP are projects that encourage bikeway and pedestrian use by residents and visitors. Other types of projects that could be implemented in the future, and which will positively contribute to reductions in GHG emissions, are public education and awareness of “best practices” funded through transportation planning grants. A discussion on regional transportation strategies to reduce GHG emissions is presented in Chapter 4.

One potential long-term consequence of climate change which would have an effect on Del Norte County is Sea Level Rise. Recent studies have projected that sea level could rise an average of 7 inches by 2030 and 14 inches by 2050. This issue should be considered in long-term land use planning and transportation studies.

LOCAL AND REGIONAL ISSUES AND NEEDS

Del Norte County experiences many of the same regional transportation issues as other rural counties in California. In particular, (1) Only limited funds are available for roadway operations and maintenance; (2) It is financially difficult to provide consistent transit service to all communities; and (3) There are insufficient facilities for pedestrian/bicycle access. Mobility and goods movement issues in the region are exacerbated by its remoteness. Regional transportation needs and issues are discussed below in greater detail.

Demographics

Demographic and economic conditions are the root of many regional transportation issues in Del Norte. Per capita personal income in Del Norte County in 2008 was 40.8 percent less than the statewide per capita personal income. According to the 2005–2009 US Census American Community Survey, 19.4 percent of Del Norte County population and 31.1 percent of the Crescent City population was living below the poverty level. This is much higher than the statewide poverty rate of 13.2 percent. These statistics indicate that the residents of the Del Norte region have fewer resources available and therefore are generally more dependent on alternative modes of transportation, such as transit, bicycling or walking.

Public Input

As part of the public input process, public forums for comment were conducted in Crescent City, Klamath and Smith River. Comments received through the information tables and public workshops are presented in Appendix E. Participants at the public input forums were asked to identify what they see as the most important transportation issues and what type of transportation facility should be the top improvement priority for the region, which yielded the following input:

The top transportation improvement priority noted was the public transit category (38.4 percent of respondents). Specific issues mentioned include the need for more bus shelters, benches and signage. Roadway improvements were the next highest priority (32.7 percent of respondents). Pavement conditions, particularly on Front Street, are a concern. Roughly 11.5 percent of respondents cited pedestrian facilities as their top priority improvement. The public feels there is a need for more crosswalks and signage, particularly in the community of Smith River. Expanding the airport was next on the priority list for respondents. Constructing more bike paths and widening roadway shoulders for the safer passage of bicycles was the top priority for 7.7 percent of respondents.

A series of form letters were received after the completion of the Draft RTP in response to the questions, “*What do you see as the greatest transportation issues in Del Norte? How should transportation dollars*

be spent in the Del Norte region? All 40 letters identified roadway maintenance and repair as the top priority for the region.

Tourism

In the past, the Del Norte region has had a resource based economy. With restrictions on commercial fishing and logging, the region is now focusing on tourism to create jobs and boost the local economy. The Del Norte region has abundant natural visitor attractions, notably the Redwood State and National Parks. In order to increase tourism, the region needs to improve the infrastructure, walkability of communities and overall appeal so as to create an environment that makes visitors want to stay in the region. There are a variety of transportation improvements which can assist the Del Norte region with this goal:

- ◆ Bicycle facility improvements along the Pacific Coast Bike Route.
- ◆ Safer pedestrian access to visitor attractions, in commercial areas and across highways.
- ◆ Traffic calming and gateway treatment measures which improve the attractiveness of communities. Examples of gateway treatment projects include traffic calming measures such as striping, colorization, and medians as well as landscaping and gateway monuments at each end of the community.
- ◆ Airport expansion to accommodate more commercial service.
- ◆ Continued roadway maintenance.
- ◆ Reliable broadband internet access to allow for increased telecommuting.

The economy will also benefit from the US 199/SR 197 STAA access project in multiple ways as businesses will be able to transport goods into and out of the county more conveniently and at lower cost and visitors will feel safer traveling in recreational vehicles to visit the redwoods from the coast or the I-5 corridor.

Roadway and Bridge Needs

With low traffic volumes and a low population density, expanding the traffic-carrying capacity of the roadway and bridges in the region is not a high priority regional transportation need for Del Norte. Providing for safe roadways by eliminating hazards and maintaining good pavement conditions is of greater importance.

The *Roadway Needs Studies* for Crescent City and the County of Del Norte, indicated that 17 percent and 22 percent of roadways surveyed have a “poor” or “very poor” roadway condition, respectively. There is a shortage of revenues to carry out an adequate rehabilitation program, needed road and bridge improvements, and maintenance needs for local roads and state highways. The problem is exacerbated by the high repair costs of deferred maintenance. The studies also emphasized the need to develop a pavement management plan and establish a system for prioritizing maintenance projects so as to extend the life of roadways and avoid costly roadway rehabilitation in the future.

Tribal Issues

With Native Americans comprising approximately 6.6 percent of the countywide population (US Census), addressing tribal transportation issues and needs is important to the regional transportation planning process. As part of the public input process, the Consultant met with the Smith River Rancheria, Elk Valley Rancheria and the Yurok Tribe to discuss their tribal transportation issues. The discussions are summarized below:

Elk Valley Rancheria

The *Elk Valley Rancheria Long Range Tribal Transportation Plan* (2009) identifies the following transportation needs:

- ◆ **Access to Employment** – Many of the employees of the Elk Valley Casino have irregular shift times and require transportation to/from work at hours when Redwood Coast Transit is not operating.
- ◆ **Roadway Maintenance** – Continuing to provide for safe access to the Rancheria for residents and guests is a priority for the Rancheria.
- ◆ **Telecommunications/Teletransportation** – Having a reliable telecommunications network that will increase the opportunities for telecommuting is important to the Tribe.
- ◆ **Access to Medical Facilities** – The Tribe also sees a need for specialized medical care services in Del Norte County which are now only available in Eureka and Medford, Oregon.
- ◆ **Pedestrian Access** – Creating a safe environment for pedestrians in and around tribal land is important to the Tribe.

Tribal representatives underscored the importance of increasing safety for non-motorized transportation on Bureau of Indian Affairs (BIA) roads, particularly roadways which provide access to the casino. In the future, the Elk Valley Rancheria plans to relocate the existing casino to the Martin Ranch property just east of the intersection of Humboldt Road and Sandmine Road. This intersection was constructed at irregular angles and is deemed unsafe by tribal members. California Highway Patrol (CHP) has responded to five accidents at the Humboldt Road/Sandmine intersection over the last seven years. Additionally, Humboldt Road has little to no shoulders and shows signs of distressed pavement. In order to provide safe access to the new casino, the Tribe feels that a series of roadway, bicycle, and pedestrian facility improvements are required along Humboldt Road.

Another important need for the Elk Valley Rancheria as well as residents of the Bertsche Oceanview neighborhood is to provide a safe crossing of US 101 to access South Beach on the west side of the highway. South Beach is a long stretch of sandy coastline extending approximately three miles south of Crescent City Harbor, and is popular among surfers, kayakers, equestrians, and beachgoers. While South Beach is geographically close to the Elk Valley Rancheria proposed expanded casino location, beachgoers are required to cross US 101 without a crosswalk. Several crossing alternatives such as an enhanced crosswalk, underpass or overpass are currently being studied.

Smith River Rancheria

Transportation needs for the Smith River Rancheria were identified through review of the *Needs Assessment for Roads North of the Dr. Fine Bridge in Del Norte County* (2009), the *Preliminary Value Analysis Summary Report* (2010), the *Smith River Rancheria Transportation Improvement Program*

(2010), the Roads Design Fair and discussions with tribal representatives. A variety of roadway, transit, bicycle, and pedestrian needs were discussed with a focus on safety issues. The area of concern includes the US 101 corridor and nearby county roads from approximately Lake Earl Drive near the Dr. Fine Bridge north to the Oregon border. The Tribe's 20-year vision for the Smith River corridor is to increase safety for pedestrians, bicyclists, and motorists through pedestrian facilities, traffic calming, intersection improvements, and gateway treatment measures. The Tribe feels that expanding the capacity of US 101 is not consistent with community needs. Major issues and regional transportation needs are summarized below:

- ◆ US 101 serves as the main street for the community of Smith River and the Smith River Rancheria. The highway separates the Lucky 7 Casino at the intersection with North Indian Road from the tribal social services and cultural locations. Residents and employees are often walking (or running) across the highway to access the services on the other side. It is not out of the question to see riding lawnmowers crossing the intersection or other farm equipment travelling along the highway. US 101 intersections with Mouth of Smith River Road and Ship Ashore Way are other common pedestrian highway crossing locations. In addition to traditional pedestrian facilities such as crosswalks and dedicated paths, a variety of traffic calming measures could be employed that make crossing the highway safer, alert motorists to pedestrian congested areas and slow vehicle speeds. Intersection treatments such as widening the fog line and centerline, colorizing shoulders and medians, constructing raised curb and median islands as pedestrian refuges all make it safer and easier for pedestrians to cross and make it easier for motorists to anticipate and see pedestrians and bicycles.
- ◆ In addition to crossing the highway, pedestrians and bicyclists travel along side traffic on the highway. Widening the shoulders on US 101 along the corridor would increase safety for bicyclists and pedestrians.
- ◆ With the exception of one wooden sign at the intersection of Rowdy Creek Road and US 101, there is no "sense of arrival" when motorists enter the community of Smith River along US 101 that would encourage a visitor to stop and visit the local attractions. The Tribe feels that overall safety and economic activity could be improved by implementing gateway treatment projects.
- ◆ There is limited driver sight distance along portions of US 101 in the Smith River area, particularly at North Indian Road and Fred Haight Drive. Traffic calming measures could improve safety at these intersections by slowing vehicle speeds.
- ◆ There are limited turn lane pockets on US 101 in the Smith River corridor. The Rowdy Creek Road intersection (access road to Smith River Rancheria Tribal Headquarters) is one primary example. Southbound traffic turning left onto Rowdy Creek Road must stop in the travel lane to wait for a gap in traffic, risking a rear end collision. The bridge over Rowdy Creek currently limits the land available for road widening. One potential scenario is for the Tribe to acquire the old mill site land adjacent to the intersection and realign the intersection to be a four-way intersection with Fred Haight Drive.
- ◆ Intersection issues: The alignment and configuration of stop signs at US 101/Fred Haight Drive are a safety concern as is inadequate lighting near Indian Road.
- ◆ Transit needs: Many Smith River Rancheria members or employees live in Curry or Josephine Counties in Oregon, or other parts of Del Norte County, and therefore would benefit from expanded regional transit services.

Yurok Tribe

As part of the public input process, a transportation vision workshop was held at the Yurok Tribal Office Community Center. At this meeting, tribal representatives provided a good overview of tribal transportation issues and needs. The *Yurok Long Range Transportation Plan* (2006) was also consulted to identify tribal transportation needs.

- ◆ **Gateway Treatment/Traffic Calming** - Similar to the Smith River Rancheria, US 101 serves as the main street for the Yurok community in Klamath. Although the Yurok Tribe does not presently operate a casino, there are future plans for a hotel, casino, bar, and restaurant. In order to attract visitors and improve safety, the Tribe feels there is a need for gateway treatment projects along the US 101 corridor in Klamath. To many motorists, the community of Klamath has become perceived as a speed trap as the speed limit drops from 65 mile per hour to 55 miles per hour with little indication that the motorist is travelling through a community. Although there is signage along US 101 cautioning drivers about the presence of elk, there are no pedestrian warning signs. Decreasing vehicle speeds and creating a sense of arrival” would increase safety for pedestrians crossing US 101 as well as contribute to the economy. The Tribe envisions landscaped medians and pedestrian/bicycle paths along US 101. Gateway monuments displaying native architecture and turnouts with interpretive signage would notify travelers that they are entering a tribal community. Improved lighting is also important to the safety of pedestrians and motorists along the corridor. The intersection of Ehlers Way and US 101 has been cited as a potential location for traffic calming facilities. These issues will be addressed in the upcoming Yurok Scenic Byway plan.
- ◆ **SR 169** – Safety for pedestrians is also an issue on SR 169 that serves the community of Klamath Glen.
- ◆ **Local Road Issues** – PJ Murphy Road is subject to flooding and would benefit from a grade raise. Safety is an issue for the portion of roadway located on a steep embankment with no guardrails. Mouth of Klamath Road (BIA responsibility) does not meet AASHTO width standards. The County-operated Klamath Beach Road needs repaving.
- ◆ **Transit** – The Yurok Tribe feels there is a need for more bus shelters along the Redwood Coast transit routes. The Pem Mey Fuel Mart is a potential location.
- ◆ **River Transportation** – The Klamath River connects the Del Norte and Humboldt Yurok communities. Travel time by jet boat between the two ends of the reservation is less than the travel time on roadways. One of the goals listed in the Yurok Tribal Transportation Plan is to establish a Public River Ferry System. The ferry would provide faster and more enjoyable transportation for tribal employees, residents as well as visitors. River transit could also be useful in certain emergency scenarios.
- ◆ **Emergency Access** – The establishment of evacuation routes and safe places is particularly important to the tribe, as the community of Klamath is located in and near the Tsunami Hazard Zone. Klamath does not have many services, and the nearest major services are located 22 miles to the north in Crescent City or 56 miles to the south in Arcata in Humboldt County. Klamath also has limited roadway facilities. If US 101 or the Klamath River Bridge were to become impassible, tribal members would need alternate routes to evacuate the community. Pedestrian trails and logging roads could become important evacuation routes. Additionally, ensuring coordination and communication with public transit is crucial to the safety of the Yurok Tribe during an emergency.

- ◆ **Teletransportation** – As there is poor cell phone reception in Klamath, tribal members feel that internet reliability is an important need.

In summary, the Yurok Tribe's regional transportation needs are centered on providing a "community feel" to the town of Klamath and increasing pedestrian and bicycle safety.

Transit Needs

According to the US Census American Community Survey 2005-2009, approximately 8.3 percent of households in Del Norte County had no vehicle available to them and therefore are dependent on Redwood Coast Transit, family/friends or taxi service for transportation. Maintaining reliable and efficient public transit is an important regional transportation need for Del Norte County.

Public input efforts for this RTP as well as the most recent Transit Development Plan update indicate a need for transportation to larger urban cities such as Medford, Redding, Eugene, Portland, or San Francisco. It is possible for Del Norte residents to reach Medford, Ashland, and Klamath Falls via the Southwest POINT service but it is not possible to make a roundtrip in one day. It is also possible to travel south to the San Francisco Bay area, via Redwood Coast Transit service and connecting services in Eureka.

As far as transit capital improvement needs, public input indicated a need for more passenger amenities. Passenger facilities are important for transit systems for a number of reasons. A well maintained bus stop can enhance the public transit system's image. Shelters are particularly important for regions with inclement weather, while elderly passengers benefit from benches. Bus stop signage not only provides a convenience for passengers but can also attract "discretionary riders" who may not be dependent on the transit system for transportation.

A Transit Passenger Facility Development Plan was completed in 2007. The study indicated that there are 11 bus stops on the regional routes 10 and 20 which require signage and three bus stops which warrant a bench. As the Lucky 7 Casino in Smith River is a transfer point with Southwest POINT and Curry Public Transit, a shelter could be warranted, provided the Smith River Tribe approves. For the Crescent City fixed routes, the plan indicates that 10 bus stops are unsigned, 3 benches are warranted, 14 shelters should be constructed, and another 3 shelters replaced.

There is a potential long term need for an improved transit facility for RCT intercity services. RCT is becoming a Greyhound Bus feeder service. This entails providing passengers with the option to purchase tickets for Greyhound service at the time they purchase a ticket for RCT service. As demand for intercity transit and Greyhound feeder service increases, RCT may require modifications to the existing transit facility or an additional transit center in the Crescent City commercial core along US 101. Depending on demand for services and funding available the new transit center could consist of an existing storefront with a driveway for the transit vehicles and parking for passengers or a new facility with a ticket window, baggage service, food service, office space and sheltered bus bays to accommodate RCT and Southwest POINT intercity buses.

Another concern which was brought up during the public input process is the fact that the RCT and Coastline Enterprises vehicles are stored within the tsunami inundation zone. If there were a Cascadia seismic event, there may be little time to relocate these vehicles before the arrival of a tsunami. If the transit fleet were damaged there would be fewer resources available to provide emergency transportation. One solution would be to relocate the transit facility to higher ground. Where to locate a new facility is complicated by the fact that the tsunami hazard zone is not exact and is likely to change over time.

Regardless, it is worthwhile to consider the relocation of transit facilities in long-range transit planning efforts.

Non-Motorized Facility Needs

Census and commute data point to a need to improve bicycle and pedestrian facilities in the Del Norte region. Roughly 8.3 percent of households in the county do not have a vehicle available to them and over one-half of employed residents travel less than 15 minutes to work. Crescent City is a fairly compact urban center which lends itself well to bicycle commuting.

Many roadway safety concerns stem from potential conflicts between automobiles, bicycles and pedestrians. As noted in the tribal issues sections, US 101 divides the communities of Klamath, Crescent City, and Smith River. As part of their daily activities, community residents with or without a vehicle available continually cross or walk along side US 101 while through travelers may be unaware of the high potential for pedestrian and bicycle traffic. The *US 101 Gateway Treatment Plan* noted that a very busy location for pedestrian and bicycle activity in Crescent City is along US 101 in front of the Shangri La Trailer Park near A Drive, where counts recorded 170 average daily pedestrians walking along the west side of the highway and 50 daily pedestrians walking along the east side. There were also approximately 75 daily pedestrian crossings of US 101 near this location. Additionally, there was a recent traffic accident at this location where a wheelchair user was struck by a vehicle while attempting to cross the highway. This section of US 101 is just an example of many locations throughout the region where pedestrian and bicycle safety is an important issue. The *US 101 Gateway Treatment Plan* recommends a variety of traffic calming and non-motorized facility projects to improve safety at the north and south ends of Crescent City.

There is a need to enhance bicycle and pedestrian facilities for recreationalists, tourists, and residents alike. Wider shoulders, bike lanes and paths will greatly increase safety in the region while way-finding signage, sidewalks and crosswalks will improve the overall experience for both visitors and tourists. Sidewalks, crosswalks, and lighting are particularly important for residents with disabilities. US 199 and the Dr. Fine Bridge on US 101 near Smith River are prime examples of roadway facilities without shoulders. The public input process indicated that providing additional safety for bicyclists is an important regional transportation need. Additionally, the *Crescent City and Del Norte County Bicycle Facilities Plan* indicated a need to connect all Del Norte region schools to bike paths and to create secure bicycle parking facilities. Problems are exacerbated by the fact that one of the main bicycle improvement funding sources, Bicycle Transportation Account, is quite competitive and can be difficult to obtain.

Aviation Needs

Improvements to the Del Norte County Airport are an integral part of the region's goal to increase tourism. Airport expansion is also supported by the Native American tribes, local entity decision-makers and much of the general public. Over the short-term, ridership numbers do not justify the extension of the runway to accommodate larger aircraft; however the expansion of the airport terminal is justified for regulatory, safety and capacity reasons. The existing terminal building was not designed for more than one flight at a time and is not compliant with Americans with Disabilities Act (ADA) and Transportation Safety Administration (TSA) codes. To accommodate increased airport usage, safety improvements to the airport's access road, Dale Rupert Road, will be required. Over the long-term, as demand for commercial air service to Del Norte increases, there may be a need to extend the Del Norte County Airport runway.

Another FAA-required safety issue for the Del Norte County Airport is the creation of a "runway safety area." An area around the paved runway must remain "free and clear" in the event an aircraft requires additional space for landing. Creation of a runway safety area will require the grading and filling of 15

acres of wetlands. An EIR is in progress for the project and may be completed in the Spring of 2011. A draft conceptual mitigation plan has been approved by the County Board of Supervisors that will mitigate the impacts of the runway safety area.

The two general aviation airports in the Del Norte County, McBeth Airport and Ward Field, serve a small amount of general aviation and emergency services air traffic. Del Norte County will use state annual grant funds to maintain these airports to acceptable standards. These airports are not eligible for federal funding.

Goods Movement Needs

Goods movement is an important transportation issue for the Del Norte region. The proportion of all traffic representing trucks reached as high as 18.5 percent on US 199 in the Smith River corridor in 2008. However, on some sections of US 199 and SR 197, standard STAA trucks are unable to safely navigate the corridor and therefore it is not a legal route of passage for STAA trucks. Numerous studies and reports have outlined the importance of improving the US 199/SR197 corridor to STAA standards.

- ◆ The transportation industry has adopted the STAA truck as the universal standard for shipping.
- ◆ Del Norte County has no deep water port or rail service and must rely solely on trucking for goods movement.
- ◆ The existing approved STAA route between Del Norte County and Grants Pass, Oregon, along US 101 and SR 42, is 172 miles longer than via SR 197 and US 199. This increase in miles adds to transportation costs through additional time traveled as well as wear-and-tear on the vehicles.
- ◆ Growth of local businesses is limited as they are unable to use standard size trucks to transport goods.
- ◆ Currently, trucks supplying the large big box stores in Crescent City are required to transfer loads to a California-Legal truck.

The SR 197/US 199 Safe STAA Access project will address these issues by making improvements to seven locations along the corridor. After the completion of the project, maintaining pavement and implementing safety projects on the state highways to a level that is sufficient for goods movement will continue to be an important regional transportation need.

Transportation Demand Management Needs

There is no formal rideshare or carpool program in the Del Norte Region, although census data indicates that 35 percent of workers living in the county commute outside of the county for work. Ridesharing/ carpooling programs is a relatively inexpensive and environmentally beneficial form of transportation assistance that can benefit all residents, particularly commuters and those in areas not served or served infrequently by public transit.

GOALS, POLICIES, AND OBJECTIVES

An important element of the RTP process is the development of valid and appropriate goals, objectives, and policies. The RTP guidelines define goals, objectives, and policies as follows:

- ◆ A goal is general in nature and characterized by a sense of timelessness. It is something desirable to work toward, the end result for which effort is directed.

- ◆ A policy is a direction statement that guides decisions with specific actions.
- ◆ An objective is a measurable point to be attained. They are capable of being quantified and realistically attained considering probable funding and political constraints. Objectives represent levels of achievement in movement toward a goal.

The RTP goals, objectives, and policies were developed to ensure that Del Norte can maintain the regional transportation system within the financial constraints of state, federal, and local funding sources. The Policy Element is consistent with the Financial Element in the next chapter. The following RTP goals, objectives, and policies are consistent with the Del Norte County General Plan and the Crescent City General Plan.

GOAL: *Promote a coordinated and balanced regional transportation system in Del Norte County, considering all transportation modes and available funding.*

Public Transportation

GOAL: Support general public transportation and disadvantaged transit services in Del Norte County to the extent that resources are available and services are reasonably cost effective.

POLICY: Evaluate local transit needs annually.

- ◆ **Objective 1:** Analyze the existing Del Norte public transit system in its entirety by updating the Transit Development Plan at least every five years.
- ◆ **Objective 2:** Consult with the Social Services Transportation Advisory Council (SSTAC) for input on transit matters.
- ◆ **Objective 3:** Conduct an annual needs assessment, and document findings, with a needs report.

POLICY: Coordinate – and where feasible consolidate – public, social service agency, and private transit services for accessible and affordable public transportation.

- ◆ **Objective 1:** Encourage private enterprise to provide public transit services needed by Del Norte County residents, such as contract services for dial-a-ride, subsidized taxi services, and recreational tours, if feasible.
- ◆ **Objective 2:** Support the continuation of transportation programs for the elderly and handicapped provided by social service agencies. Support the coordination of programs to avoid duplication of public services.
- ◆ **Objective 3:** Evaluate the Consolidated Transportation Service Agency’s potential to provide expanded transportation services for area senior and disabled populations.
- ◆ **Objective 4:** Analyze the fixed route/dial-a-ride service combination on an annual basis and develop improvement recommendations based on needs identified in that analysis.

POLICY: Keep service plans and evaluations up-to-date for cost-effective transit services.

- ◆ **Objective 1:** Prepare quarterly public transit service evaluations for LTC-subsidized services.
- ◆ **Objective 2:** Continue implementing applicable Five-Year Transit Development Plan and other transit planning study recommendations.
- ◆ **Objective 3:** Achieve and maintain at least a 10 percent fare box recovery ratio for fixed-route transit service.

POLICY: In conjunction with the City and County, consider the transportation needs of seniors, people with low income, and people with disabilities when making public transportation services decisions for ADA compliance (supports County General Plan Policies 3.B.3. and 8.C.3).

- ◆ **Objective 1:** Conduct an annual rider survey to determine the needs of senior, disabled, low-income, and transit-dependent people.
- ◆ **Objective 2:** Expand federal, state, and local funding for both public and social service transportation.

POLICY: Pursue all available funding sources for transit services (supports County General Plan Policies 3.B.2. and 8.C.2).

- ◆ **Objective 1:** Prioritize transit service needs and apply for funding to meet those needs.

POLICY: Give highest priority for public transit facilities and services to areas of high intensity use and/or focused commuter-employment (supports County General Plan Policies 3.B.5. and 8.C.5).

- ◆ **Objective 1:** Improve transit services between employment centers and highest density residential areas. Expand geographic service area and extend service hours as needed to cost effectively serve transit riders.

POLICY: Provide a safe and secure public transportation system for Del Norte County, including emergency preparedness planning, communication and coordination for transit systems, emergency responders, and public agencies.

- ◆ **Objective 1:** Implement a countywide program for emergency preparedness, management, and planning for public transportation safety, security and mobility. Emergency preparedness management and planning entails emergency response modeling, hazards identification, responder training, coordination, and community planning.

Non-Motorized Transportation (Pedestrian and Bicycle)

GOAL: Safe and accessible non-motorized transportation modes, supported by improvements to transportation facilities.

POLICY: Promote the development of a comprehensive and safe system of commuter, recreational, and touring bicycle routes connecting the region's major recreation, employment, commercial, and housing areas with existing and planned bikeways (supports City General Plan Policy 3.C.2. and County General Plan Policy 8.E.5).

- ◆ **Objective 1:** In conjunction with the City and County, update the Del Norte County and Crescent City Bicycle Facilities Plan at least every five years.
- ◆ **Objective 2:** Encourage the City and the County to implement the recommendations contained in the adopted Del Norte County and Crescent City Bicycle Facilities Plan.
- ◆ **Objective 3:** Encourage the City and the County to provide bicycle parking at sites recommended in the Del Norte County and Crescent City Bicycle Facilities Plan.
- ◆ **Objective 4:** Encourage the City and County, as a safety measure, to regularly sweep bikeways identified in the Del Norte County and Crescent City Bicycle Facilities Plan.

POLICY: Support the construction of both pedestrian and bicycle facilities that improve accessibility, connectivity, and circulation.

- ◆ **Objective 1:** Support Caltrans' development of multi-use shoulders on state highways to accommodate non-motorized traffic, including recreation/tour travel bicycle routes.
- ◆ **Objective 2:** Support the development of sidewalks, walkways, and bike and pedestrian trails that lead to and through outdoor recreational areas such as parks and schools, as well as commercial areas (supports City General Plan Policy 3.C.1. and County General Plan Policy 8.E.3).

POLICY: Promote convenient and safe non-motorized facility improvements.

- ◆ **Objective 1:** Plan for the extension of sidewalks, trails, and walking facilities to facilitate convenient and safe pedestrian movement.
- ◆ **Objective 2:** Plan for separate and safe pedestrian walkways, protected from automobile traffic (supports City General Plan Policy 3.D.2. and County General Plan Policy 8.E.2).
- ◆ **Objective 3:** Coordinate, with interested agencies, to pursue available sources of funding for non-motorized trail development (supports City General Plan Policies 3.C.6. and 3.D.5., and County General Plan Policy 8.E.8).
- ◆ **Objective 4:** Conduct a study of the urban area that assesses sidewalks and trails adequacy, and provides a walkway and trail plan (supports City and County General Plan Implementation Plan 8.5).

POLICY: Promote non-motorized facility improvements that meet the needs of seniors, children, people with low-income, and people with disabilities.

- ◆ **Objective 1:** Coordinate with local school districts to assure that safe routes to schools are available to all students (supports City General Plan Policy 3.D.3 and County General Plan Policy 8.E.4).
- ◆ **Objective 2:** Promote sidewalk improvements that include wheelchair-accessible radius curb cuts in the greater Crescent City area in compliance with the ADA.
- ◆ **Objective 3:** Support City General Plan Policy 3.D.6 and County General Plan Policy 8.E.10 requiring developers to finance and install ADA accessible pedestrian walkways for all new development projects in urban areas.

- ◆ **Objective 4:** Promote pedestrian facility improvements that connect residential areas and public facilities to public transit stops.

POLICY: Assess recreational needs as part of a strategy to secure non-motorized recreational facilities funding.

- ◆ **Objective 1:** Conduct periodic recreational travel demand surveys. Identify non-motorized recreational facilities which serve recreational travelers, especially those linking population and recreational areas, and state and federal funding sources to finance them.
- ◆ **Objective 2:** Support efforts to connect Crescent City to Redwood National Park through recreation/non-motorized paths.
- ◆ **Objective 3:** Support trail development in Del Norte County which provide connections to other regional trail systems in other counties.

POLICY: Encourage the creation of safe, clean, and pedestrian-friendly business, commercial, and outdoor areas.

- ◆ **Objective 1:** Support projects that create compact, pedestrian-oriented commercial areas with well-lighted pedestrian environments and pedestrian-friendly public spaces.
- ◆ **Objective 2:** Whenever feasible, allocate funding for aesthetic public amenities that enhance commercial areas, such as landscaping, seating, lighting, and signage.
- ◆ **Objective 3:** Support roadway improvement projects that include sidewalk widening.

Aviation

GOAL: Maintain and improve airport facilities to meet the commercial, emergency services, and general aviation needs of Del Norte County residents and visitors.

POLICY: Support increasing public air service to northerly, southerly and easterly connections through maximizing Del Norte County airport capacity.

- ◆ **Objective 1:** Support County of Del Norte efforts to maintain and improve McNamara Field navigational aids for service reliability and safety consistent with the 2005 Airport Master Plan (supports City General Plan Policy 3.E.2 and County General Plan Policy 8.F.5).
- ◆ **Objective 2:** Support County of Del Norte efforts to provide commercial and recreational hangars for McNamara Field based aircraft (supports City General Plan Policy 3.E.1 and County General Plan Policy 8.F.3).
- ◆ **Objective 3:** Support County of Del Norte efforts to maintain a list of McNamara Field improvements and construction projects (supports City General Plan Policy 3.E.5 and County General Plan Policy 8.F.9).
- ◆ **Objective 4:** Coordinate with the County to investigate the use of noise-reducing flight procedures for airplanes and helicopters, such as maintaining minimum flight altitudes, using less noise sensitive flight paths, or flying during less sensitive hours (supports City General Plan Policy 7.H.8).

- ◆ **Objective 5:** Consider investigating prop-jet air corridor possibilities (supports City General Plan Policy 7.H.18).

POLICY: Support the continuation of subsidies to Del Norte County serving air carriers.

POLICY: Support land uses and services surrounding airports that is compatible with airport activities.

- ◆ **Objective 1:** Encourage the City and County to develop and apply zoning codes and land use policies that will facilitate future development at the airports.
- ◆ **Objective 2:** Support City and County efforts to designate land adjacent to McNamara Field for airfield-dependent development (supports City General Plan Policy 3.E.3 and County General Plan Policy 8.F.4).
- ◆ **Objective 3:** Support City and County efforts to restrict land uses in the McNamara Field approach and take-off zones vicinity to the lowest possible densities and development intensities (supports City General Plan Policy 3.E.4 and County General Plan Policy 8.F.7).

Highways/Streets/Roads

GOAL: Support highway, roadway, and street system maintenance and improvements that meet local, regional and interregional transportation needs. Determine ways to redirect gas tax money toward local governments, to provide funding for street maintenance.

POLICY: Encourage operational improvement projects that maintain and upgrade the region’s existing transportation routes.

- ◆ **Objective 1:** Develop and submit the Regional Transportation Improvement Program and provide Caltrans and the CTC with comments that clarify regional priorities and needs.
- ◆ **Objective 2:** Support the designation of segments of US Highways 101 and 199 and State Route 197 in the Federal Scenic Byway Program.

POLICY: Maintain the SAFE Call Box System.

- ◆ **Objective 1:** Periodically monitor 23 SAFE call boxes to determine whether they are sufficient for traveler needs.

POLICY: Support the planning and implementation of state highway operational and safety improvements. Encourage the development and monitoring of critical operational/safety improvement locations.

- ◆ **Objective 1:** Support planning for, and implementation of, improvements necessary to upgrade State Route 197 and US Highway 199 from “Red Route” to “STAA Route” status.

POLICY: Support continued local road system maintenance and improvement, with particular emphasis on arterials and collectors.

- ◆ **Objective 1:** Support key arterial and collector rehabilitation, reconstruction, and continued development, address ongoing safety concerns, and facilitate the movement of people and goods.

- ◆ **Objective 2:** Encourage the City, County, and Harbor District to develop (at minimum) five-year road system maintenance, rehabilitation, and improvement programs.
- ◆ **Objective 3:** Encourage consideration of developer participation in roadway improvement projects to mitigate the circulation impacts of new development.

POLICY: Support highway and intermodal corridor preservation for bikeways and pedestrian trails.

- ◆ **Objective 1:** Review potential corridors (as identified) and comment on regional and statewide long-term right-of-way protection priorities, to the County, City, and Caltrans as appropriate.
- ◆ **Objective 2:** Pursue the use of Rural Planning Assistance funds, Regional Improvement Program funds and other available funding sources, to complete corridor studies.

POLICY: Develop improved access to the Del Norte region, via US Highways 101 and 199 (supports City General Plan Policy 3.A.21 and County General Plan Policy 8.A3).

- ◆ **Objective 1:** In conjunction with the City, County, and Caltrans, develop a 20-year highway route concept plan that includes a US Highway 101 Access Plan addressing at-grade road intersection continuation, upgrade, and safety improvements (supports County General Plan policies 8A.9, 10, and 12; also supported by Caltrans).

Goods Movement (Maritime and Truck)

GOAL: Support the development of a viable goods movement truck corridor via US Highway 199 and State Route 197, as well as continued development of Crescent City Harbor to facilitate maritime goods movement.

Maritime

POLICY: Encourage agencies responsible for the harbor and its development to consider the needs of the users when improving the facilities.

- ◆ **Objective 1:** Encourage the Harbor District, City, and County to plan and coordinate the overall Harbor and adjacent land development.
- ◆ **Objective 2:** Support Crescent City Harbor improvement funding, as well as funding for other Northern California port development beneficial to the Harbor.
- ◆ **Objective 3:** Encourage the City and County to work with the Harbor District, in support of commercial and recreational boating access maintenance and dredging (supports City General Plan Policy 3.F.1 and County General Plan Policy 8.G.1).

POLICY: Support the Crescent City Harbor District's efforts to implement their 2006 Master Plan.

- ◆ **Objective 1:** Coordinate with the Crescent City Harbor District to implement the transportation service and facility improvements identified in the Master Plan.
- ◆ **Objective 2:** Encourage the Harbor District to implement the 2006 Harbor Master Plan for commercial, recreational, and public development.

POLICY: Recognize that dredging the harbor is the key to maintaining the ability to move goods through the harbor.

- ◆ **Objective 1:** Continue with the Harbor District’s maintenance dredging of the Harbor mouth navigational channels, the entrance to the Inner Boat Basin, the area around Citizen’s Dock, the working waterfront, and the Outer Boat Basin at such time as it is viable to reconstruct the floating dock system in that basin.
- ◆ **Objective 2:** Continue to work with the necessary agencies to find an alternative dredge spoils site offshore to the extent it is possible to do so.

Truck

POLICY: Encourage and partner with Caltrans to meet the needs of local shippers, and businesses moving freight by truck, when planning truck routes in and out of the County.

- ◆ **Objective 1:** Continue to implement roadway improvement projects along the US Highway 199 and Route 197 corridor that will achieve STAA Route status and create a viable trade corridor.

Teletransportation and Pipeline Transmission

GOAL: Support teletransportation as a transportation mode with significant trip reduction potential and the ability to extend communication services to underserved and rural populations. Support the goals and policies of the Teletransportation/Communications Assessment and Plan Study for Del Norte, and adopted Teletransportation/Telecommunications Strategic Plan, April 2007.

POLICY: Support funding for teletransportation projects that create trip reduction and increased productivity benefits.

- ◆ **Objective 1:** Support City and County-planning and capital development for local Internet, multimedia communications, and videoconferencing services (supports City General Plan Policy 3.G.3. and County General Plan Policy 8.H.3).
- ◆ **Objective 2:** Support telecommunications infrastructure identified in the most recent Tele-Transportation/Communications Assessment and Plan.

POLICY: Support agency, resident, and business education, regarding the benefits of teletransportation as an alternative to traditional surface transportation.

- ◆ **Objective 1:** Make up-to-date regional teletransportation services and opportunities information available to County and City staff.

POLICY: Promote local teletransportation infrastructure improvements and coordination, for resident, business, visitor, and public agency access.

- ◆ **Objective 1:** Support implementation of teletransportation services upgrades identified in the Teletransportation/Communications Assessment and Plan for the County.
- ◆ **Objective 2:** Work towards obtaining California Public Utilities Commission regulatory approval for telecommunications services enhancements.

- ◆ **Objective 3:** Encourage development of Internet, multimedia communications, and videoconference facilities with the greatest broad band width, to serve local public utilities, public and quasi-public agencies, and the business (supports City General Plan Policy 3.G.1 and County General Plan Policy 8.H.1).

POLICY: Support the development and maintenance of teletransportation infrastructure improvements.

- ◆ **Objective 1:** Support efforts to extend and maintain high-speed Internet access (broadband) throughout the County.
- ◆ **Objective 2:** Actively support community access to full-motion video-conferencing equipment.

POLICY: Encourage the undergrounding new or relocated utility lines.

- ◆ **Objective 1:** Support the City's undergrounding policy for new or relocated utility lines, especially where it interferes with scenic resources.
- ◆ **Objective 2:** Encourage the use of the strongest, most flexible and economically-feasible materials available for major new or replacement sewer and water pipes.

Transportation Demand Management

GOAL: Maximize efficient multi-modal transportation facility use to reduce: (1) regional highway and roadway system travel demand, (2) required investment in new or expanded facilities, and (3) automobile pollutant emissions (supports County's General Plan: Transportation Control Measures – Goal 8.D).

POLICY: Support transportation system management implementation of low-cost improvements that enhance existing facilities or services.

- ◆ **Objective 1:** Monitor and evaluate public transit services performance measures.
- ◆ **Objective 2:** Consider highway system operational improvements and make recommendations to Caltrans.

POLICY: Encourage transportation improvements that emphasize multi-modal transportation use, and reduce automobile dependency and single-occupancy vehicle use.

- ◆ **Objective 1:** Encourage ridesharing and other trip reduction program implementation.
- ◆ **Objective 2:** Develop programs to redirect automobile commute trips to transit, walking, bicycling, and ridesharing (supports County General Plan Policy 8.D.2).
- ◆ **Objective 3:** Encourage major traffic generators to develop and implement trip reduction measures (supports County General Plan Policy 8.D.4).

Recreational Travel

GOAL: Make recreational travel safe, easy and attractive for residents and visitors.

POLICY: Develop a system of interconnected pedestrian, equestrian, and bicycling trails, and public transit suitable for active recreation, transportation, and circulation (supports City and County General Plan Goals 5.B and 5.C, respectively).

- ◆ **Objective 1:** Work with agencies and tribal governments to develop a recreational access trail system for resident and visiting pedestrians, bicyclists and equestrians (supports City General Plan Policies 5.B.1, 2, and 3, and County General Plan Policy 5.C.1).
- ◆ **Objective 2:** Participate in development of pedestrian and bicycle trail connections to National Forest and National Park recreation areas lands, especially for recreational access to the Mill Creek addition to Del Norte Redwoods State Park (supports County General Plan Policy 3.J.2 and 5.B.36).
- ◆ **Objective 3:** Coordinate with Forest Service, National and State Parks, and Redwood Economic Development Institute efforts to complete the Coast-to-Caves and Coast-to-Crest Trailways for recreational use.
- ◆ **Objective 4:** Coordinate with the County, City, and State and encourage Agricultural District participation in developing Elk Creek area pedestrian, bicycle, and equestrian trail access (County GP Policy 5.B.24).
- ◆ **Objective 5:** Support the provision of safe parking near trailheads (supports City GP Policy 3.D.9 and County GP Policy 8.E.11).

POLICY: Support the development of designated trails and related visitor-serving uses at the Crescent City Harbor (supports Harbor District Master Plan).

- ◆ **Objective 1:** Coordinate Harbor District, local, and State agency efforts to connect Harbor area trails with coastal and inland trails to the north, south and east.

Integrated Land Use, Air Quality and Transportation Planning

GOAL: Promote development that makes efficient use of existing public resources.

POLICY: Encourage development that increases the convenience, safety, and comfort of people walking, cycling, or using public transportation (Supports City General Plan Policy 1.A.3 and County General Plan Policy 3.C.9).

POLICY: Encourage planning and approving residential uses in those areas that are most accessible to school sites, in order to enhance neighborhoods, minimize transportation requirements and costs, and minimize safety problems.

POLICY: Integrate land use, transportation, and air quality planning, to make the most efficient use of public resources and create a healthier environment (County General Plan Goal 3.C).

- ◆ **Objective 1:** Support City and County efforts to plan infill, high density, and mixed-use development that will increase local service efficiency and reduce local automobile dependency (supports City General Plan Policy 1.I.2. and County General Plan Policies 3.C.4. and 3.C.7).
- ◆ **Objective 2:** Support higher residential densities at locations where convenient access to parks and open space access is readily available (supports City General Plan Policy 1.F.3).

- ◆ **Objective 3:** Encourage projects to develop pedestrian-oriented commercial uses, particularly at street level, along the US Highway 101 urban corridor (supports City General Plan Policy 1.B.13).
- ◆ **Objective 4:** Encourage project proponents to consult with NCUAQMD early in the planning process regarding transportation control measure (TCM) applicability (supports City General Plan Policy 6.E.5).
- ◆ **Objective 5:** Ensure that transportation improvement projects included in regional transportation plans (RTP, TRIP, CMP, etc.) are consistent with applicable NCUAQMD air quality goals and policies (supports County General Plan Policy 3.C.1).

POLICY: Support the development and maintenance of scenic drives for the enjoyment of County of Del Norte residents and visitors.

- ◆ **Objective 1:** Support signage limitations and natural resources protection on scenic routes.
- ◆ **Objective 2:** Encourage transportation projects that provide public access to significant natural and cultural resources and scenic vistas, via scenic routes, scenic highways and scenic byways.
- ◆ **Objective 3:** Support developing community entry points as scenic corridors, using a cohesive architectural design theme, landscaping, underground utilities and other measures to improve appearances.

Climate Change

GOAL: Reduce GHG emissions from transportation related activities within the Del Norte County boundaries to support the state’s efforts under AB-32 and to mitigate the impact of climate change.

POLICY – Consider GHG emissions as part of every transportation capital improvement project decision.

POLICY – Pursue projects with positive GHG impacts and that are realistic given the very rural nature of the Del Norte region, including transit programs, ridesharing programs, bicycle and pedestrian improvements, Intelligent Transportation Systems strategies, and maintenance of existing roadways to reduce vehicle emissions.

- ◆ **Objective 1:** Participate in a community action plan that includes measures to reduce GHG emissions to target levels.
- ◆ **Objective 2:** Reduce GHG emissions from transportation related sources in Del Norte County from “business as usual” levels by 2020.

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This chapter presents a plan to address the needs and issues for all transportation modes, in accordance with the goals, objectives, and policies set forth in the Policy Element. It is within the Action Element that projects and programs are prioritized as short- or long-term improvements, consistent with the identified needs and policies. These plans are based on the existing conditions, forecasts for future conditions and transportation needs discussed in the Existing Conditions Section and Policy Element and are consistent with the Financial Element.

PLAN ASSUMPTIONS

In addition to the data discussed above, it is necessary to base the Action Element on a series of planning assumptions, as presented below:

- ◆ **Environmental Conditions** – No change is assumed in attainment status for air or water quality affecting transportation projects.
- ◆ **Travel Mode** – The private automobile will remain the primary mode of transportation for residents and visitors. Public transportation will remain a vital service for the elderly, low-income, and for people with mobility limitations. Bicycle and pedestrian travel will increase modestly, for both recreational and utility purposes.
- ◆ **Changes in Truck Traffic** – Due to population growth and economic activity, the proportion of truck traffic on state highways will increase slightly during the planning period.
- ◆ **Recreational Travel** – Recreation oriented travel will continue to have a major impact on state highways in the county particularly during the non-winter months. US 101 is the primary route of travel for visiting motorists and bicyclists.
- ◆ **Transit Service** – Though future planning efforts may lead to expansion of services in Del Norte County, any expansion will not significantly impact overall traffic levels. Demand for public transit will increase as the population ages.
- ◆ **Population Growth** – The Del Norte region will not be subject to the same development pressures as in neighboring counties. The population of Del Norte County will increase at a rate not greater than California Department of Finance projections of 1.6 percent annually.
- ◆ **Planning Requirements** – New state and federal requirements with respect to climate change and GHG emissions will continue to shape the planning process in the future. This RTP is a dynamic document which will be updated as requirements change.
- ◆ **Emergency Preparedness** – Transportation and regional coordination will continue to play a key role in emergency preparedness in the Del Norte region.

TRANSPORTATION SAFETY

Addressing transportation safety in a regional planning document can improve health, financial, and quality of life issues for travelers. In the past, transportation safety has been addressed in a reactionary mode. There is a need to establish methods to proactively improve the safety of the transportation

network. In response to this, California developed a *Strategic Highway Safety Plan* (SHSP) in 2006. The document has since been updated in order to clarify some action items. This plan sets forth one primary safety goal: reduce roadway fatalities to less than one per one hundred million VMT. The SHSP focuses on 16 “Challenge Areas” with respect to transportation safety in California. For each Challenge Area, background data is provided, a specific goal is established, strategies are considered to achieve that goal, and institutional issues that might affect implementation of that goal are discussed. In 2008, California completed the implementation of the SHSP that includes 152 actions to implement the strategies listed in the SHSP for the 16 Challenge Areas. The California SHSP Challenge Areas are summarized in Appendix N, along with safety strategies and implementation actions that could be applied to the Del Norte region.

The policy element of this RTP includes safety goals and objectives that comply with the California Strategic Highway Safety Plan. Transportation improvement projects that specifically address safety for all types of transportation modes are included in the project list tables in this chapter. Transportation safety is the primary concern for roadways and non-motorized transportation facilities in the Del Norte region.

TRANSPORTATION SECURITY/EMERGENCY PREPAREDNESS

Transportation security/emergency preparedness is another element which is incorporated into the RTP. Separate from transportation safety, transportation security/emergency preparedness addresses issues associated with large-scale evacuation due to a natural disaster or terrorist attack. Emergency preparedness involves many aspects including training/education, planning appropriate responses to possible emergencies, and most importantly communication and coordination. As Del Norte County is a region that has tsunamis, floods, wildfires and land slides; so much of the focus is on emergency preparedness.

Transportation is a crucial function of emergency preparedness. As such, the Transportation Research Board developed a “Guide to Emergency Response Planning at State Transportation Agencies” in 2010. The guide outlines important steps to developing an emergency preparedness program:

- ◆ **Emergency Planning Phase** – As part of this step, the agency identifies potential risks and hazards to the region, gathers a collaborative team of emergency response personnel and other public sector employees, develops procedures for responding to an emergency and identifies resources required to carry out the procedures.
- ◆ **Prepare for the Emergency** – In order to test the emergency plan, agencies should conduct drills and simulations of different emergencies. This will also help to identify costs and manage resources.
- ◆ **Respond to the Emergency** – This step is the true test of the emergency planning effort. After initiating the emergency response, the agency must continually monitor the emergency through ITS or first-hand reports, coordinate with all parties involved, manage the evacuation and finally demobilize emergency responders.
- ◆ **Recover from the Emergency** – The final step is to restore traffic and transportation to normal levels and identify lessons learned.

The document emphasizes that the importance of organized management in the event of an emergency. It is essential for public sector employees involved in transit, fire or police to understand their roles and responsibilities if an emergency occurs. As these employees have a duty to respond to an emergency, it is important that advance preparations are made to ensure the safety of the employee’s families. It is also

essential that local governments, tribal governments and state governments coordinate and agree upon each entity's responsibility during a catastrophe so that there are no gaps in services or duplication of responses.

As the Del Norte region is rather remote and not densely populated, it is not likely that Del Norte County would be the focus of a terrorist attack. In the Del Norte region, forced evacuation due to tsunami, wildfire, flood or landslide is the most likely emergency scenario. A variety of other emergency scenarios are also possible such as a vehicle accident along the state highway system involving hazardous materials.

The natural disaster scenario, which is on the forefront of emergency preparedness planning in Del Norte, is a tsunami. During the preparation of this document in 2011, an 8.9 magnitude earthquake in Japan produced several tidal waves reaching as high as 7 feet. The entire inundation zone was evacuated and US Highway 101 in Crescent City and Klamath was closed to through traffic. Nearly all the damage was in the Crescent City Harbor area, which was entirely destroyed. In 1964, an 8.6 magnitude earthquake in Alaska produced four tidal waves reaching as high as 20 feet, which devastated Crescent City Harbor and the business district south of Front Street and caused extensive damage elsewhere. The Del Norte region continues to learn from these tragic events and has been in the process of improving emergency preparedness programs and evacuation maps ever since. As these maps change and are updated with current information, the transportation systems and infrastructure will need to respond.

The Crescent City website includes a link to a brochure on "How to Survive a Tsunami in Del Norte County." The brochure includes Tsunami Evacuation Maps for the Crescent City, Smith River, and Klamath communities. The County of Del Norte website also provides a link to the evacuation maps (Appendix O). Tsunami evacuation routes by community are as follows:

- ◆ **Crescent City** – The Tsunami Hazard Zone generally extends from 9th Street, north of the Del Norte County Fairgrounds, up the Elk Creek drainage and just east of Humboldt Road. Evacuation routes for downtown Crescent City are A Street., C Street and H Street to 9th Street. US 101 and Elk Valley Road are the closest evacuation routes for the hotels and businesses near the harbor.
- ◆ **Lake Earl/Fort Dick** – The Pacific Shores neighborhood and Tolowa Dunes State Park are located entirely within the Tsunami Hazard Zone. Evacuation routes in this community include Kellogg Road, Lower Lake Dr., Morehead Road, and Moseley Road.
- ◆ **Klamath** – Near the communities of Klamath and Klamath Glen, the Tsunami Hazard Zone borders the coastline and the Klamath River. The majority of the section of US 101 from Resighini Road north to Wilson Creek is located within the Hazard Zone. SR 169 dips in and out of the Hazard Zone as it winds around the Klamath River. As there are limited roadways in this area, evacuation sites have been established on high ground just above the Tsunami Hazard Zone. The Tribe feels there is a need to establish better evacuation routes in the Klamath community. Pedestrian trails and old logging roads may be options.
- ◆ **Smith River** – The area west of US 101, Sarina Road, and Lower Lake Road is located within the Tsunami Hazard Zone. Pala Road and First Street are established evacuation routes. Maintenance and rehabilitation projects for roads designated as evacuation routes should be given higher priority.

While federal and state agencies are responsible for the management of federally or state operated transportation facilities, the responsibility of actual mass evacuations rests with local agencies as it is local entities that operate most roadways and the public transit systems which are used to transport residents in case of a mass evacuation. A large number of public sector departments play a role in emergency response. These include city and county office of emergency services, police, fire department,

school districts, harbor district, public transit and tribal entities. DNLTC is in a good position to act as a primary coordinator with respect to transportation emergency planning between the various entities. DNLTC could also provide a centralized location of information on transportation system conditions and direction for responses that might be useful during an emergency. DNLTC has organized and conducted a series of emergency preparedness evaluations, trainings, and exercises to better prepare the community in the event of a disaster. As part of this effort, interagency coordination meetings were conducted to identify gaps in emergency response plans and support seamless coordination between Del Norte public sector staff, tribal entities as well as neighboring Curry County. This process is ongoing. The following summarizes progress made and issues identified as part of these efforts:

- ◆ **Transit System Preparedness** – In 2007, Redwood Coast Transit underwent a vulnerability assessment which identified potential hazards and threats to public transit in Del Norte so as to prioritize strategies to protect transit operations. Many of these recommendations have been implemented. As an example, a Safety, Security, and Emergency Preparedness Plan was developed. Del Norte Unified School District personnel are certified in Incident Command System (ICS) (The Federal Highway Administration’s (FHWA) standard procedures for managing an incident) and National Incident Management System (NIMS) (Federal Emergency Management Agency’s (FEMA) guide to emergency response). RCT, Curry Coastal and Coastline Enterprises are expected to undergo training soon.
- ◆ **Transit Coordination** – The County of Del Norte and Del Norte Unified School District have entered into a Memorandum of Understanding regarding the coordination of vehicles and other resources in the event of an emergency. Redwood Coast Transit and Coastline Enterprises are also expected to sign the agreement.
- ◆ **South Beach Evacuation** – The South Beach area includes a number of hotels, restaurants and a trailer park well within the Tsunami Hazard Zone. Although signage has been placed around the area to indicate that one is in the Tsunami Hazard Zone, there is no signage indicating evacuation routes leading to higher ground.
- ◆ **Inter-Regional Coordination** – US 101 and US 199 serve as state highway evacuation routes for both Curry County, Oregon, and Del Norte County. Therefore, coordination between the two counties during an emergency situation is important. Informal agreements between law enforcement, fire, and emergency responders of both counties have been established. However, creating more formal agreements, such as sharing state aid across the state border, may prove to be more problematic. The Memorandum of Understanding creating the Joint Powers Authority for the airport could be used as a model for future agreements. Additional outreach is required to engage the school districts of Gold Beach, Brookings, and Port Orford.
- ◆ **Japanese 2011 Tsunami After Action Report** – Coincidentally, the 2011 Japanese Tsunami occurred two days after an emergency preparedness exercise. An After Action Report was prepared by the consultant. The report stated that transportation staff’s response to the emergency was a success but identified room for improvement in the areas of incident command, safety, public information, interagency coordination, operations, planning and intelligence, logistics and finance/administration. These issues will be addressed in subsequent trainings.

Coordinating emergency services and establishing emergency procedures is not a one-time event. Rather, emergency preparedness is a continuous effort. FHWA Partnership Planning Grants administered through Caltrans could be applied for to fund regionwide emergency planning efforts.

To be fully effective, emergency preparedness with respect to transportation must be multimodal. If bridges have been destroyed or compromised from an earthquake, evacuation via car or bus may not be the safest option. Therefore, evacuation by foot or bike should also be considered, particularly for tsunami evacuations. The airports in Del Norte County will also be critical in the event of an emergency, particularly if roadway damage isolates Del Norte County from nearby urban areas. The best preventative measures with respect to this document for an emergency preparedness would be to continue to implement projects in the RTP which upgrade roadways, airport facilities, bicycle and pedestrian facilities and public transit. The maintenance and implementation of ITS projects such as Road Weather and Information Systems (RWIS), Changeable Message Signs (CMS), and Closed Circuit Television (CCT) could assist with maintaining a steady flow of traffic on the state highways while keeping evacuees informed.

TRANSPORTATION SYSTEM IMPROVEMENTS

As a method of developing responses to the transportation needs and issues discussed in the earlier portions of this document, this RTP includes a list of transportation system improvements for each mode of transportation applicable to Del Norte County. This RTP lists both financially constrained and financially unconstrained improvements. Financially-constrained projects are funded over the short- and long-term periods as demonstrated in the Financial Element. The unconstrained project list is considered a “wish list” of projects that would provide benefit to the region, but will unlikely receive funding over the next 20 years unless new funding sources become available.

Project Specific Performance Measurement Development

With diminishing transportation funding at the state level, it is becoming increasingly important to establish a method of comparing the benefits of various transportation projects and considering the cost effectiveness of proposed projects. According to the RTP guidelines, performance measures outlined in the RTP should set the context for judging the effectiveness of the Regional Transportation Improvement Program (RTIP) as a program. More detailed project specific performance measures used to quantitatively evaluate the benefit of a transportation improvement project should be addressed every two years in the region’s RTIP.

This section of the Action Element discusses performance indicators and measures used to evaluate regional transportation improvement projects in Del Norte County. The performance measures are used in the development of short-term capital improvement plans to prioritize improvement projects and determine each project’s cost-effectiveness. After completion of a project, the effectiveness or performance of the project is measured according to the criteria listed below. The RTP performance measures are amended as necessary to reflect future changes in regional needs, goals, and policies.

- ◆ **Safety and Security (S)** – Safety plays a large role in the consideration of transportation projects in the Del Norte region. A reduction in the number of fatal vehicle accidents per VMT is a good quantitative measure of the impact of a project on regional safety. The baseline performance in the Del Norte region is 0.015 fatalities per million VMT. Poor pavement conditions contribute to single vehicle accidents. All roadway rehabilitation RTP projects on both county roadways and city streets will increase safety and therefore reduce the baseline performance measure. Safety concerns also play a role in the US 199/SR 197 STAA Access projects. In addition to allowing the safe passage of standard trucks, the widening improvements will increase safety for recreational vehicles. Bridge replacement projects address safety concerns. The Hunter Creek Bridge on Requa Road is considered structurally deficient with a sufficiency rating of 43.6. The safety of pedestrians and bicyclists is very important for the Del Norte region. The vast majority of non-motorized facility projects and traffic calming measures will improve the safety of pedestrian and bicyclists.

- ◆ **Mobility/Accessibility (M/A)** – The *Performance Measures for Rural Transportation Systems Guidebook* defines mobility as “the ease or difficulty of traveling from an origin to a destination.” Accessibility is defined as “the opportunity and ease of reaching desired destinations.” For more populated regions, mobility refers to delay and travel time. Although weather-related travel delays and road closures do occur in the Del Norte region, there is only low levels of traffic congestion, and Level of Service (LOS) on roadways is limited more by topography than by traffic levels; however most RTP projects will improve mobility for Del Norte County residents in a more general sense.

Accessibility refers to the number of options available to travel from point A to point B or the number of travel options to a state highway for a resident of an outlying community. The *Performance Measures for Rural Transportation Systems Guidebook* cites several relatively easy methods of quantitatively measuring accessibility such as evaluating travel time between key points. In Del Norte County, there are no projects proposed that will construct new roadways to or from outlying communities. However, there are projects that propose new trails or expanding trails, or that increase accessibility to existing trails. Given the County’s efforts to benefit economically from hosting significant public lands including the Redwood National and State Park, accessibility to trails and trail development is a high priority. Accessibility is also appropriate when measuring transit projects. Public transit links the outlying communities to the urban portion of the county, Crescent City and provides access to medical services and intercity transit services outside Del Norte County. Any expansion of public transit would improve accessibility for Del Norte residents.

- ◆ **System Preservation (SP)** – Maintaining regional roadways in satisfactory condition is a top priority for the region as well as the number one priority in the California Vehicle Code. According to the *Roadway Needs Study for the County of Del Norte and Crescent City*, 22 percent of County roadways and 17 percent of City roadways received a pavement condition index rating of “poor” or lower. This indicates moderate to severe distresses including load related types such as alligator cracking. The Pavement Condition Index (PCI) evaluates pavement conditions on a scale of 1 to 100 with 100 being new pavement. PCI ratings observed as part of the *Roadway Needs Study* are helpful in prioritizing roadway maintenance projects. By performing routine roadway maintenance, the County of Del Norte and Crescent City will reduce the need for larger roadway rehabilitation projects in the future. Additionally, all new road construction should have a minimum 20-year life span requiring minimal maintenance.
- ◆ **System Reliability (R)** – Reliability refers to being able to regularly and dependably predict travel time and avoid unexpected delay. This performance measure is more applicable to larger urban areas with traffic congestion. In the Del Norte Region, reliability will be improved by the US 199/SR 197 STAA access project, as there are few alternative routes in the regional roadway network. System reliability can also be used to measure by the on-time performance of the transit system. On-time performance surveys conducted as part of the *Del Norte County Transit Development Plan* demonstrated that some of the Crescent City fixed routes operated up to 15-minutes late.
- ◆ **Return on Investment (I)** – Calculating the return on investment of public dollars on a transportation improvement project has become all that much more important as the state struggles with balancing the budget. Caltrans has developed a spreadsheet tool called the Cal-B/C model, which can be employed to calculate the return on investment from rehabilitation, transit, and ITS projects. The Cal-B/C model is used for all state highway-related capital projects. State highway RTP rehabilitation and reconstruction projects will have a positive impact on goods movement. Bicycle and pedestrian facility projects may encourage tourism. These in turn will contribute to the local economy. Local road maintenance projects which prevent future expensive roadway reconstruction projects will also have a positive return on investment.

Proposed transportation improvement projects are listed in Tables 19 through 32. Projects are categorized by transportation element and funding source. Each project is linked to one of the performance measures described above. High priority projects are listed first, while the remaining projects are ordered by estimated construction year. Additionally, the following improvement projects are consistent with those included in the Interregional Transportation Improvement Program (ITIP), Federal Transportation Improvement Program (FTIP) and the 2010 Regional Transportation Improvement Program (RTIP).

Determining exact construction costs of transportation projects is difficult, especially for long-term projects. Over recent years, construction prices have varied greatly, first increasing as the price of raw materials used for transportation projects rose before dropping as the recession has reduced materials prices and increased competition. In an effort to produce a realistic view of the Del Norte region’s transportation needs, the cost estimates in the ensuing tables are presented in two ways: “2010 dollars” and “adjusted for inflation.” The annual rate of inflation of 1.96 percent was applied to RTP projects and reflects the average annual rate of change of the Consumer Price Index from 2007 to 2010. Many of the projects in the following transportation improvement tables do not have construction years specified. Therefore, project costs with unknown construction dates were adjusted to represent 15 years of inflation unless otherwise noted. Estimated project costs cited in the text of this document represent “adjusted for inflation” costs.

Roadway and Bridge Improvement Projects

- ◆ **Regional Roadway Capital Improvement Projects** – Table 19 lists regional roadway improvement projects to be funded primarily through the State Transportation Improvement Program (STIP). Approximately \$23 million in regional funds will be required to construct these projects. The primary focus for regional Del Norte STIP funding in the very short term is to construct the SR 197/US 199 STAA access project. A combination of STIP, State Highway Operation and Protection Program (SHOPP) and federal earmark funding (HPP) will be used to address the goods movement and safety issues along the SR 197/US 199 corridor. The STIP funded portion of the project will widen US 199 and replace a bridge at the Patrick Creek Narrows.

Priority	Funding Source ⁽¹⁾	Project #	Route	Post Mile/ Location	Description	Total Cost (1,000s)		Const Year	Performance Measure
						2010 Dollars	Adjusted for Inflation ⁽²⁾		
State Highway Projects									
High	IIP/TE	46530	101	R2.7 - 8.8	Klamath TE: Near Klamath, north of Newton B Drury Pkwy to New Hunter Creek Rd, Yurok Tribe Transportation Corridor traffic calming and gateway treatment	\$530	\$551	2012	S
High	STIP	47940	199	20.5 - 25.5	Patrick Creek Narrows: Shoulder widening and bridge replacement	\$18,303	\$19,424	2013	S, M/A
High	STIP/TE	--	US 199	5.4 to 6.2	Hiouchi Community Enhancement - traffic calming and non-motorized improvements	\$1,400	\$1,700	TBD	S, I
High	STIP/TE	--	US 101	Crescent City	Traffic Calming and Gateway Improvements - gateway monuments, raised medians, crosswalks, lighting, in-roadway flashers, sidewalks, signage	\$1,030	\$1,378	TBD	S, I
Total						\$21,263	\$23,053		
Source: Caltrans, DNLTIC.									
Note 1: IIP = Interregional Improvement Program, TE = Transportation Enhancement, STIP = State Transportation Improvement Program									
Note 2: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010.									

Caltrans receives 25 percent of the STIP funding allotment to separately address transportation needs on the state highway system in the Interregional Transportation Improvement Program (ITIP). The purpose of the ITIP is to improve interregional movement of people, vehicles and goods. Included in the 2010 ITIP is a transportation enhancement project along the Yurok Transportation Corridor. Caltrans is currently preparing a draft project report and environmental document for the Klamath Transportation Enhancement (TE) project. The project will include constructing Native American art designs, installation of native plantings, gateway signage, crosswalks, stamping, and replacement of existing fencing with decorative fencing to match local aesthetic themes along the US 101 corridor from post mile 2.7 to 8.76. This project will address some of the Yurok Tribe transportation issues.

In an effort to address safety concerns along US 199 near the community of Hiouchi, the region is considering the implementation of traffic calming and non-motorized improvement projects along a mile-long stretch of US 199. Caltrans has solicited public input from area residents and is finalizing a project study report that will be used to compete for STIP or TE grant funding in 2011 and beyond.

In 2010, DNLTC conducted a *US 101 Traffic Calming and Gateway Study*. The study lists various traffic-calming and gateway improvements aimed at increasing safety and improving the local Crescent City economy. Plan recommendations include gateway monuments at both the north and south gateway entrances to Crescent City, raised medians, crosswalks, signage, street lighting, sidewalks, and in-roadway flashers. This project would address the pedestrian safety issues on US 101 near the Shangri-la trailer park where recent accidents have occurred and near the South Beach and harbor areas where similar conditions and concerns exist. Potential funding sources for this project are STIP, TE, RSTP, and Environment Enhancement and Mitigation funds.

- ◆ **Caltrans State Highway Operation and Protection Program (SHOPP) Projects (Table 20)** – The 10-year financially-constrained SHOPP plan for Del Norte County includes a variety of safety and system preservation projects. The most notable projects for which SHOPP funds are being allocated are the improvements to SR 197 and US 199 to enable the STAA truck designation. These include Ruby 1, Ruby 2, Washington Curve, and The Narrows. Another important safety project is the replacement of the Smith River Bridge (or “Dr. Fine Bridge”). In total SHOPP and SHOPP Minor projects are anticipated to cost over \$119 million over the next ten years.
- ◆ **County of Del Norte Roadway and Bridge Improvement Projects** - Listed in Table 21 and 22, projects are categorized by roadway reconstruction, roadway rehabilitation, roadway maintenance and bridge replacement. All capital improvement projects address the safety and/or preservation of the County’s transportation network. STIP funds will be used for projects that align with the CTC adopted guidelines. Regional Surface Transportation Program (RSTP) funds can be used for reconstruction projects. Proposition 1 B, federal forest reserve funds and county road department funds will finance the pavement overlay or rehabilitation projects. As noted in the *Roadway Needs Assessment Study*, a proper roadway maintenance program is important to limiting future roadway reconstruction costs. Roadway maintenance or chipseal projects will use federal forest reserve funds, county road department funds, or STIP funds. A combination of Toll Credits, Highway Bridge Program (HBP) funds, and STIP funds as the local match will finance the bridge replacement projects. All bridges scheduled for replacement have been designated as structurally deficient or functionally obsolete and have a sufficiency rate of less than 80. In total, short-term County of Del Norte roadway improvement projects will cost around \$28.0 million. Long-term projects are expected to cost around \$ 30.6 million.
- ◆ **Crescent City Roadway Improvement Projects** – Crescent City’s short-term and long-term roadway improvement projects are listed in Tables 23 and 24, respectively. These projects will improve safety by improving pavement conditions on city maintained roadways and increasing the walkability of the city. City roadway short-term reconstruction and rehabilitation projects total approximately \$10.2 million and will be funded using STIP and RSTP. The downtown walkable community project will be funded using TE and Community Based Transportation Planning (CBTP) funds. Funding sources have not been assigned to long-term Crescent City improvement projects and are considered financially unconstrained.

TABLE 20: Caltrans SHOPP Projects List - Short Term (FY 2010-11 to 2019-20)

Funding Source ⁽¹⁾	Caltrans Project Number	Route	Post Mile	Description	Project Status	Total Cost (1,000s)		Begin Const Year	Performance Measure
						2010 Dollars	Adjusted for Inflation ⁽²⁾		
SHOPP	49940	101	R4.4 - 12.6	Maintenance near Klamath, from Klamath River Bridge to Wilson Creek Bridge: Open grade asphalt overlay	Programmed (in design)	\$1,000	\$1,020	2011	SP
SHOPP	49140	101	39.6 - 43.7	Installation of rumble strips, widen shoulder near Smith River from Rowdy Creek Bridge to 0.5 Miles south of Miranda Lane	Project programmed (for design)	\$900	\$918	2011	S
SHOPP	47690	101	R4.0	Klamath River Bridge #01-0028. Hinge replacement @ spans 2, 8, 11	Project programmed (for design)	\$7,401	\$7,694	2012	S
SHOPP	3634V	101	R4.4 - 9.4	Klamath Grade Raise: Near Klamath, from Klamath River Bridge to High Prairie Creek Bridge: Rehabilitate roadway, shoulder widening, grade raise, replace Panther Creek and Hunter Creek bridges	Project programmed (for design)	\$31,226	\$33,749	2014	S
SHOPP/HBP	43640	101	36.1	Smith River Bridge #01-0020 (Dr. Fine Bridge). Replace Bridge	Project programmed (for design)	\$52,953	\$57,231	2014	S
SHOPP	49560	101	22.5 - 23	Near Crescent City from 2 miles south to 3 miles north of Hamilton Rd.: Curve improvement	PSR	\$7,800	\$9,472	2015	S
SHOPP Minor	48110	197	4.5	Ruby 1: Widening at entrance to Ruby Van Deventer County Park	Project programmed (for design)	\$584	\$607	2012	S
SHOPP Minor	45490	197	3.2 - 4.0	Ruby 2: Widening near Fort Dick from 1.3km to 0.5km south of Ruby Van Deventer County Park	Project programmed (for design)	\$900	\$954	2013	S
SHOPP	48900	199	33.5 - 33.9	3 miles south of Oregon State Line at Randolph Collier Tunnel: Clean and paint tunnel	Project programmed (for design)	\$732	\$746	2011	SP
SHOPP Minor/HPP	44830	199	26.3-26.5 (0.2 miles)	Washington Curve: Widen left shoulder	Project programmed (for design)	\$1,676	\$1,777	2013	S
SHOPP Minor/HPP	45000	199	22.7 - 23.0	Near Patrick Creek - "The Narrows". Roadway Widening	Project programmed (for design)	\$2,568	\$2,722	2013	S
SHOPP	46410	Various	--	Reconstruct metal beam guard rail	Project programmed (for design)	\$1,500	\$1,500	2010	S
SHOPP	49780	Various	--	Various locations in Del Norte, Humboldt, Mendocino and Lake counties: Repair thermoplastic pavement delineation	Project programmed (for design)	\$200	\$204	2011	SP
SHOPP	49360	Various	--	Various bridges on US 101: Replace joint seals	Project programmed (for design)	\$1,116	\$1,138	2011	SP
Total						\$110,556	\$119,731		

Source: Caltrans District 1.

Note 1: SHOPP = State Highway Operation and Protection Program, HBP = Highway Bridge Program, HPP = High Priority Project

Note 2: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010. Long-term projects with unknown construction dates were adjusted to reflect 10 years of inflation.

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TABLE 21: Del Norte County Road and Bridge Projects List - Short Term (2011-2020)

Priority	Funding Source ⁽¹⁾	Project # or Route & Post Mile	Description	Total Cost (1,000s)		Const Year	Performance Measure	Pavement Condition Index	
				2010 Dollars	Adjusted for Inflation ⁽²⁾				
Roadway Reconstruction									
High	STIP	310	Fred Haight Dr. - US Hwy. 101 to First St.	\$928	\$1,004	2014	S, SP	38.30	
Medium	RSTP	427	Napa St. from Washington to Madison Const.	\$286	\$334	2018	S, SP	NA	
Medium	RSTP	116	Elk Valley Rd. - Howland Hill to Parkway Dr.	\$827	\$966	2018	S, SP	NA	
Medium	RSTP	427	Madison Ave. from Arlington to Napa Const.	\$369	\$431	2018	S, SP	NA	
Medium	FHWA	208	South Fork Rd. MP #3-6 Reconstruction	\$3,585	\$3,585	2019	S, SP	69.25	
				<i>Subtotal</i>	\$5,994			\$6,320	
Road Rehabilitation (Paving Overlays)									
High	HSIP	201	Pebble Beach - City to Hemlock St. plus curb, gutter and sidewalk	\$715	\$744	2012	S, SP	63.65	
Medium	STIP/RSTP	201	Pebble Beach - Washington Blvd to Pt. St. George	\$426	\$443	2012	S, SP	71.67	
Medium	Prop 1B	211-6	Adams - Northcrest to End	\$45	\$47	2012	S, SP	59.56	
Medium	Prop 1B	126	Blackwell Ln. - L. Earl Dr. to Railroad Ave.	\$211	\$219	2012	S, SP	65.10	
Medium	Prop 1B	553	Railroad Ave. - Blackwell to Boulder	\$339	\$353	2012	S, SP	46.39	
Medium	Prop 1B	443	Yonkers - Lake Earl to End	\$90	\$93	2012	S, SP	36.00	
Medium	Prop 1B	444	Alpine - Laurel to End	\$110	\$117	2013	S, SP	41.75	
Medium	Prop 1B	101	Bertsch - Le Claire to Roy Rd	\$135	\$143	2013	S, SP	38.15	
Medium	Prop 1B	207E	Grand - Pacific Av to Pebble Beach Dr	\$98	\$104	2013	S, SP	37.71	
Medium	Prop 1B	553	Railroad Ave. - Parkway to Blackwell	\$425	\$450	2013	S, SP	46.39	
Medium	Prop 1B	112	Sand Mine - US 101 to Humboldt Rd	\$135	\$143	2013	S, SP	31.77	
Medium	Prop 1B	537	Sierra Wood Rd - US 199 to Valley View Rd	\$192	\$203	2013	S, SP	64.4	
Medium	SRS - RAC	411	French Hill Rd	\$245	\$270	2015	S, SP	49.58	
Medium	Roads	418	Moorehead Rd. - L. Earl Dr. to Lower Lake	\$500	\$551	2015	S, SP	52.31	
Medium	FHWA	427	South Fork Rd. - MP#14 to Big Flat Rd.	\$56	\$63	2016	S, SP	69.25	
				<i>Subtotal</i>	\$3,721			\$3,943	
Roadway Maintenance (Chipseal)									
Medium	SRS - RAC	101	Bertsch - Le Claire to Howland Hill Rd	\$56	\$59	2012	SP	38.15	
Medium	SRS - RAC	116	Elk Valley Rd. - Howland Hill to Parkway Dr.	\$271	\$299	2015	SP	67.35	
Medium	SRS - RAC	414	Kings Valley Rd - US 199 to US 101	\$336	\$377	2016	SP	66.75	
Medium	SRS - RAC	438B	Lower Lake Rd - Lake Earl to Moorehead	\$183	\$206	2016	SP	95.40	
Medium	SRS - RAC	109	Steeps Ln - Elk Valley Rd to end	\$26	\$29	2016	SP	36.60	
Medium	SRS - RAC	116A	Church Tree - National Park Wy to Elk Valley Rd	\$16	\$18	2016	SP	34.28	
Medium	SRS - RAC	--	Patrick Creek Road	\$159	\$179	2016	SP	--	
Medium	Roads	309	Sarina Rd - US 101 to end	\$116	\$133	2017	SP	71.40	
Medium	Roads	307	First St. - Sarina Rd to Beckstead Ln	\$62	\$71	2017	SP	95.39	
Medium	Roads	308	Rowdy Creek Road - US 101 to Bridge	\$4	\$5	2017	SP	66.98	
Medium	Roads	510	PJ Murphy/Requa Rd - US 101 to Mouth of Klamath	\$68	\$77	2017	SP	37.11	
Medium	RSTP	307D	Ocean View Dr. - 101 S. to Indian Rd.	\$917	\$1,092	2019	S, SP	64.05	
Medium	RSTP	307D	Ocean View Dr. - Indian Rd. to 101 N.	\$483	\$576	2019	S, SP	64.05	
				<i>Subtotal</i>	\$2,698			\$3,120	
Bridge Replacement Projects									
High	HBP/Toll Credits	01C0031	Hurdygurdy Creek	\$2,426	\$2,572	2013	S, SP	--	
High	HBP/Toll Credits	01C0011	Hunter Creek	\$4,670	\$5,047	2014	S, SP	--	
Medium	HBP/CA Forest Highway	01C0005	South Fork Smith River	\$6,362	\$7,011	2015	S, SP	--	
				<i>Subtotal</i>	\$13,458			\$14,630	
				Grand Total County of Del Norte Road Projects List				\$25,871	\$28,013

Source: County of Del Norte.
 Note 1: STIP = State Transportation Improvement Program, RSTP = Regional Surface Transportation Program, FHWA = Federal Highway Administration, HSIP = Highway Safety Improvement Program, SRS - RAC = Secure Rural Schools - Resource Advisory Committee, Roads = Other County Road Budget Funds, HBP = Highway Bridge Program.
 Note 2: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010. Unknown project costs were estimated based on the average "per mile" cost of Del Norte and other rural county project cost estimates.

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TABLE 22: Del Norte County Road and Bridge Projects Lists - Long Term (2021-2030)

Priority	Funding Source ⁽¹⁾	Project # or Route & Post Mile	Description	Total Cost (1,000s)		Const Year	Performance Measure
				2010 Dollars	Adjusted for Inflation ⁽²⁾		
Roadway Reconstruction							
Medium	FHWA	208	South Fork Rd. MP# 11-14 Reconstruction	\$5,115	\$6,333	2021	S, SP
Low	Roads	--	Timbers Blvd - End to Fred Haight	\$398	\$533	2025	S, SP
Low	Roads	333	Foothill Blvd. - Ext. to Wilson Ln.	\$504	\$687	2026	S, SP
Low	Roads	412	Gasquet Flat Rd. - 199 to Middle Fork	\$1,346	\$1,873	2027	S, SP
Low	Roads	318	Mid. Fork Gasquet Rd. - 199 to Gasq. Fl. Rd.	\$68	\$94	2027	S, SP
Low	Roads	(no #)	Timbers Blvd. End to Fred Haight. Const.	\$398	\$564	2028	S, SP
<i>Subtotal</i>				\$7,828	\$10,083		
Road Rehabilitation (Overlays)							
Medium	STIP/RSTP	414	Kings Valley Rd. - Hwy 101 to L.Earl Dr.	\$183	\$227	2021	S, SP
Medium	STIP/RSTP	414	Kings Valley Rd. - Hwy. 199 to Hwy 101	\$1,283	\$1,588	2021	S, SP
Medium	RSTP	427	South Fork Rd. - MP# 6-9	\$753	\$932	2021	S, SP
Medium	STIP/RSTP	204	Washington - Riverside to Dale Rupert	\$779	\$983	2022	S, SP
Medium	RSTP	421	Old Mill Rd. - Northcrest to Dilman	\$321	\$413	2023	S, SP
Medium	RSTP	427	South Fork Rd. - MP# 1-3	\$519	\$669	2023	S, SP
Medium	STIP/RSTP	307C	First St. - Sarina Rd. to Beckstead Rd.	\$249	\$327	2024	S, SP
Medium	STIP/RSTP	310	Fred Haight Dr. - Wilson to US Hwy. 101 S.	\$989	\$1,298	2024	S, SP
Medium	RSTP	432	Lower Lake Rd - Kellogg Rd to Pala Rd	\$947	\$1,243	2024	S, SP
Medium	RSTP	432	Lower Lake Rd - Lake Earl to Kellogg Rd	\$848	\$1,113	2024	S, SP
Medium	RSTP	510B	P.J. Murphy - Mouth of Klamath Rd. to End	\$652	\$872	2025	S, SP
Medium	STIP/RSTP	309	Sarina Rd. - 101 to First St.	\$151	\$205	2026	S, SP
Medium	RSTP	309	Sarina Rd. - First St. to End	\$279	\$380	2026	S, SP
Low	STIP/RSTP	(no #)	Timbers Blvd. - 101 to 560 ft. west	\$38	\$52	2026	S, SP
<i>Subtotal</i>				\$7,991	\$10,304		
Roadway Maintenance (Chipseal)							
Medium	Roads	412	Gasquet Flat Rd - 199 to Middle Fork	\$117	\$145	2021	SP
Medium	Roads	318	Middle Fork Gasquet Rd - 199 to Gasquet Flat Rd	\$6	\$7	2021	SP
<i>Subtotal</i>				\$123	\$152		
Bridge Replacement							
Medium	HBP/STIP	01C0026	Hurdygurdy Creek-Federal Highway	\$1,802	\$2,231	2021	S, SP
Medium	HBP/STIP	01C0028	Rock Creek-Federal Highway	\$1,272	\$1,575	2021	S, SP
Medium	HBP/STIP	1C0029	Boulder Creek - Federal Highway	\$848	\$1,050	2021	S, SP
Medium	HBP/STIP	1C0027	South Fork Smith River -Federal Highway	\$4,240	\$5,250	2021	S, SP
				\$8,162	\$10,106		
Total				\$24,103	\$30,645		

Source: Del Norte County.

Note 1: STIP = State Transportation Improvement Program, RSTP = Regional Surface Transportation Program, FHWA = Federal Highway Administration, HSIP = Highway Safety Improvement Program, SRS - RAC = Secure Rural Schools - Resource Advisory Committee, Roads = Other County Road Budget Funds, HBP = Highway Bridge Program.

Note 2: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010.

TABLE 23: Crescent City Road Projects List - Short Term (FY 2010-11 to FY 2019-2020)

Priority	Funding Source ⁽¹⁾	Route	Project Description	Total Cost (1,000s)		Const Year	Performance Indicator
				2010 Dollars	Adjusted for Inflation ⁽²⁾		
High	RSTP	A St/2nd/B St	3rd St – Front St overlay	\$275	\$280	2011	M/A, SP
High	STIP	Front St.	Phase 1: L St - G St. reconstruct	\$1,500	\$1,559	2012	SP,S,I
High	STIP	Front St.	Phase 2: G St - B St. reconstruct	\$1,500	\$1,559	2012	SP,S,I
High	RSTP, STIP	K St	Front St to 3rd St reconstruct	\$300	\$318	2013	SP
Medium	RSTP, STIP	7th St	H St – L St reconstruct/overlay	\$400	\$424	2013	SP
Medium	RSTP, STIP	J St	5th St – 10th St overlay	\$500	\$530	2013	SP
High	STIP	Pebble Beach Dr./ A Street	Rehabilitation and pedestrian improvements	\$608	\$658	2014	SP,S,M/A
Medium	STIP, PPM	Hwy 101	Return lane near N Street construction	\$350	\$378	2014	S
Medium	RSTP, STIP	3rd St	A St – E St overlay	\$275	\$303	2015	SP
Medium	RSTP, STIP	7th St	A St – Pebble Beach Dr overlay	\$175	\$193	2015	SP
Medium	RSTP, STIP	8th St	A St – Pebble Beach Dr overlay	\$200	\$220	2015	SP
Medium	STIP	8th St	A St – L St reconstruct	\$1,000	\$1,124	2016	SP
Medium	RSTP, STIP	G St	10th St – Pacific Ave overlay	\$200	\$225	2016	SP
Medium	TE, CBTP, STIP	Hwy 101	Downtown Area walkable community bumpouts, landscaping, signs, utilities	\$750	\$843	2016	S
Medium	RSTP, STIP	Howe Dr	Stamps Wy – B St overlay	\$300	\$344	2017	SP
Medium	RSTP, STIP	Wendell St	4th St - 9th St overlay	\$250	\$286	2017	SP
Medium	RSTP, STIP	Taylor St	6th St - 9th St overlay	\$225	\$258	2017	SP
Medium	RSTP, STIP	C St	5th St - 9th St overlay	\$250	\$298	2019	SP
Medium	RSTP, STIP	D St	5th St - 9th St overlay	\$250	\$298	2019	SP
Project Studies (Road Related)							
Medium	PPM, STIP	Hwy 101	Design/PSR Return lane near N Street construct	\$100	\$110	2015	S
Total				\$9,408	\$10,208		

Note 1: RSTP = Regional Surface Transportation Program, STIP = State Transportation Improvement Program, PPM = Planning, Programming and Monitoring, TE = Transportation Enhancement
 Note 2: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010.

TABLE 24: Crescent City Road Projects List - Long Term (2021-2030)

Priority	Funding Source	Project # or Route & Post Mile	Description	Total Cost (1,000s)		Const Year	Performance Indicator
				2010 Dollars	Adjusted for Inflation ⁽¹⁾		
Low	TBD	Sunset	Overlay	\$80	\$106	TBD	SP
Low	TBD	Annex Area	Roosevelt Tract Annexation Area – Reconstruct existing streets	\$1,336	\$1,787	TBD	SP
Low	TBD	Annex Area	Other Annexation Areas – To be programmed	NA	NA	TBD	M/A
Total				\$1,415	\$1,894		

Note 1: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010. Long-term projects with unknown construction dates were adjusted to reflect 15 years of inflation.

- ◆ **Financially Unconstrained Regional Transportation Improvement Projects** – Table 25 lists regionally important long-term roadway or non-motorized facility projects that are in the visionary phases and currently have no funding source identified or secured.

TABLE 25: Regional Transportation Improvement Projects - Financially Unconstrained

Location	Description	Total Cost (1,000s)		Const Year	Performance Measure
		2010 Dollars	Adjusted for Inflation ⁽¹⁾		
US 199/ Walker Road	Construct parking, trailhead facilities for Simpson Reed Grove along Walker Road. Improvements to US 101 Walker Rd intersection	NA	NA	TBD	S,I
US 101	Last Chance Grade -rehabilitation due to uneven pavement	NA	NA	TBD	S, I
Along US 101	Coastal Trail Segments	NA	NA	TBD	M/A, I

Note 1: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010. Financially unconstrained projects were adjusted to reflect 15 years of inflation.
Source: Caltrans, US 101 Traffic Calming & Gateway Study, 2007 RTP

Until recently, the trailhead location for the popular and accessible Simpson Reed Grove at Redwood State Park was located directly on US 199. There was limited parking and the close proximity of the trailhead to the highway created the potential for conflicts between vehicles and pedestrians. One fatality has occurred at this location. To address these safety issues, Redwood State Park relocated the trailhead along Walker Road. Trail signage, information and public restrooms along the highway were removed and have not been replaced. This in turn reduces accessibility to the new trailhead and has the potential to create more vehicle traffic on the county roadway which previously saw little traffic. In order to address the increased usage of Walker Road, transportation improvements may be required. These include paving Walker Road, construction of parking facilities and a turnaround for larger vehicles. Safety improvements to the intersection with US 101 at Walker Road may also be necessary. This project will require cooperation between Redwood State Park and the County of Del Norte, Caltrans and DNLTC.

Other financially unconstrained projects include a potential SHOPP project to address uneven pavement on Last Chance Grade on US 101 south of Crescent City and completion of Coastal Trail segments in Del Norte County.

- ◆ **Other Local Roadway Improvement Strategies** – The *Roadway Needs Assessment* for the County of Del Norte and Crescent City outlined the following recommendations to halt the decline of pavement conditions in the region:
 - Develop a regular roadway maintenance program
 - Set an overall PCI goal as a benchmark for future projects
 - Develop a pavement management plan which would include inspection schedules, systematic pavement condition data entry and budget analysis
 - Establish a method for prioritizing maintenance projects
 - Develop specific policies with respect to maintenance, rehabilitation and funding for these projects

Transit Capital Improvement Projects

Del Norte County has a fairly extensive transit system for a rural county. RCT operates long distance intra-county regional routes to Smith River, Klamath, Hiouchi, and Gasquet as well as an inter-county route to Arcata. The round-trip mileage from Smith River to Arcata is around 90 miles. As such, it is important to develop an appropriate vehicle replacement schedule, particularly for the Route 20 Smith River to Arcata buses. Tables 26 and 27 present transit capital improvement projects for the next 10 and 20- years, respectively. Transit vehicles will be replaced at the end of their useful life using Federal Transit Administration (FTA) funds, Transportation Development Act (TDA) funds, state bond funds and STIP funding. Currently the intercity transit service uses large cutaway type transit vehicles. As demand for intercity transit services increases, there may be a need to replace intercity vehicles with traditional motor coaches which would increase long-term transit capital costs.

As noted through public input, there is a need for passenger facilities such as shelters, benches and signage. Approximately 38 percent of respondents at the information tables identified public transit as their top improvement priority. As funding becomes available, RCT will implement the passenger facility improvements recommended in the *Del Norte Transit Facilities Plan*. Using Proposition 1B funding, RCT plans to make some transit security improvements such as video cameras, lighting, fencing and mobile communications system upgrades. As shown in Table 26, short-term transit capital improvement projects will cost \$3.9 million. Long-term projects are estimated at \$4.8 million, as presented in Table 27.

The *Del Norte County Coordinated Public Transit Human Services Transportation Plan* was completed in 2008. This document recommends strategies to improve transit coordination and the mobility of Del Norte County residents, focusing on the needs of the disadvantaged population. The high priority strategies are described below:

- ◆ Create a mobility management center which would provide a “one-stop shop” for information on all types of transportation.
- ◆ Begin a transit training program as part of the mobility management center.
- ◆ Expand in-county and out-of-county transit service. The need to serve the communities of Hiouchi and Gasquet was recently filled. Public input for the coordinated plan also indicated a need to increase frequency on the Arcata route.
- ◆ Develop a marketing plan and marketing campaign.
- ◆ Transition more Dial-A-Ride (DAR) passengers to the fixed route so that DAR is available for residents who are truly unable to use the fixed route. This could be accomplished through a new fare structure, eligibility program or a travel assistance program. These sentiments have been echoed in the RTP public input process.

The FTA grant program offers several sources of funding for operations activities to transit systems which cater to the disadvantaged population as discussed in greater detail in Chapter 5. FTA New Freedom funds could be employed to offset the costs of some of the Coordinated Plan strategies.

Non-Motorized Facility Improvement Projects

Throughout the development of this RTP, the importance of increasing safety for bicyclists and pedestrians has been emphasized by stakeholders and the public. The Del Norte region also attracts recreational cyclists, which contributes to the economic vitality of the region. The County of Del Norte

Table 26: Transit Projects - Short Term (2011-2020)

Funding Source ⁽¹⁾	Description	Total Cost (1,000s)		Construct Year	Performance Measure
		2010 Dollars	Adjusted for Inflation ⁽²⁾		
FTA/ARRA	Bus Stop Shelters and Equip	\$91	\$93	2011	M/A, R
FTA/ARRA	Replacement Buses (2)	\$80	\$82	2011	SP
FTA/ARRA-STIP	Replacement Buses (2)	\$178	\$182	2011	SP
STIP/PTMISEA	Replacement Buses (3)	\$401	\$409	2011	SP
PTMISEA	Replacement Buses (3)	\$270	\$281	2012	SP
FTA 5311(f)	Replace Intercity Bus	\$200	\$208	2012	SP
FTA 5311(f)	New Intercity Bus	\$200	\$208	2012	SP
1B-CTSGP	Security Improvements	\$66	\$70	2013	S
FTA 5311(f)	Replace Intercity Bus	\$200	\$212	2013	SP
FTA 5311(f)	Replace Intercity Bus	\$200	\$216	2014	SP
PTMISEA	Bus Stop Shelters and Equip	\$83	\$90	2014	M/A, R
1B-CTSGP	Security Improvements	\$62	\$70	2016	S
PTMISEA	Replace Buses (3)	\$270	\$303	2016	SP
FTA 5311(f)	Replace Intercity Bus	\$200	\$229	2017	SP
PTMISEA	Replace Buses (3)	\$270	\$315	2018	SP
FTA 5311(f)	Replace Intercity Bus	\$200	\$234	2018	SP
1B-CTSGP	Security Improvements	\$59	\$70	2019	S
PTMISEA	Replace Buses (3)	\$401	\$478	2019	SP
FTA 5311(f)	Replace Intercity Bus	\$200	\$243	2020	SP
Total		\$3,632	\$3,993		

Source: Redwood Coast Transit.

Note 1: FTA = Federal Transit Administration, ARRA = American Recovery and Reinvestment Act, PTMISEA = Public Transportation Modernization Improvement and Service Enhancement Account, CTSGP = California Transit Security Grant Program, State Transportation Improvement Program

Note 2: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010.

Table 27: Transit Projects - Long Term (2021-2030)

Funding Source ⁽¹⁾	Description	Total Cost (1,000s)		Construct Year	Performance Measure
		2010 Dollars	Adjusted for Inflation ⁽²⁾		
TDA/FTA	Continued Vehicle Replacement	\$3,276	\$4,384	Various	SP
TDA/FTA/STIP	Mobile communications equipment	\$75	\$100	various	S
TDA/FTA/STIP	Bus Shelter Improvements to Top Priority Locations	\$65	\$88	various	M/A, R
TDA/FTA/STIP	Bus Pullout at Washington and Arlington	\$36	\$49	TBD	M/A, R
TDA/FTA/STIP	Bench at Northcrest @ Shop Smart	\$0.6	\$0.8	TBD	M/A, R
TDA/FTA/STIP	Passenger Facility Improvements to Top Priority Locations (landscape, trash receptacle, accessible pathways etc.)	\$105	\$140	TBD	M/A, R
TDA/FTA/STIP	Other Bus Shelter Improvements	\$19	\$25	TBD	M/A, R
TDA/FTA/STIP	Signage Improvements	\$15	\$20	TBD	M/A, R
TDA/FTA/STIP	Accessibility Improvements	\$39	\$52	TBD	M/A, R
Total		\$3,631	\$4,859		

Source: RCTA.

Note 1: TDA = Transportation Development Act, FTA = Federal Transit Administration, STIP = State Transportation Improvement Program

Note 2: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010. On-going long-term project costs were adjusted to reflect 15 years of inflation.

and Crescent City recently updated the Bicycle Master Plan. The plan provides a good discussion of bicycle needs and also outlines a series of improvement projects. These projects are listed in Tables 28 and 29, categorized by jurisdiction.

The proposed financially-constrained RTP bicycle/pedestrian projects throughout the county include a wide variety of improvements including construction of Class I bike paths, Class II bike lanes, Class III bike routes, bicycle racks, and sidewalks. The emphasis of the short-term and long-term non-motorized facility projects is to promote alternative transportation modes and increase connectivity for residents and visitors through safety improvements to the regional transportation system. Non-motorized facility projects are anticipated to total \$29.7 million over the first ten years of the planning period and another \$27.8 million over the latter half of the planning period. Bicycle and pedestrian projects can be partially or fully funded through a wide variety of transportation revenue sources, as discussed in the Financial Element, particularly if a non-motorized facility is part of a larger roadway project. The primary funding sources for bicycle and pedestrian projects in Del Norte County will be Transportation Enhancement, Regional Surface Transportation Program, Transportation Development Act and Safe Routes to Schools programs. Bicycle Transportation Account funding is also available for bicycle projects; however these funds are quite competitive. These sources are described in greater detail in Chapter 5.

Airport Improvement Projects

The public input and regional transportation needs assessment showed that there is a need to expand the Del Norte County Airport terminal to better accommodate commercial air service and to boost tourism.

TABLE 28: Bicycle and Pedestrian Projects List - Short Term (2011-2020)

Priority	Funding Source ⁽¹⁾	Description	Type	Total Cost (1,000s)		Const Year	Performance Measure
				2010 Dollars	Adjusted for Inflation ⁽²⁾		
Del Norte County Projects							
<u>Project Studies</u>							
Medium	TDA 2%/TE	Pedestrian Trail Plan	Study	\$30	\$33	2015	S, I
<u>Construction and Improvements</u>							
High	HSIP	Pebble Beach - City to Hemlock East	Class I & II	\$943	\$962	2011	S, I
High	HSIP	Pebble Beach - City to Hemlock West	Class I & II	\$2,069	\$2,110	2011	S, I
High	TE/TDA/RSTP	Blackwell Ln.- Northcrest to Railroad	Class II	\$1,363	\$1,417	2012	S
High	TE/TDA/RSTP/BTA	Moorehead Rd.	Class III	\$2,745	\$2,854	2012	S
High	SR2S/HSIP	Glenn Street - Small to Hamilton	Ped	\$254	\$270	2013	S
High	TE/TDA/RSTP/BTA	Railroad Ave.- Parkway to Blackwell	Class II	\$1,293	\$1,371	2013	S
High	TE/TDA/RSTP	Harbor Trail - City to Anchor Wy	Class I & II	\$2,211	\$2,484	2016	S, I
High	TE/TDA/RSTP	Hobbs Wall - 2nd St to Howland Hill	Class I & II	\$728	\$850	2018	S, I
High	TE/TDA/RSTP	Ocean View Dr. – US 101N. to Indian Rd.	Class II	\$2,682	\$3,257	2020	S
High	TE/TDA/RSTP	Ocean View Dr. – US 101S. to Indian Rd.	Class II	\$5,226	\$6,346	2020	S
High	TE/TDA/RSTP	Sarina Rd. – US 101 to First St.	Class II	\$822	\$998	2020	S
High	TE/TDA/RSTP	First St. - Sarina Rd. to Beckstead	Class II	\$1,378	\$1,774	2023	S
High	TE/TDA/RSTP	Fred Haight Dr. – US 101 S. to Wilson Ave.	Class II	\$65	\$83	2023	S
Medium	TE/TDA/RSTP	Railroad Ave. - Boulder to E. Valley X Rd.	Class I	\$481	\$500	2012	S
Medium	TE/RSTP	Humboldt Rd. - Roy to 101	Ped	\$1,049	\$1,112	2013	S
Medium	TDA/RSTP	South Fork Rd. Doug Pk. to Big Flat Rd.	Class III	\$47	\$51	2015	S
Medium	TE/TDA/RSTP	Hobbs Wall - Remaining Segments	Multi-use	\$1,725	\$2,095	TBD	S, I
<i>Subtotal</i>				\$25,081	\$28,534		
Crescent City Projects							
High	TDA	ADA pedestrian curb cut program 5 per year	Ped	\$8	\$10	On going	S, M/A
High	TE/TDA/RSTP	Harbor Trail - US 101 Crossing to Magruder St.	Ped	\$200	\$243	TBD	S, M/A
High	TDA	Hobbs Wall Trail - M St to DFG	Class II	\$2	\$2	TBD	S, I
High	STIP,BTA,TE	Harbor Trail - Harbor Walkable Community Project	Class I	\$700	\$850	TBD	S, I
High	TDA	9th, Front, K and 2nd St.	Class II	\$59	\$72	TBD	S
Medium	TDA	Regional Trail Map	Map	\$2	\$2	TBD	M/A
Medium	TDA	Bicycle Racks - 8 locations	Racks	\$8	\$10	TBD	M/A
<i>Subtotal</i>				\$979	\$1,189		
Grand Total				\$26,090	\$29,756		

Note 1: TE = Transportation Enhancement, TDA = Transportation Development Act, RSTP = Regional Surface Transportation Program, BTA = Bicycle Transportation Account, STIP = State Transportation Improvement Program, HSIP = Highway Safety Improvement Program

Note 2: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010. Projects with unknown construction dates were adjusted to reflect 10 years of inflation.

TABLE 29: Bicycle and Pedestrian Projects List - Long Term (2022-2031)

Priority	Funding Source	Description	Type	Total Cost (1,000s)		Const Year	Performance Measure
				2010 Dollars	Adjusted for Inflation ⁽²⁾		
Del Norte County Projects							
Low	TE/TDA/RSTP	Bicycle Facilities Plan	Study	\$75	\$100	Biannual	M/A, I
Low	TE/TDA/RSTP/BTA	Old Mill Rd.- Northcrest to Dilman	Class I & II	\$1,484	\$1,543	2012	S
Low	TDA/RSTP/BTA	Elk Valley Rd. - Howland Hill to Parkway	Class II	\$3,498	\$3,708	2013	S
Low	TE/TDA/RSTP	Elk Valley X Rd. - E. Valley Rd. to US 101	Class II	\$649	\$688	2013	S
Low	TE/TDA/RSTP	Riverside St.- Washington to Dead Lk.	Class II	\$201	\$218	2014	S
Low	TE/TDA/RSTP	Enderts Beach Rd. - US 101 to NPS	Class I & II	\$209	\$230	2015	S, I
Low	TDA/RSTP	Lower Lake Rd. - Lake Earl Dr. to Kellogg	Class III	\$10	\$11	2015	S
Low	TDA/RSTP	Kellogg Rd. - Lower Lake to Beach	Class III	\$5	\$6	2016	S
Low	TDA/RSTP	Rowdy Cr. Rd. - US 101 to SRNA	Class III	\$29	\$32	2016	S
Low	TE/TDA/RSTP	Elk Valley X Rd –US 101 to Wonderstump	Class II	\$1,092	\$1,405	2023	S
Low	TE/TDA/RSTP	Lower Lake Rd. - Kellogg to Pala Rd.	Class II	\$5,655	\$7,279	2023	S
Low	TE/TDA/RSTP	Lower Lake Rd.- L. Earl Dr. to Kellogg	Class II	\$4,807	\$6,188	2023	S
Low	TE/TDA/RSTP	Gasquet Flat Rd. – US 199 to Middle Fork	Class II	\$3,793	\$5,075	2025	S
Low	TE/TDA/RSTP	Mid. Fork Gasquet Rd. – US 199 to Gasquet Flat	Class II	\$165	\$221	2025	S
Low	TE/TDA/RSTP	Timbers Blvd. – US 101 to Fred Haight Dr.	Class II	\$811	\$1,106	2026	S
Low	TDA	Bicycle Racks	Racks	\$2	\$3	Various	M/A, I
<i>Subtotal</i>				\$22,484	\$27,814		
Crescent City Bicycle and Pedestrian Projects							
Low	TDA	Bicycle Racks – per updated plan	Study	\$20	\$27	TBD	M/A, I
Low	TE/TDA/RSTP	Update City/County Bicycle Facilities Plan	Plan	\$25	\$33	TBD	S, M/A
Low	TDA	Regional Trail Map Update	Map	\$15	\$20	TBD	S, M/A
<i>Subtotal</i>				\$60	\$80		
Grand Total				\$22,544	\$27,894		
<small>Note 1: TE = Transportation Enhancement, TDA = Transportation Development Act, RSTP = Regional Surface Transportation Program, BTA = Bicycle Transportation Account Note 2: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010. Long-term projects with unknown construction dates were adjusted to reflect 15 years of inflation.</small>							

Short-term capital improvement projects for the Del Norte County Airport (McNamara Field) focus on the terminal expansion project and the runway safety area construction and mitigation projects (Table 30). The terminal expansion project will also require the realignment of the airport entrance road (Dale Rupert Rd) for safety purposes. Long-term projects for the Del Norte County Airport include acquisition of property, design and construction of the runway extension (Table 31).

As the McBeth Airport and Ward Field are not eligible for federal funding, these airports must rely on the \$10,000 per year California Aid to Airports Program (CAAP) grant from the state. This level of funding does not allow for large scale projects and will be used to simply maintain the airports to Caltrans safety standards. In total, short-term airport improvement projects for all three fields will cost approximately \$57.4 million. Long-term projects for McNamara Field will cost approximately \$14.8 million.

**TABLE 30: Del Norte Aviation Capital Improvement Plan (ACIP)
Short-term (2011-2021)**

Project Description	Total Cost (1,000s)	Construct Year	Performance Measure
Ward Airport			
ALP & ALUCP Update	\$100	2012	S
Grade Runway Edges to Level	\$75	2013	S
Perimeter Fencing	\$250	2014	S
Obstruction Clearance	\$100	2015	S
Slurry Seal & Restripe Runway & Apron	\$250	2017	S, SP
<i>Subtotal</i>	\$775		
McBeth Airport			
Obstruction Clearance -Runway 11 & 29	\$150	2012	S
Update Airport Layout Plan (ALP)	\$50	2013	SP
Overlay and Restripe Runway 11/29	\$250	2015	S, SP
Obstruction Clearance	\$75	2017	S
<i>Subtotal</i>	\$525		
McNamara Airport			
Part 139 Compliance Issues	\$360	2012	S
Construct Terminal Parking Lot	\$6,069	2012	M/A, I
Complete Final Design of Terminal Replacement Project	\$1,900	2012	M/A, I
Reimbursable Agreements	\$1,000	2012	SP
Fence Permit	\$100	2012	S
Construct West Side Security/Deer Fencing	\$125	2012	S
Part 77 Obstruction Clearance Permitting	\$300	2012	S
Part 77 Obstruction Clearing	\$300	2012	S
Final Design RSA Project	\$750	2012	S
Final Design RSA Mitigation Project	\$750	2012	S
Install Precision Approach Path Indicator (PAPI) 17	\$50	2013	S
Construct New Terminal Apron	\$2,673	2013	M/A, I
Construct New Terminal Building (17,867 sq ft.)	\$16,391	2013	M/A, I
Construct RSA Compliance and Mitigation Projects	\$15,000	2013	I
Design Runway Overlay Project	\$250	2015	SP
Overlay Runways 11/29 & 17/35	\$8,822	2016	SP
<i>Subtotal</i>	\$54,840		
Ground Access Projects			
Design and construct RSA grading and filling projects	\$1,305	2013	S, SP
<i>Subtotal</i>	\$1,305		
Total (All Airports)	\$57,445		

Note 1: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010.

Source: CA Division of Aeronautics, CIP Projects by Airport, CA Division of Aeronautics Ground Access Projects.

**TABLE 31: Del Norte County Aviation Capital Improvement Plan (ACIP)
Long Term Projects (2021-2030)**

Project Description	Total Cost (1,000s)		Construct Year	Performance Measure
	2010 Dollars	Adjusted for Inflation ⁽¹⁾		
McNamara Airport				
Acquire Property for Extension of Rwy 11/29	\$1,400	\$1,767	2022	M/A, S
Design of Extension of Rwy11/29 & Road Realignments	\$600	\$757	2022	M/A, S
Realignment of Washington Blvd. and Riverside Street	\$1,000	\$1,287	2023	M/A, S
Extension of Rwy 11/29	\$8,400	\$11,025	2024	M/A, S
Acquire new larger Airport Rescue Fire Fighting (ARFF) vehicle (to meet requirements for larger aircraft)	NA	NA	2026	M/A, S
	Total \$11,400	\$14,837		

Note 1: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010.
Source: Border Coast Regional Airport Authority.

State law requires that RTPAs with a primary air-carrier airport (an airport with greater than 10,000 annual enplanements) address an Airport Ground Access Improvement Program. The program should address the development and extension of mass transit systems, major arterial and highway widening, and other ground access improvement projects for the airport. As shown in Table 30, the runway safety area grading and filling projects is a short-term ground access project for the Del Norte County Airport.

Tribal Transportation Projects

Transportation improvement projects on BIA routes which are maintained by state, county or city are described below and displayed in Table 32:

Elk Valley Rancheria

The Elk Valley Rancheria’s top priority project is the Humboldt Road Safety Improvement Project. The purpose of the project is to increase safety for motorists, bicyclists and pedestrians and increase traffic flow along Humboldt Road near the site of the future casino. Currently there are little to no paved shoulders along the roadway and the pavement surface has isolated areas of distress. The intersection of Humboldt Road and Sandmine Road was constructed at an irregular angle. California Highway Patrol has responded to several accidents at the intersection of US 101 and Humboldt Road. The proposed project includes a roundabout at the intersection with Sandmine Road with sidewalks and crosswalks, roadway widening to include four foot shoulders, paved bicycle/pedestrian trail on the east side of the road, drainage reconstruction, street lighting, pedestrian crosswalks and new signage and striping. Total estimated costs for all improvements are \$2.4 million, \$915,000 of which is expenses eligible to be funded with TE funds. Plan Specifications and Estimates (PS&E) have been prepared for this project and is ready for construction as soon as funding is available. One million in tribal High Priority Project (HPP) funds have been set aside for the project. It is anticipated that the remainder of funding would come from Indian Reservation Road (IRR) funds.

The second priority project for the Elk Valley Rancheria is the South Beach Trails Connector project. This project would be a partnership between the Rancheria, DNLTC, Caltrans, and Redwood State and National Parks. The purpose of this project is to provide a safe crossing of US 101 to access the South Beach area for the new Elk Valley Casino Resort patrons, tribal members, park visitors, and Bertsch

**Table 32: Del Norte Region Tribal Transportation Improvement Projects
20 Year Vision**

BIA Route #	Project Name/Location	Project Description	Total Cost (1,000s)			Funding Source
			Const Year	2010 Dollars	Adjusted for Inflation ⁽¹⁾	
Elk Valley Rancheria						
--	New Road to Resort on Martin Ranch	New road construction	TBD	NA	NA	Tribe
0088	Humboldt Road Safety Improvement Project	Roundabout @ Humboldt/Sandmine, widen Humboldt and Sandmine, bike lanes, crosswalks, sidewalks, drainage improvements	TBD	\$1,400	\$1,700	TE, IRR, HPP
--	South Beach Trails Crossing - US 101	Pedestrian crossing of US 101 near intersection with Humboldt Rd and Enderts Beach Rd	TBD	NA	NA	Unconstrained
--	Left turn lane from US 101 to Sandmine	Improve left turn channelization for southbound traffic from US 101 to Sandmine Rd	TBD	NA	NA	Unconstrained
--	US 101 Deceleration Lane	Add deceleration lane to US 101 for northbound traffic making a right turn onto Humboldt Road	TBD	NA	NA	Unconstrained
--	US 101 Acceleration Lane	Add southbound acceleration lanes from Humboldt Rd and/or Sandmine Rd to US 101	TBD	NA	NA	Unconstrained
--	Pedestrian facilities for Mathews St, Norris Av, Howland Hill Rd, Wyentae Rd	Curbs, gutters, sidewalks, lights	2015	NA	NA	Unconstrained
--	Support Airport Expansion	Support Dale Rupert Realignment	TBD	NA	NA	Unconstrained
Smith River Rancheria						
3041	South Indian Rd - US 101 to end	Roadway rehabilitation - overlay	2017	\$253	\$339	County
3041	North Indian Rd - US 101 to end	Roadway rehabilitation - overlay	2017	\$127	\$169	County
--	Relocate Lucky 7 Casino Access Road	Roadway realignment	2012	NA	NA	NA
3041	North Indian Rd	Construct sidewalks	2012	NA	NA	NA
3074	Oceanview Dr.	Roadway rehabilitation - overlay	TBD	NA	NA	NA
--	Oceanview Dr.	Widen shoulder or construct separate pedestrian path along downhill side of roadway.	TBD	NA	NA	Unconstrained
3041	South Indian Rd	Planting strip and unpaved pedestrian path along west side of road	TBD	NA	NA	Unconstrained
D309	1st Street	Construct sidewalks from North Beckstead to Sarina Rd	TBD	NA	NA	Unconstrained
101	US 101 North Gateway - North Indian Rd to Mouth of Smith River Rd and US 101 South Gateway - South of Westbrook Lane to South of Rowdy Creek Bridge	Various gateway treatment and traffic calming measures - intersection improvements, advance warning signs, medians, colorization, lighting, bulbouts	TBD	\$2,750	NA	Unconstrained
101	US 101 from Lake Earl Drive to Oregon border	Various traffic calming improvements - turn pockets, raised delineators, warning signs, wrap fog lines around curb returns, skip lines	TBD	\$2,750	NA	Unconstrained
Yurok Tribe⁽²⁾						
D7A0	Requa Road - between Salt Creek Box Culvert Crossing and Hunter Creek Bridge	Raising of road prism and replacement of both creek crossing structures.	TBD	\$693	\$841	County/IRR
--	Various County Maintained Roads	Repaving	Various	\$10,689	\$12,981	County/IRR
169	SR 169	Pedestrian/bike paths, signage, shoulder widening	TBD	\$5,108	\$6,203	Unconstrained
D530	Klamath Blvd	Resurface and restripe 1.12 miles with AC pavement	TBD	\$831	\$1,009	County/IRR
101	US 101	Additional pedestrian/bike paths, signage, shoulder widening beyond Klamath TE project	TBD	NA	NA	Unconstrained

Source: Tribal Transportation Plans, Tribes.

Note 1: An annual growth rate of 1.96 percent was applied to construction costs to account for inflation. The rate is based on the annual percentage change of the Consumer Price Index from 2007 - 2010. Long-term projects with unknown construction dates were adjusted to reflect 10 years of inflation.

Note 2: Yurok projects located in Del Norte County only which are the responsibility of the state or county.

Oceanview residents. Seven crossing alternatives have been reviewed. The alternatives range from at-grade crossings to an underpass or overpass. At this point in the study, public support is greatest for the underpass alternatives.

Other tribal transportation projects for the Elk Valley Rancheria in order of priority include left turn channelization, acceleration and deceleration lanes on US 101 at the intersection with Humboldt and/or Sandmine Road and pedestrian facilities along Mathews Street, Norris Avenue, Wyentae and Howland Hill Road. The tribe also supports the realignment of Dale Rupert Road as part of the airport expansion project.

Smith River Rancheria

In addition to the two SHOPP projects listed in Table 20 (Dr. Fine Bridge replacement and construction of rumble strip from Rowdy Creek Bridge to Panoramic Trailer Park), there are several short-term projects planned on Smith River Rancheria BIA roads, as shown in Table 32. In order to accommodate the construction of a new hotel and conference center, the access road to the Lucky 7 Casino and gas station will be relocated to the rear of the lot. Sidewalks will be constructed along North Indian Road and pavement rehabilitation projects are planned for North Indian Road, South Indian Road, and Oceanview Drive. A variety of improvements with various alternatives are being studied to address the transportation issues discussed in Chapter 3. As specific projects have not yet been programmed and funding sources have not been identified, these projects are considered financially unconstrained. The *Value Analysis Study* designates two sections of the Smith River safety corridor as “gateways” to Smith River. The northern gateway runs from the intersection with North Indian Road (post mile 43.75) to Mouth of Smith River Road (post mile 43.15). The southern gateway extends from south of Westbrook Lane (post mile 40.20) to south of Rowdy Creek Bridge (post mile 39.5). Gateway projects are envisioned to include at a minimum signage, medians, and unique shoulder treatments. Other alternatives considered include all-way stop intersections, roundabouts, left turn lanes, roadway realignment, advance warning signs, lighting, bulb-outs, shoulder widening, and flashing beacons.

In addition to improvements to the gateway sections, traffic calming measures are proposed throughout the US 101 Smith River safety corridor. This corridor extends from Lake Earl Drive north to the Oregon border.

Yurok Tribe

The Yurok Tribal Transportation Plan includes a comprehensive list of transportation improvement projects for state, county, BIA and tribe-maintained roadways located in both Humboldt and Del Norte Counties. Table 32 presents roadway improvement projects on Yurok BIA routes which fall under the responsibility of the state or County of Del Norte, listed in order of priority. In addition to the projects listed in Table 32, the Tribe is planning to reconstruct a number of BIA maintained roadways throughout the reservation. In accordance with long-term goals, the Yurok Tribe places high priority on developing a Public River Ferry System. The ferry service would consist of two routes: one boat would service the mouth of the Klamath River providing ferry transportation between the north (Requa Launch Facility) and south (Klamath Beach Road) sides. The second boat would provide service from mouth of the Klamath River up to the Wautec/Johnson’s Village vicinity with several stops along the way, such as the Klamath Glen (Roy Rook Launch Facility) and Blue Creek areas. The project would include the purchase of two ferry boats, construction/improvement of launch facilities, improvement of launch access roadways and a secured parking area in Wautec.

Goods Movement

Freight transportation is a crucial function of the Del Norte regional transportation system. Trucking generates a significant proportion of traffic volumes on the US 199/SR 197 corridor in Del Norte County. A large portion of regional STIP funds have been allocated to the SR 197/US 199 Safe STAA access project, which will allow for the safe passage of standard size trucks between the Del Norte region and the I-5 corridor in Grants Pass, Oregon. Numerous studies and public input efforts have demonstrated the need and support for this regional state highway project. Roadway rehabilitation and reconstruction projects throughout the region will improve the safety and reliability of goods movement throughout Del Norte County.

ENVIRONMENTAL MITIGATION

The 2010 *RTP Guidelines* recommend that RTPs include a discussion of potential environmental mitigation activities and areas, including those mitigation activities that might maintain or restore the environment that is affected by the plan. Many RTP projects located within the Del Norte region are road reconstruction or rehabilitation and do not require disturbing or paving new lands. Any roadway widening projects to accommodate truck traffic or increase safety for bicyclists and pedestrians will undergo thorough environmental review prior to construction.

Before implementing road or bicycle/pedestrian improvement projects, the County of Del Norte Community Development Department abides by all permitting requirements stipulated by applicable state and federal natural resource agencies, such as California Department of Fish and Game, US Forest Service, Army Corp of Engineers and Regional Water Quality Control Board. Additionally, the County Board of Supervisors has adopted a set of Best Management Practices (BMPs) for stream protection, erosion, and sedimentation control. The County follows all state regulations and BMPs with respect to storm-water pollution prevention and water pollution control.

As part of the public participation process (described in Chapter 1 and documented in Appendix D), state and federal resource agencies were contacted and maps of natural resources under each agency's jurisdiction were requested. Five agencies were contacted at the beginning of the RTP update process. Natural resource agency maps and documents such as the California Natural Diversity Database, California Wildlife Action Plan and the Six Rivers National Forest Business Plan were compared to this RTP in an attempt to find potential conflicts between transportation improvement projects and natural resources. The details of these comparisons are summarized in the public participation/consultation section of Chapter 1.

DEL NORTE COUNTY STRATEGIES TO REDUCE GHG EMISSIONS

RTPAs that are not located within the boundaries of a metropolitan planning organization (which DNLTC is not) are not subject to the provisions of SB 375 and require addressing regional GHG targets in the RTP and preparation of sustainable community strategies. With the exception of limited peak periods in Crescent City, the Del Norte region experiences little traffic congestion. As demonstrated in Chapter 2, overall traffic volumes on Del Norte state highways have remained relatively steady since 2004. As such, the Del Norte region is not a significant contributor to GHG emissions. Regardless, this RTP identifies improvements to bicycle and pedestrian facilities which will encourage residents and visitors to use alternatives to the private vehicle for transportation, thereby helping to reduce GHG emissions.

Given the importance of the consideration of climate change in transportation planning, this RTP outlines the following strategies to reduce GHG emissions:

- ◆ **Prioritize system preservation and transportation enhancement projects** – One GHG reduction strategy that is repeatedly identified in legislation and policy documents is to reduce VMT by implementing smart growth strategies which concentrate land use expansion in urbanized cores where public transportation is available and increases the “walkability” of communities. In accordance with adopted general plans, County of Del Norte and Crescent City decision-makers should continue to follow smart growth policies and approve transportation projects within their region that focus on safety, system preservation or community enhancement rather than increasing the capacity of the roadway network. Higher priority should be placed on transportation improvement projects that reduce VMT, such as bicycle, pedestrian, and transit projects.
- ◆ **Implement Non-Motorized Facility Improvements** – The regional transportation issues discussion demonstrates a need to create a safer environment for pedestrians and bicyclists along the state highway corridors. Projects such as the Harbor Trail and South Beach Trails Crossing will not only make bicycle travel for residents and visitors safer, but also more appealing and thereby reduce the number of vehicle trips.
- ◆ **Implement Transit System Improvements** – For a rural county, Del Norte has a rather extensive transit system with connections to urban regional destinations. Transit capital improvement projects which could further reduce vehicle trips and increase transit ridership is to improve passenger facilities and signage throughout the region. These improvements would make the transit system more visible and thereby encourage non-regular riders or visitors to utilize the bus system.
- ◆ **Rideshare Program** – There is no established rideshare program in the Del Norte region, although approximately 13.8 percent of Del Norte employees carpooled to work in 2000. One strategy the Del Norte region can use to reduce VMT is to establish a formal rideshare program. DNLTC should develop a rideshare database in spreadsheet format or advertise the use of already developed rideshare programs available free on the internet such as www.eRideShare.com and www.iCarpool.com.
- ◆ **Education** – Reducing GHG emissions in Del Norte County relies heavily on personal decisions of residents. Education is therefore an important part of a climate action program. DNLTC should apply for Community Based Transportation Planning Grants as a way to educate and involve the public in the climate change planning process. Examples of studies which qualify for funding under this Caltrans program are:
 - Long-term sustainable community/economic development growth
 - Safe, innovative, and complete pedestrian/bicycle/transit linkage
 - Community to school linkage
 - Jobs and affordable housing proximity
 - Transit oriented/adjacent development or “transit village”
 - Community transit facility/infrastructure
 - Mixed-land use development

Chapter 5 Financial Element

The Financial Element is fundamental to the development and implementation of the RTP. This chapter identifies the current and anticipated revenue resources and financing techniques available to fund the planned transportation investments that are described in the Action Element, as needed to address the issues, goals, policies and objectives presented in the Policy Element. The intent is to define realistic financing constraints and opportunities. The following provides a summary of the federal, state, and local funding sources and programs available to the Del Norte region for transportation facility improvements, a comparison of anticipated revenues with proposed projects, and financial strategies. From a practical perspective, finances and funding availability ultimately determine which projects are constructed.

It is important to note that there are different funding sources for different types of projects. The region is bound by strict rules in obtaining and using transportation funds. Some funding sources are “discretionary,” meaning they can be used for general operations and maintenance, and are not tied to a specific project or type of project. However, even these discretionary funds must be used to directly benefit the transportation system for which they are collected. For example, funds derived from gasoline taxes can only be spent on roads, and aviation fuel taxes must be spent on airports. State and federal grant funding is even more specific. There are several sources of grant funds, each designated to a specific type of facility (e.g. bridges or state highways), and/or for a specific type of project (e.g. reconstruction or storm damage). This system makes it critical for DNLTC and the local governments to pursue various funding sources for various projects simultaneously and to have the flexibility to implement projects as funding becomes available.

The majority of RTP Action Element projects will be funded by recurring or non-competitive federal or state grants. In addition to recurring money, many competitive grants are available for transportation projects but success in obtaining these types of funds is difficult to predict. A wide variety of funding sources which could be employed by the Del Norte region to complete the Action Element financially constrained and unconstrained projects are listed below. For reference, recurring funding sources are marked with an (R) and competitive grant sources are marked with a (C).

ROADWAY IMPROVEMENT FUNDING

Federal Sources

American Recovery and Reinvestment Act of 2009 (ARRA)

President Obama signed the ARRA into law on February 17, 2009. This \$787 billion economic stimulus package was intended to create jobs and encourage consumption through public works projects and tax breaks. Eligible transportation uses include:

- ◆ Restoration, repair, construction and other activities under the Surface Transportation Program
- ◆ Passenger and freight rail transportation
- ◆ Port infrastructure projects

Approximately \$27.5 billion in funding was available nationwide for highway projects through September 30, 2010. Priority was given to projects which could be completed in three years, were located in an economically distressed region or maximized job creation and economic benefit.

ARRA funding has been used in Del Norte County for a variety of projects ranging from transit vehicle replacement, roadway overlay, and pedestrian improvements (Table 18).

Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), providing \$286.4 billion in guaranteed funding for federal surface transportation programs over six years through Fiscal Year (FY) 2009, including \$52.6 billion for federal transit programs. Although Congress has approved an extension of funding through 2011, a complete extension of the bill is still under debate. Traditionally, the federal transportation bill has been funded through federal gas taxes. As vehicles have become more efficient, there is less revenue to draw from and an increase in the tax is politically unpopular in these hard economic times. As a result of the uncertainty, many large transportation improvement projects are being delayed.

SAFETEA-LU includes several programs that could provide funding for the Del Norte region, though it should be emphasized that these funds are discretionary and are not guaranteed for use in the Del Norte region. A summary of important federal programs is provided below.

- ◆ **Surface Transportation Program (STP) (R)** – This program provides funding for improvements on federally aided highways, bridges, transit capital, bicycle, and pedestrian projects. These federal funds pass through the state and may or may not be allocated in any one year to projects in Del Norte County.
- ◆ **Highway Bridge Program (HBP) (C)** – The HBP program provides funding for highway bridges in need of repair according to federal safety standards. The federal government provides 88.53 percent of the funds, while the remaining 11.47 percent must come from state and local sources. Under SAFETEA-LU, the HBP program has been broadened in scope to include systematic preventative maintenance, and has been freed from the requirement that bridges must be considered “significantly important.” To be HBP-eligible, a bridge must be classified as “structurally deficient” or “functionally obsolete” and have a sufficiency rating of less than or equal to 80. In 2010, Caltrans initiated a “toll credit program.” The idea of a toll credit was first established by Intermodal Surface Transportation Efficiency Act (ISTEA) that permitted the use of certain toll revenue as a credit toward non-federal match. The State of California will receive \$5.7 billion of toll credits from FHWA which can be used as local match for certain federal-aid highway programs. “Local on-system” bridges are not eligible for the toll credit program; however “off-system” bridges are eligible. The Hurdygurdy Creek Bridge replacement project on Big Flat road will use toll credits as the local match.
- ◆ **Federal Lands Highway Program (FLHP) (C)** – The FLHP program provides funding for roadway improvements and transit facilities within public lands, national parks, and Native American reservations through the Public Lands Highway (PLH) Program, Indian Reservation Roads (IRR) Program, Refuge Roads Program, and Park Roads and Parkways Program. In addition, FLHP funds can be used as the state/local match for most types of federal-aid highway funded projects. A new provision of this program under TEA-21 (the predecessor to SAFETEA-LU) is the ability to fund improvements to federally owned public roads providing access to or within a National Wildlife Refuge System. SAFETEA-LU added maintenance of Forest Highways, signage identifying public hunting and fishing access, and facilitating the passage of aquatic species beneath roads in the National Forest System to the list of eligible uses of funds. The federal share of this program is 100 percent.

- ◆ **Indian Reservation Roads (IRR) (R)** – Indian Reservation Roads are public roads that provide access to and within Indian reservations, Indian trust land, restricted Indian land, and Alaska native villages. A portion of FLHP funds are dedicated to improvement projects on IRR’s. IRR funds can be used for any type Title 23 transportation project providing access to or within federal or Indian lands and may be used for the state/local matching share for apportioned federal-aid highway funds.
- ◆ **Transportation, Community, and System Preservation (TCSP) Program (C)** – This program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives. RTPAs, Metropolitan Planning Organizations (MPOs), public transit agencies, air resource boards, and other governmental entities are eligible for funding. The goals of the program are to (1) improve the efficiency of the transportation system, (2) reduce the impacts of transportation on the environment, (3) reduce the need for costly future public infrastructure, (4) ensure efficient access to jobs, services and centers of trade, and (5) encourage private sector development patterns. Examples of planning grant activities include improving bicycling and pedestrian conditions and the safety of existing roads.
- ◆ **Highway Safety Improvement Program (HSIP) (C)** – As part of SAFETEA-LU, this program authorized a new core federal aid funding program beginning in FY 2006 with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. This program effectively replaces the Hazard Elimination Safety Program (HES). Once railway-highway crossing and infrastructure safety needs are satisfied, states with a Strategic Highway Safety Plan (SHSP) can use HSIP funds for additional safety programs such as education, enforcement, and emergency medical services. States with no SHSP are only eligible to use HSIP money for railway-highway crossing and hazard elimination projects, as was the case prior to enactment of SAFETEA-LU.
- ◆ **High Risk Rural Roads Program (HR3) (C)** – This program is funded through a “set-aside” after HSIP funds have been apportioned to the states. The purpose of this program is to reduce the frequency and severity of collisions on rural roads by correcting or improving hazardous roadway locations or features. A “high risk rural road” is defined as any roadway functionally classified as a rural major collector, minor collector or local road on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadways; or that will likely have increases in traffic volumes that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway. California’s annual share of these funds has been approximately \$8.25 million.
- ◆ **Emergency Relief Program (ER) (C)** – ER funds are provided to assist local agencies with repairs to federal-aid highways that have been heavily damaged in natural disasters. Such federal funds are generally coordinated with similar state funding through the California Office of Emergency Services.
- ◆ **Emergency Relief for Federally Owned (ERFO) Roads (C)** – Emergency Relief funds are provided to assist local agencies with repairs to forest highways that have been heavily damaged in natural disasters.
- ◆ **Safe Routes to Schools (SRTS) (C)** – This federal funding program emphasizes community collaboration in the development of projects, and projects that incorporate elements of the 5 E’s – education, encouragement, engineering, enforcement, and evaluation. No local match is required for improvement projects that will make it easier and safer for children K-8 to walk or bike to school.

- ◆ **Recreational Trails Program (C)** – The Recreational Trails Program (RTP) provides funds to the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. In California, the program is administered through the California State Parks Department. Eligible applicants include public entities and non-profit organizations with management authority over public lands. Eligible projects include acquisition for easements for recreational trails, construction of new trails, and development of trailside and trailhead facilities. A 12 percent local match is required.
- ◆ **High Priority Project (HPP) (C)** - The High Priority Projects Program provides designated funding for specific projects identified in SAFETEA-LU by federal earmark. The Patrick Creek Widening portion of the STAA Access project will be partially funded using HPP money.
- ◆ **National Scenic Byways Program (C)** - Grants and technical assistance are provided to states and Indian tribes to implement projects on highways designated as National Scenic Byways, All-American Roads, America's Byways, State scenic or Indian tribe scenic byways; and to plan, design, and develop a State or Indian tribe scenic byway program. In 2009, approximately 43.5 million in funding was available. Eligible projects include safety improvements to accommodate increased traffic as a result of the designation, pedestrian and bicycle facilities, rest areas, shoulder improvement and turnouts. A 20 percent local match is required and National Scenic Byways have limitations on outdoor advertising such as billboards.

In addition, Federal SAFETEA-LU funds are available for bicycle transportation and pedestrian walkways, the state and community highway safety grants program, and for transit operations and capital assistance.

- ◆ **Secure Rural Schools and Community Self-Determination Act of 2008 (Forest Reserves) (R)** – Since 1908, 25 percent of Forest Service revenues, such as those from timber sales, mineral resources and grazing fees, have been returned to states in which national forest lands are located. Originally enacted in January 2001 as S1608/HR2389, this program restores the stability and predictability of annual funds to counties with national forest system lands that were impacted by reductions in timber receipts due to changes in legislation. This program is also referred to as the Federal Forest Reserve Program. This program was reauthorized in October of 2008 with a new formula for distribution through 2011. Counties have the option to receive a share of the state's 25 percent rolling average payment or receive a portion of the state's formula payment. These funds have been an important source of revenue available to the County of Del Norte Road Department and schools, allowing much-needed road maintenance on several roads. Del Norte County received nearly \$950,000 in payments in FY 2010-11. The future of this program is uncertain at this time.

State Sources

Transportation funding in California is both complex and full of uncertainty. Generally, revenue sources for transportation improvements are generated from fuel excise taxes, fuel sales taxes, and the statewide sales tax. In recent years, California transportation funding has become dependent on motor fuel sales tax. Since 2001, proceeds from these taxes have been diverted from the transportation program in an effort to address the general fund deficit. As a result, the STIP and SHOPP funds (primary funding programs for the state highway system) as well as transit funding sources have been raided for general fund purposes. Legislation has been passed which prohibits state sales tax on motor vehicle fuels from being used for any purpose other than transportation improvements, but authorizes loans of these funds in the case of severe state fiscal hardship and requires loans of revenues from state sales tax on motor vehicle fuels to be fully repaid within three years, and restricts loans to no more than twice in any 10-year period. Despite the legislation, funds intended for transportation purposes have been repeatedly diverted to the general fund.

The struggle to balance the state budget and adequately fund transportation projects in California is ongoing. In early 2010, ABx8 6 and ABx8 9 (gas tax swap) were passed by the legislature. The new laws eliminate the sales tax on gasoline and raise the excise tax on gasoline by 17.3 cents per gallon to fund transportation improvements. As part of the legislation an increase in the diesel fuel sales tax will be offset by a decrease in the diesel fuel excise tax. Fuel excise tax revenues do not have the same spending restrictions as fuel sales tax revenues and therefore a portion of these revenues will reimburse the general fund. The November 2010 election passed Proposition 26 that will amend the California constitution to require tax increases to be passed by a two-thirds majority of the legislature. This will require the legislature to “re-enact” tax increases associated with the “gas tax swap.” Further, Proposition 22 was passed which makes it more difficult to use excise taxes on gasoline for debt service on highway bonds that was one of the goals of the gas tax swap.

The following section lists the transportation funding sources available through the State of California.

- ◆ **State Transportation Improvement Program (STIP) (R)** – consists of two broad transportation improvement programs: (1) the regional program funded by 75 percent of new STIP funding, and (2) the interregional program funded by 25 percent of new STIP funding. Brief summaries of these programs are provided below along with other state funding sources:
 - **Regional Transportation Improvement Program (RTIP)** – The RTIP receives 75 percent of the STIP funding. The 75 percent portion is subdivided by formula into county shares. Caltrans and DNLTC can program funds which are apportioned to the region and allocated by the DNLTC. These funds may be used to finance some projects that are “off” the state highway system. This “regional share” must be relied on to fund capacity increasing projects on much of the state highway system. Critical to rural California counties, regional STIP funding may be used for local rehabilitation projects.
 - **Interregional Transportation Improvement Program (ITIP)** – The ITIP receives the remaining 25 percent of the STIP funding. This program is controlled and programmed by Caltrans, although regional agencies provide input on the specific ITIP projects for their region. One of the goals of the program is to encourage regional agencies and the state to establish partnerships to conduct certain projects. For the rural California counties, a challenge to use ITIP funding is the very limited availability of “local match” for ITIP-funded programs. (However, RTIP funds can be used as match for the ITIP program.) In actuality, Caltrans receives 15 percent for state highway projects on the interregional system; potential projects must compete statewide for the remaining funds. Much of the state highway system is not eligible for interregional funding and must rely on the regional share to fund capacity improvement projects.

Caltrans estimates the amount of funding available for the STIP program for a five-year period every two years. The most recent STIP Fund Estimate was developed in 2010.

- ◆ **Transportation Enhancement (TE) (R)** – TE funds are federal SAFETEA-LU dollars which are programmed as a subset of the STIP program. California receives about \$74 million per year for TE funding through SAFETEA-LU as a set aside from the Surface Transportation Program (STP). TE projects must be related to surface transportation, but are intended to be enhancements that go beyond the normal transportation project functions. Projects eligible for TE funding include acquisition of scenic easements, scenic or historic highway programs, landscaping, rehabilitation of historic transportation buildings, preservation of existing and abandoned railway corridors, pedestrian/bikeway improvements, the acquisition of abandoned right-of-way for conversion to pedestrian/bicycle trails, and safety education activities for pedestrians and bicyclists. The DNLTC is

responsible for ranking TE projects countywide, but the California Transportation Commission makes all final funding decisions.

- ◆ **State Highway Operations and Protection Program (SHOPP) (R)** – The purpose of the SHOPP is to maintain the integrity of the state highway system. Funding for this program is provided through gas tax revenues. Projects are nominated within each Caltrans District office. Proposed projects are sent to Caltrans Headquarters for programming on a competitive basis statewide. Final project determinations are subject to the CTC review. Individual districts are not guaranteed a minimum level of funding. SHOPP projects are based on statewide priorities within each program category (i.e. safety, rehabilitation, operations, etc.) within each Caltrans district. SHOPP funds cannot be used for capacity-enhancing projects. Funding levels for the 2010 SHOPP represent a net reduction from 2008 funding levels. SHOPP funding will pay for a portion of the US 199/SR 197 STAA access project.
- ◆ **SHOPP Minor Programs (R)** – The Minor A Program is a Caltrans discretionary funding program based on annual statewide allocations by district. This program allows some level of discretion to Caltrans district offices in funding projects up to \$1,000,000. Minor B Program funds are used for projects up to \$117,000. The advantage of the program is its streamlined funding process and the local district discretion for decision-making. Funding is locally competitive within each district and limited to the extent of its allocation.
- ◆ **Regional Surface Transportation Program (RSTP) (R)** – Rural counties can exchange federal STP dollars for State Highway Account (SHA) funds (a process known as “RSTP Exchange”). This is advantageous to RTPAs as federal funds have more stringent requirements such as a 20 percent local match, while state funds do not require any local match. The state also provides additional state funds to the county, as a match to the exchanged federal dollars. The Del Norte region takes advantage of this opportunity and is expected to receive approximately \$319,922 in RSTP exchange funds in fiscal year 2010-11. Eligible RSTP projects include:
 - Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements on Federal Aid Highways (any highways which are not classified as local or rural minor collectors) and bridges (on public roads of all functional classifications)
 - Environmental mitigation for an RSTP project.
 - Capital transit projects
 - Carpool projects
 - Highway and transit safety projects
 - Capital and operating costs for traffic monitoring
 - Surface transportation planning programs
 - Transportation enhancement activities
 - Transportation control measures
 - Highway and transit R&D and technology transfer programs
- ◆ **Environmental Enhancement and Mitigation (EEM) Program (C)** –The EEM offers state-level funding to remedy environmental impacts of new or improved transportation facilities. Mitigation can include highway landscapes and urban forestry or development of roadside recreational facilities such as roadside rest stops, trails, scenic overlooks, trailheads, parks, and snow parks. The State Resources Agency manages this grant program, and the RTPA makes project-funding decisions. In the past, the EEM program has allocated up to \$4 million to the Northern California counties.

- ◆ **Bicycle Transportation Account (BTA) Program (C)** – This state program provides funding for projects that improve safety and convenience of bicycle commuters. To be eligible for funding, local jurisdictions must have an adopted Bicycle Transportation Plan approved by Caltrans. Projects must conform to the requirements of Caltrans’ Highway Design Manual, Chapter 1000. Only commuter bikeway projects are eligible. Maximum project award is \$500,000.
- ◆ **AB 57 - Safe Routes to School (SR2S) (C)** – This state legislated program allocates funds for projects that improve school commuter routes. Fundable projects include the construction of bicycle and pedestrian safety and traffic calming projects such as sidewalk improvements, traffic calming and speed reduction, pedestrian/bicycle crossing improvements, on-street bicycle facilities, traffic control devices, and traffic diversion improvements. AB 57 extended this program indefinitely. In FY 2010-11, approximately \$24.25 million will be available for projects in California. This is a competitive funding source and a 10 percent local match is required.
- ◆ **Rural Planning Assistance (RPA) (R)** – Formerly called State Subvention funding, this program provides funds to rural RTPAs – on a reimbursement basis – specifically for purposes of transportation planning. Activities and products developed using these funds are governed by an annual Overall Work Program, prepared by the region and approved by Caltrans. In recent years, local planning activities increased several fold as regional STIP and TE shares provided increased funding opportunities for local projects.
- ◆ **Community Based Transportation Planning Grants (CBTP) (C)** – As part of the Caltrans Transportation Planning Grant package, the CBTP Grant Program funds coordinated transportation and land use planning projects that encourage community involvement and partnership. Projects should support livable community concepts with transportation or mobility objectives and promote community identity and quality of life. Examples of projects include the following studies/plans:
 - Long-term sustainable community/economic development growth
 - Safe, innovative, and complete pedestrian/bicycle/transit linkage
 - Community to school linkage
 - Jobs and affordable housing proximity
 - Transit oriented/adjacent development or “transit village”
 - Community transit facility/infrastructure
 - Mixed-land use development
 - Form-based or smart code development

MPOs, RTPAs, cities, counties, transit districts and federally-recognized Native American tribal governments may apply for this grant program directly. A 10 percent local match is required and the grant maximum is \$300,000.

- ◆ **Environmental Justice (C)** – Also part of the Caltrans Transportation Planning Package, Environmental Justice grants are intended to promote the involvement of low-income and minority communities, and Native American Tribal Governments, in the planning for transportation projects. Example projects are similar to those of CBTP grants but must address the interests of under-represented communities. A 10 percent local match is required and the grant maximum is \$250,000. Some Del Norte County bicycle and pedestrian improvements and studies are good candidates for this funding source.
- ◆ **FHWA Partnership Planning Grants (C)** – Caltrans administers this FHWA grant through their Transportation Planning Package. The objective of this competitive grant is to fund transportation

planning studies that have a statewide or regional benefit such as a corridor study. A 20 percent local match is required and the grant maximum is \$300,000.

- ◆ **Gas Tax Revenues (R)** – In addition, the state “passes through” gas tax revenues to local jurisdictions.

Local Sources

At present, there are no local dedicated sources available for ongoing transportation costs other than those “passed through” from state or federal programs. The following sources of funding for transportation projects are available to local governments through various means:

- ◆ **Traffic Mitigation Fees** – Traffic mitigation fees are one-time charges on new developments to pay for required public facilities and to mitigate impacts created by or reasonably related to development. There are a number of approaches to charging developers for the provision of public facilities. In all cases, however, the fees must be clearly related to the costs incurred as a result of the development. Passed to govern the imposition of development fees, AB 1600 requires that a rational connection be made between a fee and the type of development on which the fee is based. Furthermore, fees cannot be used to correct existing problems or pay for improvements needed for existing development. A county may only levy such fees in the unincorporated area over which it has jurisdiction, while a city must levy fees within the city limits. Any fee program to pay for regional facilities must have the cooperation of all jurisdictions in which future growth is expected to take place. There is no countywide traffic mitigation fee program in the County of Del Norte. Given the low level of development in the Del Norte region, any such program would probably not be effective.
- ◆ **Development Mitigation Measures/Agreements** – Development mitigation measures are imposed whenever development requires approval by a local entity. Generally, mitigation measures are imposed as conditions on tentative maps. These conditions reflect on- and off-site project mitigation that must be completed in order to be able to develop. Development agreements are also used to gain cooperation of developers in constructing off-site infrastructure improvements, or dedicating right-of-ways needed as a result of the proposed development. As with impact fees, developer mitigations are not generally available to fund ongoing transportation maintenance and operations costs. Large scale development projects such as the Wal-Mart expansion are charged development mitigation fees in Del Norte County.
- ◆ **Road Operations and Maintenance** – Operations and Maintenance (O&M) funding is critical to preserving and **maintaining** a safe and reliable regional transportation system. To some extent the funding for O&M and capital projects overlap. Therefore, it is important to understand the annual O&M funding sources. Each source is briefly described below.
- ◆ **State Fuel Excise Taxes (R)** – Also known as the Highway Users Tax Account (HUTA), the State of California returns a portion of the statewide fuel excise tax revenues to each jurisdiction for maintaining roadways. These funds are restricted for use to the city or county road fund and are accrued on a monthly basis. The formula for determining the amount of allocation to each local jurisdiction is complex; it is based on the number of registered vehicles, assessed property valuation and population.
- ◆ **Motor Vehicle In-Lieu Fees (R)** – These local revenues are motor vehicle registration funds returned to the county from the state based on a jurisdiction’s population. These funds are general fund revenues and are not restricted for roadway use.

- ◆ **Benefit Assessment Act of 1982** – The Benefit Assessment Act of 1982 allowed for the development of countywide assessments for drainage, flood control, and street lighting. A 1989 amendment to the Act added street maintenance assessments. To date, very few cities or counties have instituted such assessments for street maintenance.

TRANSIT IMPROVEMENT FUNDING

The crux of any issue regarding the provision of public service is the matter of funding. Provision of a sustainable, permanent funding source has proven to be the single greatest determinant in the success or failure of transit service. A wide range of potential transit funding sources is available, particularly within California. The following discussion provides an overview of these programs.

Federal Funding Sources

The following are discussions of federal transit funding programs available to rural areas:

- ◆ **FTA Capital Program Section 5309 Grants (C)** – are split into three categories: New Starts, Fixed Guideway Modernization, and Bus and Bus Facilities. Typically, an intensive lobbying effort is necessary to receive a Section 5309 earmark. The Small Starts component of the New Starts program, which provides funding and oversight for projects seeking less than \$75 million dollars in New Starts funds, was authorized for separate funding beginning in FY 2007-08 under the SAFETEA-LU.
- ◆ **FTA Section 5310 Capital for Elderly and Disabled Transportation (C)** – FTA funds are also potentially available through the Section 5310 Elderly and People with Disabilities Program (largely vehicles), which is administered by Caltrans. In the past, recipients of Section 5310 funding were restricted to non-profit organizations. However, with passage of the ISTEA and subsequent Transportation Equity Act of the 21st Century (TEA-21), local governmental jurisdictions are also eligible for funding. FTA FY 2010 apportionments totaled \$14.3 million statewide.
- ◆ **FTA Section 5311 Public Transportation for Rural Areas (R)** – Federal transit funding for rural areas is currently provided through the FTA Section 5311 Nonurbanized Area Formula Program. In California, an 11.47 percent local match is required for capital programs and a 47.77 percent match for operating expenditures. Per FTA section 5319, only a 10 percent local match is required for capital projects used to provide access for bicycles to transit facilities, or to install racks or other equipment for transporting bicycles on transit vehicles. These funds, administered by Caltrans, are segmented into “apportioned” and “discretionary” programs. The bulk of the funds are apportioned directly to rural counties based on population levels. The remaining funds are distributed by Caltrans on a discretionary basis and are typically used for capital purposes. FTA Section 5311 funds budgeted for transit operations in Del Norte County in FY 2010-11 is approximately \$113,000.
- ◆ **Rural Transit Assistance Program (RTAP) (C)** – The RTAP (49 USC. 5311(b)(3)) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in non-urbanized areas. RTAP has both state and national program components. The state program provides an annual allocation to each state to develop and implement training and technical assistance programs in conjunction with the state’s administration of the Section 5311 formula assistance program. The national program provides for the development of information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest. There is no federal requirement for a local match. Under SAFETEA-LU, RTAP is funded with a two percent set-aside of the Section 5311 appropriation, rather than from the National Planning and Research program, as was previously the case.

- ◆ **FTA 5316 Job Access and Reverse Commute Program (JARC) (C)** – The JARC Section 5316 grant program assists states and localities in developing new or expanded transportation services that connect welfare recipients and other low income people to jobs and other employment related services. JARC projects are targeted at developing new or expanded transportation services such as shuttles, vanpools, new bus routes, connector services to mass transit, and guaranteed ride home programs for welfare recipients and low-income people. Reverse Commute projects provide transportation services to suburban employment centers from urban, rural and other suburban locations for all populations. Criteria for evaluating grant applications for JARC grants include:
 - Coordinated human services/transportation planning process involving state or local agencies that administer the Temporary Aid to Needy Families (TANF) and Welfare-to-Work (WtW) programs, the community to be served, and other area stakeholders
 - Unmet need for additional services and extent to which the service will meet that need
 - Project financing, including sustainability of funding and financial commitments from human service providers and existing transportation providers
 - Other factors that may be taken into account include the use of innovative approaches, schedule for project implementation, and geographic distribution

The JARC grant program is intended to establish a coordinated regional approach to job access challenges. All projects funded under this program must be the result of a collaborative planning process that includes states and metropolitan planning organizations, transportation providers, agencies administering TANF and Welfare to Work funds, human services agencies, public housing, child care organizations, employers, states and affected communities, and other stakeholders. The program is expected to leverage other funds that are eligible to be expended for transportation and encourage a coordinated approach to transportation services. A 50 percent non-Department of Transportation (DOT) match is required; however, other (non-DOT) federal funds may be used as part of the match. FTA gives high priority to applications that address the transportation needs of areas that are un-served or under-served by public transportation. The maximum per project per year grant award is \$200,000. In FTA FY 2010-11, there is approximately \$2.6 million in funding available for non-urbanized areas (population 50,000 or less) for the governor to distribute.

- ◆ **FTA Section 5317 - New Freedom Program (C)** – This program enacted under SAFETEA-LU provides formula funding for “new” public transportation services beyond those required by ADA for people with disabilities. The idea behind the program is to help communities provide transportation services beyond those required by ADA and to help people with disabilities participate more fully in the workforce and in community life. Eligible projects include voucher programs, volunteer driver programs and accessibility improvements to transit stations not designated as key stations. Funds are apportioned to the individual states based on the disabled population, and only 20 percent is available to non-urbanized areas. Projects outside urbanized areas must be included in, or be consistent with the Statewide Long-Range Transportation Plan, as developed by the state. As with the JARC program, projects must be derived from the Coordinated Human Services Transportation Plan. An 80/20 match is required for capital projects, and at least a 50/50 match is required for operating assistance projects. The maximum per project per year grant award is \$125,000.
- ◆ **FTA Section 5304 – Transit Planning (C)** – Also part of the Caltrans Transportation Planning Package, Transit Planning grants are available to fund proposed planning studies which are intended to improve transit services and to facilitate congestion relief by offering an alternative to the single occupant vehicle. Example projects include short-range transit plans, ridership surveys and transit marketing plans. An 11.47 percent local match is required.

State Funding Sources

A mainstay of funding for transit programs in California is provided by the Transportation Development Act (TDA). The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF), which began in 1972, and the State Transit Assistance (STA) fund, established in 1980.

- ◆ **Local Transportation Fund (R)** – The major portion of TDA funds are provided through the LTF. These funds are generated by a one-fourth cent statewide sales tax and returned to the county of origin. Consequently, LTF funds are based on local population and spending. The LTF may be allocated by the DNLTC for the following prioritized purposes:
 - Whatever reasonable amount is needed by the DNLTC for TDA administration
 - Two percent of the remaining amount may be provided for pedestrian bicycle facilities
 - Up to five percent of remaining funds may be allocated for coordinated community transit services
 - The remaining funds must be spent for transit and paratransit purposes, unless DNLTC finds that either there are no unmet transit needs, or that unmet needs cannot be reasonably met
 - If there are no reasonable-to-meet unmet transit needs, remaining funds may be allocated to local streets and roads to jurisdictions based on population

Currently, no LTF funds are allocated for streets and roads purposes in the Del Norte region.

- ◆ **State Transit Assistance** – In addition to LTF funding, the TDA includes a STA funding mechanism. In the past, the sales tax on gasoline was used to reimburse the state coffers for the impacts of the one-fourth cent sales tax used for LTF. Any remaining funds (or spillover) were available to the counties for local transportation purposes. In 2010, the California legislature passed ABx8 9 or the gas tax swap, which increased sales tax on diesel fuel in order fund the STA program. However, the provisions of the legislation are threatened by Proposition 22 and 26. Proposition 22 would require all sales tax on diesel fuel to be split 50/50 between the STA and non STA state transit priorities such as the intercity rail program. The gas tax swap would have created a 75/25 split favoring the STA program. In the governor's proposed budget, additional funds will be allocated from the Public Transportation Account (PTA) to the STA program to make up for the difference. If passed, the STA program would be funded at \$329 million in 2011-12.

AVIATION

Capital Improvement Program (CIP) – The CIP is not a grant program but rather a ten-year list of all federally or state funded public-use airport projects divided into two five-year phases. The CIP is an element of the California Aviation Systems Plan.

- ◆ **Federal Airport Improvement Program (AIP)** – The AIP provides 95 percent federal funding (requiring a 5 percent local and state match of which the state will pay 2.5 percent of the FAA AIP Grant amount) for general aviation programs. Available for most capital expenditures, this funding program must be approved annually by Congress. In recent years it has experienced major funding reductions. AIP funds are derived from user charges such as aviation fuel tax, civil aircraft tax, and

air passenger fare surcharges. AIP projects must be listed in the CIP. Only the Del Norte County Airport is on the National Plan of Integrated Airport Systems (NPIAS) and therefore eligible for Federal Aviation Administration (FAA) grant funding.

- ◆ **State of California Aid to Airports Program (CAAP)** – The CAAP makes grant funds available for airport development and operations. Three types of state financial aid to publicly owned airports are available through the CAAP.
 - Annual Credit Grants for up to \$10,000 per eligible airport per year
 - AIP Matching Grants are available to help local entities with the 5.0 percent match requirement for the federal AIP program. The state will pay up to 2.5 percent of total project costs. The sponsor must meet the same eligibility requirements as for the Annual Grant; however, reliever airports can receive AIP Matching grants. The airport must also meet FAA eligibility requirements.
 - Acquisition and Development (A&D) Grants provide funds for the cost of qualified airport developments on a matching basis, to the extent that state funds are available. Grant amounts can range from a minimum of \$20,000 to a maximum of \$500,000. The local match requirement is set annually by the CTC and can vary from 10 to 50 percent of total project costs. A&D grants can not be used as a local match for FAA grants. A&D projects must be listed in the CIP and A&D grants are available to both NPIAS and non NPIAS airports. The amount available for A&D grants is what is left in the Aeronautics Account after funding State Operations, Annual Grants and AIP Matching.
 - Loans of 100 percent are available for projects with self-amortizing improvements. Such loans can be a continuing source of funds for hangar construction at airports.
 - Airport grants are allocated based on a complex project rating methodology used by the state, with a similar methodology used for the Federal AIP. The highest rated projects are those that relate to safety and state mandates. Due to the state budget crisis, annual grants were suspended in FY 2009-10. The state recently released the annual grant suspension; therefore CAAP funding is anticipated to return to normal levels going forward.
- ◆ **Passenger Facility Charges (PFC)** - Commercial service airports can collect a PFC, as much as \$4.50 per passenger. Use of this revenue must meet the FAA's approval. The Del Norte County Airport collects approximately \$45,000 per year in PFC revenue which is used to match FAA grants.
- ◆ **Other Airport Maintenance and Operations Revenue** – The Del Norte County Airport receives revenue through a variety of other sources such as tie down fees, fuel flowage fees, car rental fees, US Cellular rental, terminal rental, cablevision fee, water service fee and sewer service fee. Fuel flowage fees are used to pay a state loan acquired to construct new fuel tanks while the remaining revenue is used for operations and maintenance. As there is a shortfall in operations and maintenance revenue, the County of Del Norte contributes approximately \$271,600 per year to the Del Norte County Airport.

PROJECTED REVENUES

Projecting revenues and expenditures over a 20-year horizon is difficult, in that funding levels can dramatically fluctuate or be eliminated by legislation and policy changes. In addition, many projects are

eligible for discretionary funds, which are nearly impossible to forecast as discretionary funds are allocated through a competitive grant process. Despite these uncertainties, roadway, aviation, and transit revenues were forecasted over the next 20 years by using a variety of methods.

With the ongoing state budget crisis, transportation funding in California has become less dependable. The uncertain reauthorization of SAFETEA-LU complicates matters at the federal level. The 2010 STIP Fund Estimate reveals that \$135 million in State Highway Account (SHA) funds normally reserved for highway expenditures were loaned to the state general fund in FY 2009-10. Approximately \$363 million in Public Transportation Account (PTA) funds used for mass transportation purposes was transferred to the general fund for debt service on transit bonds and all “spillover” gas tax revenues previously allocated for transit purposes have been diverted to the general fund. Additionally \$4 million from the California Aeronautics fund was sent to the general fund with no obligation to repay. As a result, all aeronautics grant programs were suspended in FY 2009-10. The Federal Highway Trust Fund, another important contributor to the SHA is also experiencing a cash strain. The 2010 STIP Fund Estimate indicates that there is no new programming capacity in the PTA, the Transportation Investment Fund (TIF) and Transportation Facilities Account (TFA) for the STIP program through 2014-15. Additionally, these accounts are underfunded and currently programmed projects will likely be delayed. On the other hand, the 2010 STIP Fund Estimate identifies \$195 million in new programming capacity for federal TE funds.

Therefore, this RTP assumes no new STIP funding for the short-term other than what was already programmed in the 2008 STIP. On a federal level, this RTP assumes that SAFETEA-LU will be reauthorized in 2011 at apportionment levels similar to the past or that similar federal transportation legislation will be enacted.

Table 33 presents projected transportation revenues over the next 20 years. Long-term revenue projections take into account estimated inflation based on historical growth of the Consumer Price Index (CPI). A region with a population of less than one million may request in its RTIP an amount beyond the county share as long as the amount does not exceed more than 200 percent of the share of the four-year share period beyond the current STIP period. The DNLTC 2010 RTIP requested advance STIP shares to fund the \$19.4 million SR 197/US 199 STAA Access (Patrick Narrows) project, as this project is the top priority for the region. This is reflected in Table 33. As referenced in the RTP Guidelines and required in Government Code Section 65080(b)(4)(A), STIP revenues projections over the first four years of the planning period are consistent with the 2008 and 2010 STIP Fund Estimate adopted by the California Transportation Commission.

A total of \$337.5 million in roadway, bridge, transit, bicycle/pedestrian, and aviation revenues are assumed for the planning period. The majority of this funding (\$217.3 million) is available for roadway and bridge improvements, planning, operations, and maintenance. Transit capital and operating revenues account for approximately \$27.4 million. Roughly \$68 million will be available for airport improvement projects, including the airport terminal expansion project. Many funding sources for bicycle and pedestrian projects are discretionary and difficult to obtain. Table 33 indicates that \$745,000 dollars will be available for non-motorized facility projects. It is likely that additional funding through competitive grants (such as BTA and Environmental Justice funding) will be available for bicycle and pedestrian improvements, but these are not considered financially constrained. IRR funding may also be available to help fund RTP projects on IRR roads.

TABLE 33: RTP Forecast Revenue Summary

All Figures in 1000s, adjusted annually for inflation

Funding Source/Program	Fiscal Years				Total
	10/11-14/15	15/16-19/20	20/21-24/25	25/26-29/30	
Roadway and Bridge Capital Revenues					
State Transportation Improvement Program (STIP) ⁽¹⁾	\$21,086	\$9,808	\$10,283	\$11,124	\$52,300
Transportation Enhancement (TE) ⁽²⁾	\$514	\$643	\$681	\$751	\$2,589
State Highway Operations Protection Program (SHOPP)/Minor ⁽³⁾	\$56,751	\$9,472	\$34,436	\$37,948	\$138,607
Highway Bridge Program (HBP) ⁽⁴⁾	\$12,952	\$0	\$0	\$0	\$12,952
Highway Safety Improvement Program (HSIP) ⁽⁴⁾	\$744	\$0	\$0	\$0	\$744
Proposition 1B ⁽⁴⁾	\$2,550	\$0	\$0	\$0	\$2,550
Regional Surface Transportation Program (RSTP) ⁽⁵⁾	\$1,658	\$1,813	\$1,983	\$2,168	\$7,622
<i>Subtotal</i>	\$96,255	\$21,735	\$47,383	\$51,990	\$217,363
Transportation Planning, Operations and Maintenance Revenues					
STIP PPM ⁽⁶⁾	\$282	\$190	\$190	\$201	\$863
Highway Users Tax (Gas) ⁽⁷⁾	\$ 3,783	\$4,092	\$4,427	\$4,788	\$ 17,091
Interest Road ⁽⁸⁾	\$208	\$229	\$253	\$ 278	\$968
Other State Aid (Roads) ⁽⁸⁾	\$891	\$982	\$1,082	\$1,192	\$4,146
Secure Rural Schools (SRS) (Forest Reserves -RAC) ⁽⁸⁾	\$ 949	\$0	\$0	\$0	\$ 949
<i>Subtotal</i>	\$6,113	\$5,493	\$5,951	\$6,460	\$24,018
Bicycle and Pedestrian Capital Revenues					
Safe Routes to Schools/ Bicycle Transportation Account ⁽⁴⁾	\$500	\$0	\$0	\$0	\$500
Transportation Development Act (TDA) - Bike/Ped Allocation ⁽⁹⁾	\$50	\$57	\$64	\$73	\$244
<i>Subtotal</i>	\$550	\$57	\$64	\$73	\$745
Aviation Capital Revenues					
Federal Airport Improvement Program (AIP) ⁽¹⁰⁾	\$43,528	\$8,381	\$10,830	\$3,610	\$66,349
State Annual Credit Grant ⁽¹¹⁾	\$150	\$150	\$150	\$150	\$600
Passenger Facilities Charge (PFC) (McNamara) ⁽¹²⁾	\$234	\$258	\$284	\$313	\$1,090
<i>Subtotal</i>	\$43,912	\$8,789	\$11,264	\$4,073	\$68,039
Transit Capital and Operating Revenues					
Transportation Development Act (TDA) - Local Transportation Fund (LTF) ⁽¹³⁾	\$2,727	\$3,095	\$3,513	\$3,987	\$13,321
TDA - State Transportation Assistance (STA) ⁽¹⁴⁾	\$1,139	\$1,193	\$1,253	\$1,316	\$4,901
Federal Transit Administration (FTA) Operating ⁽¹⁵⁾	\$583	\$631	\$683	\$738	\$2,635
FTA Capital ⁽¹⁶⁾	\$949	\$949	\$1,754	\$1,754	\$5,405
Public Transit Modernization Improvement and Service Enhancement (PTMISEA) ⁽¹⁶⁾	\$584	\$584	\$0	\$0	\$1,168
Prop 1B-California Transit Security Grant Program (CTSGBP) ⁽¹⁶⁾	\$105	\$105	\$0	\$0	\$210
American Recovery and Reinvestment Act (ARRA) ⁽¹⁶⁾	\$357	\$0	\$0	\$0	\$357
<i>Subtotal</i>	\$5,982	\$6,452	\$7,202	\$7,794	\$27,430
TOTAL	\$152,812	\$42,527	\$71,865	\$70,391	\$337,594

Note 1: Short-term based on 2010 RTIP. Includes prior year funding for 2010 RTIP projects. FY 15/16 - 19/20 = 2008 STIP FE maximum county share estimates minus TE estimates. FYs 2025 - 2030 estimates increased annually by population growth rate.

Note 2: Per 2010 RTIP and 2010 STIP Fund Estimate. FY 15/16-19/20 assume similar level of funding to prior period. Long-term projections were increased by 1.96 percent annually to keep pace with inflation.

Note 3: Based on financially constrained SHOPP projects for first 10 years. Long-term projections based on average anticipated funding from previous 10 years and increased by 1.96 percent annually to keep pace with inflation.

Note 4: Based on short-term and long-term project lists.

Note 5: Short-term per Caltrans estimates. Long-term reflects revenue growth during the first five years of the planning period.

Note 6: Per 2010 RTIP and 2010 STIP Fund Estimate. Assume flat revenue growth from FY 15/16 - 24/25. Long-term revenue projections increased by 1.96 percent annually.

Note 7: Based on Del Norte County FY 10-11 budget. Increased annually by the projected population growth rate.

Note 8: Based on Del Norte County FY 10-11 budget. Increased annually by 1.96 percent to keep pace with inflation, except for Forest Reserves which assumes no funding beyond FY 10-11.

Note 9: Per DNLTTC

Note 10: Per CIP for McNamara Field. FY26/27 - 29/30 assumes similar level of funding to long-term project lists.

Note 11: Assumed annual State CAAP grant of \$10K per airport per year.

Note 12: Per Border Coast Airport Authority. Increased annually to keep pace with inflation.

Note 13: Per RCT FY 09/10 budget. Increased annually by the population growth rate plus half of the inflation rate.

Note 14: Per RCT FY 09/10 budget. Increased annually by half the inflation rate.

Note 15: FY 10/11 allocation per Caltrans website. Increased annually by projected population growth rate of 1.6 percent.

Note 16: Based on RCTA estimates and short-term/long-term project lists.

Revenue to Expenditure Comparison

Roadway and Bridge Projects

Table 34 compares projected revenues to expenditures for Del Norte regional roadway and bridge capital improvements for the next ten years. Total financially constrained roadway, TE, bridge, planning, operations and maintenance revenue are estimated at \$129.6 million. Roadway and bridge projects on state highways, county roads, and city streets are estimated to cost \$129.4 million over the same time period. As shown in the table, state highway, county, city roadway, TE funded and bridge capital improvements projects are financially constrained over the next ten years with a small surplus of \$173,000. Table 34 depicts a general picture of the level of transportation expenditures that are financially feasible in the next ten years. Specific implementation dates for projects will depend on actual revenue available. Additionally some of the RSTP revenue will likely go towards funding bicycle improvement projects listed in Table 28. The Del Norte region will continue to plan and program transportation projects which are consistent with the goals, policies and objectives in the Policy Element.

Program	Fiscal Years		Total
	10/11-14/15	15/16-19/20	
Total Recurring Roadway and Bridge Revenues	\$102,368	\$27,229	\$129,596
Estimated Expenditures			
SHOPP Projects	\$56,751	\$9,472	\$66,223
Other Regional Funding Projects	\$19,424	\$9,203	\$28,627
County Projects	\$19,871	\$4,494	\$24,365
City Projects	\$6,534	\$3,674	\$10,208
Total Expenditures	\$102,580	\$26,844	\$129,423
Balance Constrained Projects	-\$212	\$385	\$173

Transit Projects

Transit capital projects are funded for the first ten years of the planning period. The planned RCT vehicle replacements and passenger facility improvements are funded in both the long- and short-term planning periods. Revenue projections show that there will be additional funds available for other transit capital projects such as bus shelters, signage and accessibility improvements over the long term.

Bicycle and Pedestrian Projects

The *Del Norte County Bicycle and Pedestrian Plan* assumes that TE, RSTP, TDA, and Safe Routes to Schools funding will be available to implement a variety of non-motorized improvements. Short-term and long-term bicycle and pedestrian projects listed in Table 28 and 29 will cost approximately \$57.6 million dollars. Combined TE, Safe Routes to Schools and TDA (bicycle and pedestrian) funding throughout the planning period equals \$745,000, significantly less than the projected project costs. As noted above, there

may be additional competitive grant funding available for bicycle and pedestrian projects through the BTA and FTA Environmental Justice programs as well as some RSTP funding.

Aviation Capital Improvement Projects

Airport capital improvements for all three fields total \$72.2 million for the 20 year planning period, while FAA, state CAAP and passenger facility charges total \$69.3 million for the same period. Additional revenue for the local match to state and federal funding programs will be required. Projects will be implemented as funding becomes available.

FINANCIAL STRATEGIES

Regional Funds

The STIP/TE funding projections identified in Table 33 are based on the 2010 STIP Fund Estimate. The Fund Estimate is the state's guideline for programming state highway projects. The STIP Fund estimate identifies total estimated STIP dollars available statewide (total capacity) along with each region's estimated share of the total capacity and a regional TE project target based on a population and state highway mileage formula. The total county share includes all TE eligible project funding. The STIP guidelines indicate that a region may request to program more than its regional share and may request to program more TE-eligible projects than the designated TE target. In other words, the total capacity for the STIP (including TE) program is fixed as this is dependent upon state revenues; however, a region is not limited nor will it necessarily receive the dollar amount identified as their regional share in the Fund Estimate. Before funding projects beyond the region's share or advancing STIP funds, the CTC considers the extent to which the project includes the following criteria:

- ◆ Implements a cost-effective RTIP, giving consideration to the performance measure evaluation in the STIP guidelines;
- ◆ Completes or funds further components of projects included in the prior STIP;
- ◆ Implements the Traffic Congestion Relief Program;
- ◆ Meets identified state highway improvement needs;
- ◆ Eligible for federal TE funds;
- ◆ Leverages federal discretionary funds; and
- ◆ Provides regional funding for interregional partnership projects.

Although STIP funds are considered a recurring funding source, regions across the state are still competing for the actual dollar amount they will receive. Transportation projects which have completed design and environmental work and are ready for construction are more likely to receive funding. As noted above, the CTC prioritizes projects which address traffic congestion, state highway needs or are eligible for federal TE funding. With little traffic congestion, Del Norte County does not have a need for capacity increasing projects. The 2010 STIP Fund estimate indicated that there is greater new programming capacity for TE-eligible projects. This RTP has demonstrated a need for a variety of non-motorized facility improvements on US 101 and US 199 which could be eligible for TE funds. At a time when fuel tax revenues are not rapidly increasing and/or being redirected to non transportation funding sources, the best strategy for the Del Norte region is prioritize and focus planning efforts on transportation

projects that (1) address the needs and issues identified in the Policy Element, (2) are consistent with statewide priorities, and (3) and are cost effective with respect to the performance measures listed in the STIP Guidelines. By focusing on a limited number of regional transportation improvement projects that stakeholders and the public have deemed the top priority and working to bring these projects close to construction, the Del Norte region will be more competitive for all types of funding sources.

Roadway Maintenance

A large concern for many rural counties is the potential elimination of the Secure Rural Schools (Forest Reserves) funding for roadway maintenance. In fact, this RTP does not assume Forest Reserves funding beyond FY 2010-2011. In the past, the program has provided around \$950,000 per year for roadway maintenance projects in Del Norte County. In the event this funding source is eliminated, developing a pavement management program which regularly reviews pavement conditions and prioritizes roadway maintenance projects will be all that more important.

Coordination with the Tribes

As demonstrated throughout this RTP, the Native American tribes in the Del Norte region have a significant interest in transportation projects both on the state highway system and on other roadways. There are roadway and transit funding sources available to the tribes that are not available to Caltrans, DNLTTC, County of Del Norte, or Crescent City. Although there appears to be good coordination between these entities, a good financial strategy is to maintain or improve coordination with the Tribes and discuss potential fund pooling arrangements for projects which benefit the Tribes. For example, the Yurok Tribe has an agreement with Humboldt County to use IRR funds to rehabilitate county maintained IRR roads. The Yurok Tribe has indicated the potential for a similar agreement with the County of Del Norte.

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Chapter 6 Top Priority Projects

The primary objective of this 2011 update to the Del Norte Regional Transportation Plan is to develop a focused list of financially constrained regional transportation capital improvement projects which are viewed by DNLTC and the community as the highest priority for the region. A top priority list provides DNLTC and staff with direction for moving projects efficiently through funding, environmental, design and construction phases. High priority projects which do not directly compete for regional funding sources such as STIP/TE because they are primarily funded through a funding source specific to a transportation facility type such as HBP/Toll Credits or AIP funds were not included in the top priority tables. However, top priority projects are not limited to roadway improvements. A top priority project can be a bicycle/pedestrian project, roadway project or a transit capital project, which is eligible for STIP funds or TE funds, (a subset of the STIP allocation). In order to be selected for the top priority list, a transportation improvement project should be a high priority, positively affect a large portion of the region and significantly improve baseline performance measures such as system preservation or safety.

Top priority projects can be divided into two categories: funded and unfunded. The list of funded but not yet constructed top priority transportation improvement projects is presented in Table 35. This list includes Del Norte County's 2010 RTIP and Caltrans 2010 ITIP projects and is as follows:

- ◆ US 199/SR 197 STAA access
- ◆ RCT transit vehicle replacement
- ◆ Pebble Beach Dr. – overlay, curb, gutter, sidewalks
- ◆ Fred Haight Dr. – roadway reconstruction
- ◆ Pebble Beach Dr. – rehabilitation and pedestrian improvements
- ◆ Klamath TE project - traffic calming measures and gateway treatment in the Yurok Tribe Transportation Corridor (Caltrans 2010 ITIP)

Lead Agency	Funding Source	Route	Project Description	Cost (1,000's)
Caltrans	STIP/SHOPP	199	Patrick Creek Narrows: Shoulder widening and bridge replacement	\$19,424
RCTA	STIP	--	Replace 3 25-passenger buses	\$360
County	HSIP	Pebble Beach	City to Hemlock - overlay, curb, gutter, sidewalks	\$744
County	STIP	Fred Haight Dr.	Roadway Reconstruction from US 101 to First St.	\$1,004
City	STIP	Pebble Beach Dr./ A Street	Rehabilitation and pedestrian improvements	\$1,559
Caltrans	IIP/TE	101	Klamath TE: Yurok Tribe Transportation Corridor traffic calming and gateway treatment	\$551
Total				\$23,642

Source: DNLTC, County of Del Norte, Crescent City.

Funding sources have been secured and completion of these projects is anticipated within the next five years.

Table 36 presents the list of unfunded top priority projects for the Del Norte region in order of priority. Prioritizing transportation improvements is not an easy task as each project is important to the region. Top priority projects in Table 36 were ranked by the degree to which (1) the project provides a benefit to the

region as a whole, (2) has the greatest effect on the performance measure assigned to it in the Action Element project list tables and (3) is ready for construction. The following details the reasoning in developing the unfunded top priority list.

- 1) **US 101 Traffic Calming and Gateway Improvements** – This project will have a significant regionwide benefit as it will improve safety for both residents and visitors in the greater Crescent City area. Traffic volumes in Del Norte are highest on US 101 through Crescent City and the project will address pedestrian crossings issues near the area of Shop-Smart/Shangri-la trailer park and near the area of South Beach/Harbor. The project is also in line with regionwide goals to increase tourism. A conceptual plan has been prepared and Caltrans has indicated the potential for contributing SHOPP (safety) funds towards this project. It is also a good candidate for interregional Transportation Enhancement (TE) and regional STIP/TE funding.
- 2) **Front Street** – Rehabilitating pavement and implementing streetscape and pedestrian facilities on Front Street is the top priority for Crescent City within the city limits and is consistent with the goals in the Crescent City General Plan; furthermore, it is a top priority project for the County of Del Norte as the project will benefit more than Crescent City residents as an improved visual appeal may attract more tourists to downtown Crescent City and the Harbor. Rehabilitating Front Street was also specifically mentioned in the RTP public input process. The Front Street Project will significantly improve the system preservation performance indicator as the PCI for Front Street ranges from 8 – 20 on a scale of 1 to 100 (new road). The City recently released a Request for Proposals (RFP) for design plans and specifications and the design will be complete in February 2012 at which point the project will be ready for construction. Design work will be funded with RSTP funds.
- 3) **Harbor Trail** – The Harbor Trail will provide a Class I/II bike/pedestrian path through the Harbor District from near the existing Coastal Trailhead parking to South Beach. This project is consistent with the goals in the Crescent City General Plan and would benefit Crescent City residents as well as Del Norte region tourists. The Harbor Trail is one of the missing links in the California Coastal Trail through Del Norte County. The Harbor District has acquired funds from the Coastal Conservancy for design and engineering.
- 4) **Smith River Gateway Treatment and Traffic Calming** – This project would greatly benefit Smith River residents, Smith River Rancheria tribal members and tourists in the Smith River region. Pedestrian safety would be improved along US 101 near the Lucky 7 Casino. The project would also encourage tourism in the region. Conceptual designs have been created and the need for the project was demonstrated in a Road Safety Audit. Preliminary cost estimates show that the entire project could cost up to \$5.5 million. It is assumed that only a portion of the project could be completed in the next ten years. As this project is located on the state highway, it is a good candidate for STIP/TE funds.
- 5) **Hobbs Wall Trail** – The proposed trail is a multi-use path which would link northern and southern portions of Crescent City to Jedediah Smith Redwoods State Park. The trail would benefit Crescent City and Del Norte County residents and visitors to the state park. This project is a joint venture between Crescent City, County of Del Norte and Redwood National and State Park and a high priority for the state park. Environmental work for the county portion of the project is in process and will be completed by October 2011.
- 6) **Hiouchi Community Enhancement** – Another community where there is the potential for pedestrian conflict is Hiouchi along US 199. This project would increase safety for Hiouchi residents and visitors to Jedediah Smith Redwoods State Park. Caltrans has conducted community public input and is preparing a Project Study Report.

TABLE 36: Top Priority Non-Funded Regional Transportation Projects ⁽¹⁾

2011 - 2020

Rank ⁽²⁾	Potential Lead Agency	Potential Funding Source	Route	Project Description	Performance Measure	Regional Funding Required ⁽³⁾	% TE Eligible
1	Caltrans/ DNLTC/ County/ City	STIP/TE/SHOPP (Safety)	101 - Crescent City	Traffic calming and gateway improvements	S, I	\$1,378	80%
2	City	STIP/TE/RSTP	Front Street	Roadway reconstruction, pedestrian facilities, streetscape	SP, I	\$3,000	40%
3	County/City/ Harbor	TE/TDA/RSTP	Harbor Trail	Class I and II City to Anchor Way at South Beach	S, I	\$2,500	100%
4	Smith River	STIP/TE/IRR/ SHOPP	US 101	North and south gateway and traffic calming improvements ⁽⁴⁾	S, I	\$5,500	75%
5	County/City/ State Parks	TE/TDA/RSTP	Hobbs Wall Trail	Class I, II and III multi use paths to connect with State Park	I	\$850	100%
6	Caltrans/ DNLTC/ County	TE/STIP	US 199	Hiouchi Community Enhancement - traffic calming and non-motorized improvements	S, I	\$1,700	100%
7	Elk Valley Rancheria	STIP/TE/IRR/HPP	Humboldt Road	Roundabout @ Humboldt/Sandmine, widen Humboldt and Sandmine, bike lanes, crosswalks, sidewalks, drainage	S, I	\$1,400	100%
Total						\$16,328	

Note 1: This table represents major regionally significant transportation improvement projects to be funded with regional funding sources. Excludes smaller roadway overlay, bike/ped projects and funded projects shown in Table 35. Excludes bridge projects and the airport terminal expansion project (separate funding source which does not compete with projects listed above).

Note 2: Specific implementation dates will depend on project development and funding availability.

Note 3: Estimated total project cost.

Note 4: Project costs are not well defined. Assuming only a portion of the project will be completed in the next ten years.

- 7) **Humboldt Road Safety Project** – This is the top priority project for the Elk Valley Rancheria. The project will improve safety along Humboldt road for pedestrians/bicyclists through the implementation of bike lanes and sidewalks while a roundabout at the intersection with Sandmine Road will improve traffic flow and safety for Bertsch Oceanview residents, tribal members and visitors to a future casino. This project is ready for construction and could be funded through a combination of regional and tribal funds.

TE funds are programmed under the STIP program, however, STIP and TE funds have different eligibility criteria, therefore the approximate proportion of each project eligible for TE funds are displayed in the table. Although Table 36 presents a financially constrained ten year planning period, specific implementation dates will depend on project development and actual funding available.

Appendix A

Commonly Used Acronyms

**DEL NORTE RTP
COMMONLY USED ACRONYMS**

AADT	Annual Average Daily Traffic
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ADTT	Average Daily Truck Traffic
AIP	Airport Improvement Program
ARRA	American Recovery and Reinvestment Act
BIA	Bureau of Indian Affairs
BTA	Bicycle Transportation Account
CAAP	California Aid to Airports Program
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CCT	California Coastal Trail
CCTV	Closed Circuit Television Cameras
CDP	Census Data Place
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CNDDDB	California Natural Diversity Database
CONST	Construction
CTC	California Transportation Commission
CTSA	Consolidated Transportation Service Agency
DNLTC	Del Norte Local Transportation Commission
DOF	Department of Finance

DOT	Department of Transportation
DRU	Demographic Research Unit
EDD	Employment Development Department
EEM	Environment Enhancement and Mitigation Program
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
E&P	Environmental Documents and Permits
ER	Emergency Relief Program
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FH	Federal Highway
FHWA	Federal Highway Administration
FLH	Federal Lands Highway
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse Gas
GIS	Geographic Information Systems
HAR	Highway Advisory Radio
HBP	Highway Bridge Program
HHS	Health and Human Services
HES	Hazard Elimination Safety
HSIP	Highway Safety Improvement Program
ICASP	Interregional California Aviation System Plan
ISTEA	Intermodal Surface Transportation Efficiency Act

ITS	Intelligent Transportation Systems
ITSP	Interregional Transportation Strategic Plan
ITIP	Interregional Transportation Implementation Plan
LEHD	Longitudinal Employer Household Dynamics
LOS	Level of Service
LTF	Local Transportation Fund
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NCUAQMD	North Coast Unified Air Quality Management District
NEPA	National Environmental Policy Act
NPIAS	National Plan of Integrated Airport Systems
O&M	Operations and Maintenance
OWP	Overall Work Program
PM	Post Mile
PAC	Policy Advisory Committee
PUC	Public Utilities Code
PS&E	Plans, Specifications and Estimates
PSP	Pedestrian Safety Program
PTMISEA	Public Transportation Modernization Improvement and Service Enhancement Account
RCTA	Redwood Coast Transit Authority
RIP	Regional Improvement Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency

RWIS	Road and Weather Information Systems
SAFE	Service Authority for Freeway Emergencies
SAFETEA – LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users
SHOPP	State Highway Operations and Protection Program
SIP	State Implementation Plan
SOV	Single Occupant Vehicle
SR	State Route
SR2S	Safe Routes To Schools
S RTP	Short Range Transit Plan
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STAA	Surface Transportation Assistance Act
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCR	Transportation Route Concept Report
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TDP	Transit Development Plan
TE	Transportation Enhancement
TEA-21	Transportation Equity Act for the 21 st Century
TSM	Transportation System Management
TTP	Tribal Transit Program

VMT

Vehicle Miles Traveled

Appendix B
RTP Process

**Plans, Statutes, and Program Relationships
under
State and Federal Legislation**

Plans

Regional Transportation Plans (RTP): Developed by Metropolitan Planning Organizations (MPOs) and Regional Transportation Agencies (RTPAs) to provide a comprehensive view of the transportation problems of a region and recommended solutions. RTPs have a minimum of a 20-year horizon period and are required by State and Federal law. For MPO RTPs, all projects in the FTIP must be consistent with the RTP. In air quality nonattainment areas, RTPs must conform to the State Implementation Plan.

California Transportation Plan (CTP): The CTP is developed by Caltrans and submitted to the Governor. It includes a policy element describing state transportation policies and system performance objectives, a strategies element incorporating broad system concepts and strategies partially synthesized from RTP, and a recommendations element that includes economic forecasts and recommendations to the Legislature and Governor.

California Aviation System Plan (CASP): Prepared by Caltrans every five years as required by PUC 21701. The CASP integrates regional aviation system planning on a statewide basis.

Interregional Transportation Strategic Plan (ITSP): Describes the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP).

Statutes

National Environmental Protection Act (NEPA): Federal legislation which created an environmental review process similar to CEQA, but pertaining only to projects having federal involvement through financing, permitting, or Federal land ownership.

California Environmental Quality Act (CEQA): A state-mandated process in which the environmental effects associated with the implementation of a "project" is fully disclosed.

Programs

Regional Transportation Improvement Program (RTIP): A four-year list of proposed transportation projects submitted to the California Transportation commission by the RTPAs. Some RTIP projects may have federal funding components in which case they will also appear in the FTIP once they have been selected for the STIP (see below).

State Transportation Improvement Program (STIP): A four-year list of transportation projects proposed in RTIPs and PSTIPs, which are approved by the California Transportation commission. Those projects that have federal funding components will also appear in the FTIP and FSTIP.

State Highway Operations and Protection Program (SHOPP): A program including projects related to state highway safety and rehabilitation, seismic safety, and traffic operational improvement's. Traffic Systems Management Program: A program of projects (e.g., re-striping, metering, HOV, ridesharing, flexible work schedules, etc.) for better system utilization and operational efficiency.

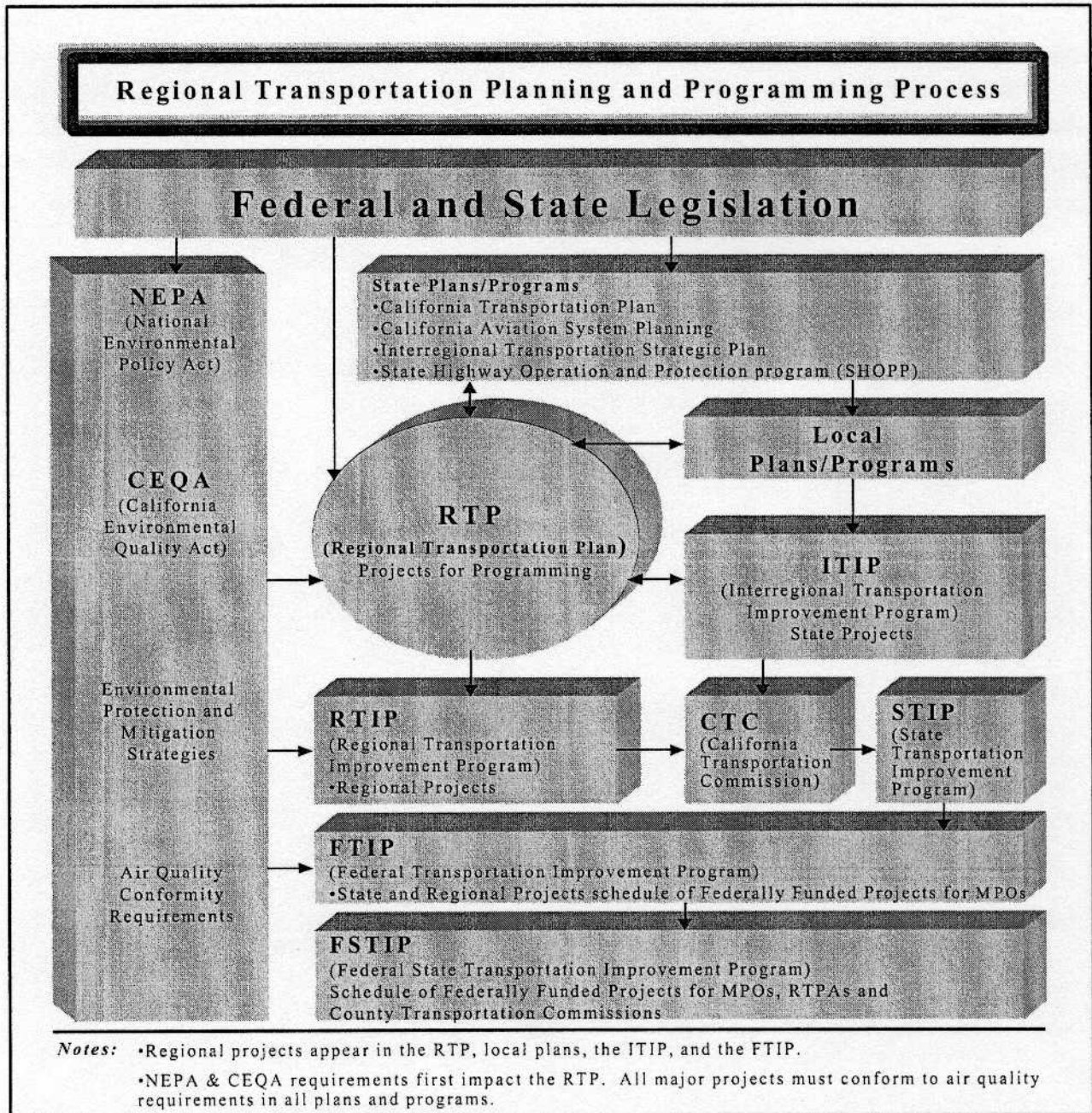
Federal Transportation Improvement Program (FTIP): A three-year list of all transportation projects proposed for federal funding within the planning area of an MPO. It is developed as a requirement for funding. In are quality nonattainment areas the plan must conform to a State Implementation Plan.

Federal State Transportation Improvement Program (FSTIP): A three year list of transportation projects proposed for funding developed by the State in cooperation with MPOs and in consultation with local non-urbanized governments. The FSTIP includes all FTIP projects as well as other federally funded rural projects.

Interregional Transportation Improvement Program (ITIP, formerly known as PSTIP): Funds capital improvements, on a statewide basis, including capacity increasing projects primarily outside of an urbanized area. Projects are nominated by Caltrans and submitted to the California transportation commission for inclusion in the STIP. The ITIP has a four-year planning horizon and is updated every two years by the CTC.

Regional Transportation Planning and Programming Flow Chart

The Regional Transportation Planning and Programming Process is a complex, cooperative process that includes all levels of Government with the opportunity for input from all stakeholders at each level. The following diagram shows the flow of legislation from planning to project development. Following the diagram is a glossary providing a narrative of the diagram components.



Appendix C

Agencies and Persons Contacted

PERSONS / AGENCIES CONTACTED

Alexandre EcoDairy Farms Alexandre, Stephanie	Humboldt County Association of Governments Clem, Marcella
Border Coast Regional Airport Authority Bernard, James Madden, Wilma	Josephine County, OR Public Works Department De Janvier, Chuck
CA Department of Fish and Game Manji, Neil	North Coast Unified Air Quality Management District Steer, Al
Caltrans District 1 Ahlstrand, Tasha	Redwood National and State Parks McCain, Rachel
Crescent City Barnts, Jim Taylor, Eric Wier, Eric	Redwood Coast Transit Authority Wall, Mark
Crescent City Harbor District Young, Richard	Resighini Rancheria Valenzuela, Don
Curry County, OR Brown, Susan	Siskiyou National Forest Elberlien, Jennifer
Del Norte County Kunstal, Heidi McClendon, Tina	Six Rivers National Forest Vandiver, Mary Kay
Del Norte Local Transportation Commission Leighton, Tamera	Smith River Rancheria Moorehead, Darrell Supahan, Terry
Del Norte Solid Waste Management Authority White, Wes	Tri-Agency Economic Development Authority Irwin, John Renfroe, Bill
Elk Valley Rancheria Green, John Howard, Chris	US Fish and Wildlife
Hambro Forest Products Richlen, Duane	Yurok Tribe James, Joe

Appendix D
Correspondence

Correspondence To



**TRANSPORTATION PLANNING AND
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com

November 3, 2010

Sent Via Facsimile: (916) 657-5390
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Re: Del Norte County 2011 Regional Transportation Plan

LSC Transportation Consultants, Inc. (LSC) has been retained by the Del Norte Local Transportation Commission (DNLTC) to prepare the Del Norte County 2011 Regional Transportation Plan (RTP). The DNLTC is the Regional Transportation Planning Agency (RTPA) for the Del Norte County region. The RTP is a federally required long-range transportation-planning document for the region within Del Norte County, and is updated every five years. The Del Norte County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Del Norte County. The purpose of the RTP is to provide Del Norte County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Del Norte County.

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Del Norte County region. In an effort to include the Tribal Governments in the RTP planning process, we request you provide us with contact information for tribes in Del Norte County that are on the "SB 18 Consultation List." We would appreciate receiving this information at your earliest convenience (in an effort to include the Tribal Governments in each step of the RTP process). Please send this information to the address or fax above, or via email to genevieve@lsctahoe.com.

Please contact me with any questions. Thank you for your time and consideration.

Sincerely,

Genevieve Evans
Transportation Planner



TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com
www.lsctrans.com

November 08, 2010

Rachel McCain
Superintendents' Secretary
Redwood National and State Parks
1111 Second Street
Crescent City, CA 95531
Phone: 707.465.7301

Re: Del Norte County 2011 Regional Transportation Plan

Dear Ms. McCain:

The Del Norte County Local Transportation Commission (DNLTC) is conducting a 2010 update of the Del Norte County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The purpose of the RTP is to provide Del Norte County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Del Norte County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. We would appreciate it if you would be able to send us copies (electronic or otherwise) of any plans, maps or data that might pertain to transportation planning in Del Norte County. For example: any improvements/ maintenance to National Park Service roads within Del Norte County. Additionally, we welcome your input with respect to the planning of roads, bridges, public transit and bicycle and pedestrian facilities in Del Norte County.

The current 2007 Del Norte County Regional Transportation Plan can be viewed at:

http://www.dnltc.org/planningdocs/RTP_2007.pdf

Once the Public Draft 2010 Del Norte County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Genevieve Evans', is written over a blue horizontal line.

Genevieve Evans
Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.



TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

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info@lsctahoe.com
www.lsctrans.com

November 08, 2010

Jennifer Eberlien, Deputy Forest Supervisor
3040 Biddle Road
Medford, OR 97504

Re: Del Norte County 2011 Regional Transportation Plan

Dear Ms. Eberlien:

The Del Norte County Local Transportation Commission (DNLTC) is conducting a 2010 update of the Del Norte County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The purpose of the RTP is to provide Del Norte County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Del Norte County.

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http://www.dnltc.org/planningdocs/RTP_2007.pdf

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Sincerely,

A handwritten signature in black ink, appearing to read 'Genevieve Evans', is written over a light blue background.

Genevieve Evans
Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.



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info@lsctahoe.com
www.lsctrans.com

November 9, 2010

California Department of Fish and Game
Neil Manji
619 Second Street
Eureka, CA 95501
(707) 445-6493
FAX: (707) 445-6664

Re: Del Norte County 2011 Regional Transportation Plan

Dear Mr. Manji:

The Del Norte County Local Transportation Commission (DNLTC) is conducting a 2011 update of the Del Norte County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The purpose of the RTP is to provide Del Norte County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Del Norte County.

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Sincerely,

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Genevieve Evans
Planner

genevieve@lsctahoe.com

LSC Transportation Consultants, Inc.



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info@lsctahoe.com
www.lsctrans.com

November 9, 2010

US Fish and Wildlife
Region 8 – Pacific Southwest Regional Office
2800 Cottage Way Room W-2606
Sacramento, CA 95825

Re: Del Norte County 2011 Regional Transportation Plan

The Del Norte County Local Transportation Commission (DNLTC) is conducting a 2011 update of the Del Norte County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The purpose of the RTP is to provide Del Norte County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Del Norte County.

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Genevieve Evans
Planner

genevieve@lsctahoe.com

LSC Transportation Consultants, Inc.



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Tahoe City, California 96145
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November 08, 2010

Mary Kay Vandiver
District Ranger
Smith River National Recreation Area
Highway 199
P.O. Box 228
Gasquet, CA 95543
Phone: (707) 457-3131

Re: Del Norte County 2011 Regional Transportation Plan

Dear Ms. Vandiver:

The Del Norte County Local Transportation Commission (DNLTC) is conducting a 2010 update of the Del Norte County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The purpose of the RTP is to provide Del Norte County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Del Norte County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. We would appreciate it if you would be able to send us copies (electronic or otherwise) of any plans, maps or data that might pertain to transportation planning in Del Norte County. For example: any improvements/ maintenance to Forest Service roads within Del Norte County. Additionally, we welcome your input with respect to the planning of roads, bridges, public transit and bicycle and pedestrian facilities in Del Norte County.

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http://www.dnltc.org/planningdocs/RTP_2007.pdf

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Sincerely,

A handwritten signature in black ink, appearing to read 'Genevieve Evans', is written over a light blue horizontal line.

Genevieve Evans
Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.



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info@lsctahoe.com
www.lsctrans.com

November 09, 2010

Marcella Clem
Executive Director
Humboldt County Association of Governments
427 F St. Suite 220
Eureka, CA 95501

Re: Del Norte County 2010 Regional Transportation Plan

Dear Ms Clem:

LSC Transportation Consultants, Inc. has been retained by the Del Norte County Local Transportation Commission (DNLTC) to prepare the Del Norte County 2010 Regional Transportation Plan (RTP). An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Del Norte County 2010 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions.

1. What do you see as the major economic and demographic factors in Humboldt County that can be expected to impact transportation demands in Del Norte County over the next 20 years?
2. How can the Del Norte County RTP enhance mobility in Humboldt County?
3. What transportation-related projects and proposals does Humboldt County have that the DNLTC should be aware of in developing their RTP?
4. Please include any other input you might have for the Del Norte County RTP.

Thank you for your time and consideration. Your participation in the Del Norte County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner
Genevieve@lsctahoe.com
530-583-4053

Genevieve

From: Genevieve [genevieve@lsctahoe.com]
Sent: Friday, November 05, 2010 11:35 AM
To: 'choward@elk-valley.com'
Subject: Del Norte Regional Transportation Plan 2011 update

Chris-

Good to talk with you. Per our phone conversation, my contact information is below.

Thank you,

Genevieve Evans
Planner
LSC Transportation Consultants, Inc.
2690 Lake Forest Rd., Suite C
PO Box 5875
Tahoe City, CA 96145
(530) 583-4053
Fax (530) 583-5966
www.lsctrans.com

Genevieve

From: Genevieve [genevieve@lsctahoe.com]
Sent: Friday, November 05, 2010 12:54 PM
To: 'jjames@yuroktribe.nsn.us'
Subject: Del Norte County 2011 Regional Transportation Plan Update

Joe-

My firm has been hired by the Del Norte County Local Transportation Commission (DNLTC) to update the 2011 Regional Transportation Plan (RTP). If you are unfamiliar with the current RTP, you can download it from DNLTC's website:

http://www.dnltc.org/planningdocs/RTP_2007.pdf

In summary, the RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Del Norte County. Obtaining a good understanding of what the general public feels are the most important improvements to the transportation system (emphasis on rehabilitating roadways, bicycle and pedestrian paths, airport improvements, etc) is an essential part of the RTP process. For input from the Yurok Tribe, I'm starting with you. Let me know if there is someone else I should speak with.

- First, I would like to obtain a copy of the most recent Tribal Transportation Plan for the Yurok Tribe.
- Second, in December, we are planning on holding three "Transportation Vision Workshops" : Smith River, Crescent City and Klamath. At the workshops we will discuss existing conditions for all types of transportation facilities in the county (roads, bridges, transit, bike and ped, harbor, goods movement, airport and teletransportation) and issues/needs associated with each transportation type. For the Klamath workshop, any suggestions on a location? Another meeting we can piggyback with?
- In addition to the workshops, we will set up information tables at various locations around the county in an effort to speak more informally with county residents about what they feel are the transportation priorities for the region. Suggestions of locations? For example: Wal-Mart, post office, famers market...
- Finally, it would be beneficial to meet with you and/or other tribal representatives to discuss Yurok tribal transportation needs in person when I am in the region in December.

When you get a chance, please call or email me to discuss how best to approach the Yurok Tribal input process for the RTP.

Thank you,

Genevieve Evans
Planner
LSC Transportation Consultants, Inc.
2690 Lake Forest Rd., Suite C
PO Box 5875
Tahoe City, CA 96145
(530) 583-4053
Fax (530) 583-5966
www.lsctrans.com

12/30/2010

Genevieve

From: Genevieve [genevieve@lsctahoe.com]
Sent: Friday, November 05, 2010 1:13 PM
To: 'dmoorehead@tolowa.com'; 'terry@scgroup.info'
Subject: Del Norte County 2011 Regional Transportation Plan Update
Darrell and Terry-

My firm has been hired by the Del Norte County Local Transportation Commission (DNLTC) to update the 2011 Regional Transportation Plan (RTP). If you are unfamiliar with the current RTP, you can download it from DNLTC's website:

http://www.dnltc.org/planningdocs/RTP_2007.pdf

In summary, the RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Del Norte County. Obtaining a good understanding of what the general public feels are the most important improvements to the transportation system (emphasis on rehabilitating roadways, bicycle and pedestrian paths, airport improvements, etc) is an essential part of the RTP process. For input from the Smith River Rancheria, I'm starting with you. Let me know if there is someone else I should speak with.

- First, I would like to obtain a copy of the most recent Tribal Transportation Plan for the Tolowa Tribe/Smith River Rancheria.
- Second, in December, we are planning on holding three "Transportation Vision Workshops": Smith River, Crescent City and Klamath. At the workshops we will discuss existing conditions for all types of transportation facilities in the county (roads, bridges, transit, bike and ped, harbor, goods movement, airport and teletransportation) and issues/needs associated with each transportation type. For the Smith River workshop, any suggestions on a location? Another meeting we can piggyback with?
- In addition to the workshops, we will set up information tables at various locations around the county in an effort to speak more informally with county residents about what they feel are the transportation priorities for the region. Suggestions of locations? For example: Wal-Mart, post office, farmers market...
- Finally, it would be beneficial to meet with you and/or other tribal representatives to discuss Smith River Rancheria transportation needs in person when I am in the region in December.

When you get a chance, please call or email me to discuss how best to approach the Smith River Rancheria Tribal input process for the RTP.

Thank you,

Genevieve Evans
Planner
LSC Transportation Consultants, Inc.
2690 Lake Forest Rd., Suite C
PO Box 5875
Tahoe City, CA 96145
(530) 583-4053
Fax (530) 583-5966
www.lsctrans.com

12/30/2010

Genevieve

From: Genevieve [genevieve@lsctahoe.com]
Sent: Friday, November 05, 2010 2:03 PM
To: 'k.dowd@verizon.net'
Subject: Del Norte County 2011 Regional Transportation Plan Update

Kathy-

My firm has been hired by the Del Norte County Local Transportation Commission (DNLTC) to update the 2011 Regional Transportation Plan (RTP). If you are unfamiliar with the current RTP, you can download it from DNLTC's website:

http://www.dnltc.org/planningdocs/RTP_2007.pdf

In summary, the RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Del Norte County. Obtaining a good understanding of what the general public feels are the most important improvements to the transportation system (emphasis on rehabilitating roadways, bicycle and pedestrian paths, airport improvements, etc) is an essential part of the RTP process. For input from the Resighini Rancheria, I'm starting with you. Let me know if there is someone else I should speak with.

- First, I would like to obtain a copy of the most recent Tribal Transportation Plan for the Resighini Rancheria.
- Second, in December, we are planning on holding three "Transportation Vision Workshops": Smith River, Crescent City and Klamath. At the workshops we will discuss existing conditions for all types of transportation facilities in the county (roads, bridges, transit, bike and ped, harbor, goods movement, airport and teletransportation) and issues/needs associated with each transportation type. For the Klamath workshop, any suggestions on a location? Another meeting we can piggyback with?
- In addition to the workshops, we will set up information tables at various locations around the county in an effort to speak more informally with county residents about what they feel are the transportation priorities for the region. Suggestions of locations? For example: Wal-Mart, post office, farmers market...
- Finally, it would be beneficial to meet with you and/or other tribal representatives to discuss Resighini Rancheria transportation needs in person when I am in the region in December.

When you get a chance, please call or email me to discuss how best to approach the Resighini Rancheria Tribal input process for the RTP.

Thank you,

Genevieve Evans
Planner
LSC Transportation Consultants, Inc.
2690 Lake Forest Rd., Suite C
PO Box 5875
Tahoe City, CA 96145
(530) 583-4053
Fax (530) 583-5966
www.lsctrans.com

12/30/2010

Correspondence From

Genevieve

From: Tamera Leighton [Tamera@DNLTC.org]
Sent: Wednesday, May 11, 2011 1:40 PM
To: Genevieve Evans
Subject: Fwd: Comments on Draft RTP

Please see the "forward."

Tamea

----- Forwarded message -----

From: Bill Lonsdale <billlo@charter.net>
Date: Wed, May 11, 2011 at 11:39 AM
Subject: Comments on Draft RTP
To: Councilmember Kathryn Murray <kmurray@crescentcity.org>, Supervisor Michael Sullivan <msullivan@co.del-norte.ca.us>, Supervisor Gary Hemmingsen <ghemmingsen@co.del-norte.ca.us>, Mayor Charles Slert <cslert@crescentcity.org>, Councilmember Richard Enea <rgeneal7w2@charter.net>
Cc: Tamera Leighton <Tamera@dnltc.org>, Mark Wall <mark@markwall.com>

Dear Madam Chair & Members of the Commission,

I regret that I'll be unable to attend the Commission meeting on 12 May, but wanted to provide a brief comment and recommendation regarding the Regional Transportation Plan (RTP) now under consideration.

1. I am concerned that the Transit Element of the draft RTP fails to take into account lessons that could be learned from the subduction zone earthquake and tsunami in Japan, and our recent local mobilization and use of transit resources in emergency response. While our local transit response to a "long warning" scenario was excellent, the Japanese experience suggests that we have some serious advance planning to do for a "short-notice" scenario.
2. Few of us could have watched the massive destruction of Japanese infrastructure in their tsunami run-up zone following a subduction zone event offshore without contemplating what would happen here when a similar, "Cascadia Event," occurs. There was only about 15 minutes of reaction time in the affected areas of Japan, and experts quoted in the press seem to agree that the warning situation following a Cascadia Event could be equally short.
3. All of our transit assets are stored in our likely tsunami run-up area. If a Cascadia Event were polite enough to occur when those assets were deployed on the streets during normal operating hours, some of them might survive to be of use during, or more likely after, a tsunami. On the other hand, should the Event occur during non-operating hours, those assets likely would be lost.
4. As a consequence, it seems prudent to begin long-range planning to relocate our transit assets [both RCT and Coastline] to higher ground. I note that the local press reported Crescent City Police Department consideration of a similar move.
5. I mentioned these concerns to both Ms. Leighton and Mr. Wall, and hoped that they would find reflection in the RTP update. This does not appear to have happened, so I'm requesting that your Commission consider including development of a mid- to long-range "higher ground" option in the RTP.
6. By no means does this suggest that I consider it feasible to undertake immediate action to relocate the transit assets. Rather, it seeks to formalize a future relocation as both a goal and an action element in the RTP.
7. I would be most grateful if your Commission would consider this proposed addition to the RTP.

Respectfully,

Bill Lonsdale

--

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
New Mailing Address
1301 Northcrest Drive, Ste B #16
Crescent City, California 95531
Desk: 707 465 3878
Cell: 707 218 6424
FAX: 707 465 5518
www.dnltc.org

STATE OF CALIFORNIAArnold Schwarzenegger, Governor**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390



November 16, 2010

Genevieve Evans
Transportation Planner
Transportation Planning and Traffic Engineering Consultants
2690 Lake Forest Road, Suite C
Tahoe City, CA 96145

VIA FAX: 530-583-5966

of Pages: 2

RE: SB 18 Tribal Consultation; Del Norte County 2011 Regional Transportation Plan. Del Norte County

Dear Ms. Evans:

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. Attached is a consultation list of tribes with traditional lands or cultural places located within the requested plan amendment boundaries.

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) to determine if any cultural places are located within the area(s) affected by the proposed action. NAHC Sacred Lands File requests must be made in writing. All requests must include county, USGS quad map name, township, range and section. Local governments should be aware, however, that records maintained by the NAHC and CHRIS are not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a cultural place.

If you receive notification of change of addresses and phone numbers from Tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at (916) 653-4040.

Sincerely,

A handwritten signature in black ink that reads "Katy Sanchez".

Katy Sanchez
Program Analyst

Attachment

Native American Tribal Consultation List
County of Del Norte
November 15, 2010

Elk Valley Rancheria
 Dale Miller, Chairperson
 2332 Howland Hill Road Tolowa
 Crescent City CA 95531
 dmiller@elk-valley.com
 (707) 464-4680

Smith River Rancheria of California THPO
 Suntayea Steinruck
 140 Rowdy Creek Road Tolowa
 Smith River , CA 95567
 (707) 487-9255

Resighini Rancheria/Coast Indian Community
 Frank Dowd, Chairperson
 P.O. Box 529 Yurok
 Klamath , CA 95548
 k.dowd6@verizon.net
 (707) 482-2431

Yurok Tribe of California
 Buffy McQuillen, NAGPRA Coordinator
 PO Box 1027 Yurok
 Klamath , CA 95548
 buffy@yuroktribe.nsn.us
 (707) 482-1350
 (707) 954-5355

Smith River Rancheria of California
 Kara Brundin-Miller, Chairperson
 140 Rowdy Creek Road Tolowa
 Smith River , CA 95567
 kara.miller@tolowa-nsn.gov
 (707) 487-9255

Yurok Tribe of California
 Thomas O'Rourke, Chairperson
 PO Box 1027 Yurok
 Klamath , CA 95548
 torourke@yuroktribe.nsn.us
 (707) 482-1350

Yurok Tribe of California THPO
 Robert McConnell
 PO Box 1027 Yurok
 Klamath , CA 95548
 rmccconnell@yuroktribe.nsn.
 (707) 498-2536
 (530) 625-4130

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3.

DEPARTMENT OF TRANSPORTATION

DISTRICT 1

1656 UNION STREET

P. O. BOX 3700

EUREKA, CA 95502-3700

PHONE (707) 441-4540

FAX (707) 441-5869

TTY (707) 445-6463

*Flex your power!
Be energy efficient!*

June 1, 2011

Tamera Leighton
Executive Director
Del Norte Local Transportation Commission
1301 Northcrest Drive, Suite B #16
Crescent City, CA 95531

Dear Mrs. Leighton,

The California Department of Transportation (Caltrans) has reviewed the Del Norte Local Transportation Commission (DNLTC) 2011 Draft Regional Transportation Plan (RTP) update. This letter addresses the content of the document and provides editorial suggestions.

To begin, we would like to commend DNLTC on a well-written and organized RTP that includes Greenhouse Gas (GHG) emission strategies, strong partnership strategies with the various Native American tribes within the region, consideration of emergency preparedness in potential natural disasters, and a commitment to transit planning within the region.

Caltrans provides the following comments for consideration in preparing the final RTP:

1. General:

- As part of its long-range transportation planning process, it is recommended that Del Norte County consider Sea Level Rise (SLR) and its potential impacts on the region. Recent scientific studies indicate SLR projections at an average of seven inches for the year 2030 and fourteen inches for the year 2050. Global climate models also indicate that the coast of California could experience continued rising sea levels, unless GHG emissions are dramatically reduced. With Del Norte County's coastal position, it would be appropriate for the RTP to consider SLR effects in the long-range transportation process.

2. Chapter III – Policy Element:

- The needs and strategies listed in this section are related to transportation demand management. We recommend that this section heading be changed to *Transportation Demand Management Needs*.
- In the Regional Transportation Needs and Issues, Integrated Land Use, Air Quality and Transportation Planning (page 78), please consider providing objectives for each policy listed to show how each goal will be achieved.

3. Chapter V – Financial Element:

- The second-to-last sentence in the description of the Federal Lands Highway Program (FLHP) is out-of-date. The funding for this program lapsed in 2010 and it is highly unlikely that another round of ARRA funding will come through. Please consider removing this sentence.
- The *Federal* Safe Routes to School program has the acronym (SRTS), while the *State* Safe Routes to School program has the acronym (SR2S). Please make this correction in the federal sources section on page 110.
- Please consider placing both Community Based Transportation Planning (CBTP) and Environmental Justice (EJ) grant programs under the umbrella of the Transportation Planning Grants program.
 - If you chose to keep the program separate, take note that Native American Tribes are now eligible to apply directly for CBTP Grants. We ask that you adjust the final paragraph to include the following eligible recipients: Metropolitan Planning Organizations, Regional Transportation Planning Agencies, cities, counties, transit agencies, and federally-recognized Native American tribal governments.
 - For more information about this program, please visit the *Environmental Justice and Community Based Transportation Planning Grants Handbook* at:
http://www.dot.ca.gov/hq/tpp/offices/ocp/EJ_CBTP_Handbook_FY%202011-12.pdf
- The document does not make a reference to Regional Surface Transportation Program (RSTP) funds in the section on state funding sources.
- In the Aviation Section (page 117), please adjust the following sentence to read, “The AIP provides 95 percent federal funding (requiring a 5 percent local and state match, of which the state will pay 2.5 percent of the FAA AIP Grant amount) for general aviation programs.”
- In the Aviation Section (page 118), please consider the following changes to the first bulleted item under the State of California Aide to Airports Program (CAAP): “Annual Credit Grants for eligible airports is \$10,000 per year.”

4. Chapter VI – Top Priority Projects:

- In the “Top Priority Non-Funded Regional Transportation Projects” table (Table 36) on page 127, please alter the lead agency section of Project #6 (Hiouchi Community Enhancement). Due to the fact that the potential funding source listed in the table (TE) cannot fund some elements of the project, we request that all possible lead agencies be included (Caltrans, Del Norte County, Del Norte Local Transportation Commission).

5. Editorial Comments:

- **Executive Summary, pages ES-4:** There is an extra colon in the fourth paragraph.
- **Chapter II, pages 51-52:** When the maps are printed, the heading and key are not correctly formatted.

Mrs. Tamera Leighton
June 1, 2011
Page 3

- **Chapter II, pages 55-56:** In the *Transportation System Operations and Management* section, the last few sentences are duplicates of the previous ones.
- **Chapter V, page 126:** The last sentence in second paragraph is missing a period.
- **Appendix K:** The Office of System and Freight Planning would have liked to have seen a clearer connection between which bridges have low (80 or below) sufficiency ratings along the major goods movement truck routes of US Highway 101, US Highway 199 and State Route 197.

Thank you for the opportunity to comment on the 2011 Draft Regional Transportation Plan Update.

Please respond to our comments by email or letter. If you have any questions, please contact me at tatiana_ahlstrand@dot.ca.gov or (707) 441-4540.

Sincerely,



Tasha Ahlstrand
Associate Transportation Planner

Elk Valley Rancheria, California



2332 Howland Hill Road
Crescent City, CA 95531

Phone 707.464.4680
Fax: 707.465.2638
www.elk-valley.com

May 5, 2011

VIA ELECTRONIC MAIL & POSTAL SERVICE

tamera@dnltc.org

Tamera Leighton
Executive Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive, PMB 16
Crescent City, California 95531

Re: Regional Transportation Plan 2011; Priority for Tribal Road Project

Dear Ms. Leighton:

The Elk Valley Rancheria, California (the "Tribe") is a federally recognized Indian tribe located in Del Norte County, California. The Tribe is in the process of finalizing the environmental review documents for the Tribe's Humboldt Road Safety Improvement Project (described below). The Tribe understands that the Transportation Advisory Committee ("TAC") has met to discuss the initial priorities identified in the draft Regional Transportation Plan 2011 (the "Plan").


We understand that seven (7) projects have been identified as priorities in the Plan. The Tribe believes that the Humboldt Road Safety Improvement Project is a worthy project of high priority consideration and funding for the reasons discussed below. The Tribe requests that the TAC and the full Del Norte Local Transportation Commission give consideration to these comments and increase the priority ranking of the Project from number 6 to number 1.

Description of Humboldt Road Safety Improvement Project ("Project")

The Tribe's Project includes several safety-related infrastructure improvements within the southern segment of Humboldt Road between Roy Avenue and Highway 101. The Project includes a proposed roundabout with sidewalks and crosswalks to be constructed at the intersection of Humboldt Road and Sandmine Road. It also includes the following features:

- Resurfacing and/or reconstructing the road structural pavement section;





Tamera Leighton
Executive Director – DNLTC
May 5, 2011
Page 2


- Construction of 4-foot wide paved shoulders on each side of the road;
- Construction of separated bicycle/pedestrian trail on east side of road;
- Construction of street lighting;
- Reconfiguration of drainage ditch on east side of road; and
- Construction of new road signage and striping.


Humboldt Road is located in Del Norte County in northwestern California. Humboldt Road is less than one mile east of the Pacific Ocean and approximately 2.5 miles southeast of Crescent City, the only incorporated city in Del Norte County. Under the maintenance jurisdiction of Del Norte County, the two-lane road serves as a direct connector to Highway 101, the Elk Valley Rancheria, Bertsch-Oceanview neighborhood, and an indirect connector to Jedediah Smith Redwood State Park, several beach trails, and as a bypass to Highway 199 toward Grants Pass, Oregon. Humboldt Road is the most direct route from Highway 101 and the coast to the Rancheria and the surrounding neighborhoods. South of Humboldt Road, across Highway 101, is Enderts Beach Road which provides many access points to Redwood National Park, beaches and other coastal recreation. From Roy Avenue to the north, Humboldt Road travels through the Bertsch-Oceanview neighborhood and terminates at the southern boundary of the Rancheria.

The Average Daily Traffic (ADT) of Humboldt Road was approximately 2,600 trips per day. Likewise, it is well known that this section of road currently has significant safety problems and suffers from an extraordinary accident rate.

Humboldt Road within the southern segment is especially unsafe for pedestrians, who are forced to walk in the travel lane or, when vehicles are approaching, in the steep roadside ditch. There are no existing street lights on Humboldt Road. Although the entire length of the road is designated as a Class II bikeway (City of Crescent City 2001), the southern segment is not safe for bikes as there is neither a bike lane nor a paved shoulder. One of the most dangerous portions of the road is the intersection with Sandmine Road, which has no pedestrian safety features.

The Project is intended to improve the safety of this section of road for the benefit of the general public.





Tamera Leighton
Executive Director – DNLTC
May 5, 2011
Page 3

Consistent With STIP Program

The Tribe understands that State Transportation Improvement Program (STIP) funding is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources.

Here, the Tribe has applied for and anticipates that funding for the Project will be made available from multiple sources, including the Indian Reservation Roads program and state and other federal sources. The Project will enhance the quality of Humboldt and Sandmine Roads and will provide increased safety for motorists, pedestrians, bicyclists and others, including those motorists that utilize Humboldt Road as an alternative or bypass to Highway 101 to access Highway 199. Likewise, the improved road will enhance the dependability of level of service for movement into and out of this otherwise dangerous intersection.


As you are aware, Humboldt Road, via Howland Hill Road and via Elk Valley Road, serves as a regular bypass around Crescent City to Highway 199. Further, Humboldt Road is also considered a tsunami evacuation route that should be enhanced to ensure safe and orderly passage in the event of the need for evacuation.


Need for Project

The Project was identified by the Tribe as a priority because of safety issues. As recently as April 2011, a Tribal employee driving a Tribal vehicle was involved in a traffic accident at the intersection of Humboldt Road and Sandmine Road when another driver's vehicle collided with the Tribal vehicle. Unfortunately, the accident rate at that intersection is uncommonly high and requires attention. The Project seeks to do so.

Estimated Cost of Project

The Project has two alternatives: 1) replacement of the road bed; or 2) overlay of the road bed. The estimated cost of Alternative 1 is approximately \$2,400,000 and Alternative 2 is approximately \$2,200,000. The Tribe's federal sources may provide an estimated 50% of the funding necessary for the Project (discussed below).





Tamera Leighton
Executive Director – DNLTC
May 5, 2011
Page 4

Tribal Funding of Project


The Tribe has applied for funding through the Bureau of Indian Affairs Indian Reservation Roads program and understands that it is listed as number four on the High Priority Funding list. The sought after funding from that program is \$1,000,000. The Tribe also is entitled to annual funding from the Indian Reservation Roads program that can be utilized for the Project and the High Priority Funding can be “banked” for approximately a period not to exceed three years to ensure that the Tribe is able to obtain sufficient funds to complete the Project. However, without STIP and other funding from State or federal sources, the Tribe will not be able to start or complete construction of the Project.


Readiness to Proceed

The Tribe has completed environmental review under the National Environmental Policy Act as well as Plans, Specifications and Engineering for the Project. The Tribe is completing the Initial Study and proposed Mitigated Negative Declaration under the California Environmental Quality Act (“CEQA”). The Tribe anticipates successfully completing the CEQA process in September 2011. In essence, the Tribe understands that the Project may be in a position to proceed prior to any of the other Top Priority Non-Funded Regional Transportation Projects listed in Table 36 of the Del Norte Regional Transportation Plan 2011 and, in any event, within the general three year requirement of the California Transportation Commission’s STIP Guidelines.

Conclusion

In short, the Tribe’s Humboldt Road Safety Improvement Project will enhance the safety of motorists, pedestrians, bicyclists, and others along Humboldt and Sandmine Roads; increase mobility within the area, including the Bertsch-Oceanview subdivision and the Elk Valley Rancheria; will make the area more accessible for pedestrians and bicyclists consistent with current designations; and provide an increased life span for the roadway in the Project area.





Tamera Leighton
Executive Director – DNLTC
May 5, 2011
Page 5

On behalf of the Elk Valley Rancheria, California, I request that the Del Norte Local Transportation Commission rank the Tribe's Humboldt Road Safety Improvement Project as one of the highest priority projects in the Del Norte County Regional Transportation Plan 2011.

Sincerely,



Chris Howard

cc: Elk Valley Tribal Council
CEO
General Counsel





Smith River Rancheria

140 Rowdy Creek Rd, Smith River, CA 95567-9525
Ph: (707) 487-9255 Fax: (707) 487-0930

Kara Brundin
Miller
Chairperson

May 12, 2011

Denise L Padgett
Vice Chairperson

Kathryn Murray, Chair
Del Norte Local Transportation Commission (DNLTC)
1301 Northwest Drive, Suite B#16
Crescent City, CA 95531

Sharyne R Harper
Council Secretary

**SUBJECT: Tribe's Support for Del Norte County Regional Transportation Plan
2011 Update and Chapter 6 Priority Projects.**

Joel Bravo
Treasurer

Marian Lopez
Council Member

Dear Kathryn:

Loren Bommelyn
Council Member

As you know, the Smith River Rancheria has for a number of years, diligently worked with the County and Caltrans to improve safety conditions on the Hwy 101 corridor through Smith River to the Oregon border. The Tribe has also cooperated and collaborated with staff and consultants of the Del Norte Local Transportation Commission (DNLTC).

Dr Joseph
Giovannetti
Council Member

The Tribe supports the work and effort that has produced the draft Regional Transportation Plan and its listing of the prioritized projects for the region. The Tribe's safety improvements, traffic calming and gateway treatment projects are identified in this plan. The Tribe strongly supports the prioritized listing of the Commission in order to secure the necessary construction funds to complete this project. We appreciate the technical assistance provided by the DNLTC.

Russ Crabtree
Tribal
Administrator

The Tribe's representatives today - Loren Bommelyn, Brad Cass, and Terry Supahan - will testify today at the Commission's hearing in support of this Regional Transportation Plan and its priority project listing.

Sincerely,

Kara Brundin Miller,
Chairperson

*Waa-saa-ghitlh-'a~ Wee-ni Naa-ch'aa-ghitlh-ni
Our Heritage Is Why We Are Strong*

Public Outreach/Meetings

DEL NORTE REGIONAL TRANSPORTATION PLAN
– *Public Input Calendar* –

Monday, December 6, 2010

1:00 PM – 3:00 PM

INFORMATION TABLE @ RAY'S FOOD PLACE

625 M Street, Crescent City, CA

5:00 PM

CRESCENT CITY COUNCIL MEETING

Flynn Center 981 H Street, Crescent City, CA

Tuesday, December 7, 2010 – 6:30 PM

CRESCENT CITY HARBOR COMMISSION MEETING

Flynn Center 981 H Street, Crescent City, CA

Wednesday, December 8, 2010

12:00 PM – 2:00 PM

INFORMATION TABLE @ SHOP SMART

953 Northcrest Drive, Crescent City, CA

6:00 PM – 7:00 PM

**TRANSPORTATION VISION WORKSHOP
(YUROK TRIBAL OFFICE COMMUNITY CENTER)**

190 Klamath Blvd, Klamath, CA

Thursday, December 9, 2010

12:00 AM – 2:00 PM

INFORMATION TABLE @ RAY'S FOOD PLACE

301 Fred Haight Drive, Smith River, CA

4:00 PM

DEL NORTE LOCAL TRANSPORTATION COMMISSION MEETING

Flynn Center 981 H Street, Crescent City, CA

Tuesday, December 14, 2010 – 10:00 AM

DEL NORTE COUNTY BOARD OF SUPERVISORS MEETING

Flynn Center 981 H Street, Crescent City, CA

We Need Your Input!

Del Norte County Regional Transportation Plan 2011 Update

WHEN: DECEMBER 8, 2010

WHERE: Yurok Tribal Office Community Center

TIME: 6:00 PM – 7:00 PM

– Light Refreshments Served –

What transportation improvements would you like to see in Del Norte County over the next 20 years?

How should funds be spent on roads, transit, bike/pedestrian trails, and the airport in Del Norte County?

Also check out the project website:

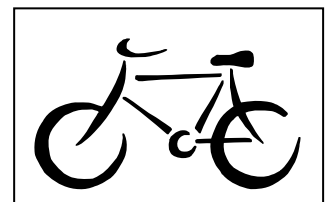
www.lsctahoe.com/DelNorteRTP.htm

Or contact:

Genevieve Evans at LSC

Phone: (530) 583-4053

Email: genevieve@lsctahoe.com



We Need Your Input!

Del Norte County Regional Transportation Plan 2011 Update

The Del Norte County Regional Transportation Plan (RTP) guides transportation projects and funding decisions for roadways, public transit, bicycle trails, sidewalks/crosswalks and the airports. Your input is needed to help with the decision process.

What do you see as the greatest transportation issues in Del Norte County?

How should transportation money be spent in Del Norte County?

Also check out the project website:

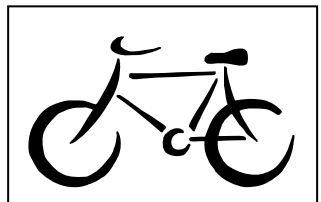
www.lsctahoe.com/DelNorteRTP.htm

Or contact:

Genevieve Evans at LSC

Phone: (800) 866-5446

Email: genevieve@lsctahoe.com





What is the Del Norte County Regional Transportation Plan (RTP)?

The RTP guides transportation projects and funding decisions, providing a 20-year vision for transportation improvements in Del Norte County, including:

- Roads
- Bicycle and Pedestrian Facilities
- Public Transit Services
- Airports
- Goods Movement (trucking)
- Transportation Demand Management Strategies (rideshare, carpool)
- Teletransportation

The document provides an overview of existing transportation conditions in the region, identifies transportation needs and issues, sets forth goals and policies, and identifies lists of capital improvement projects for all transportation facilities.

We Need Your Input ...

What do you see as the greatest transportation issues in the Del Norte County region?

Examples:

- Pavement conditions
- Safety/connectivity for pedestrians/bicyclists
- High vehicle speeds through communities
- Public transit
- Transportation investments to improve economy

How should the Del Norte County region spend transportation dollars?

Examples:

- Roadways?
- Bike paths and trails?
- Sidewalks and crosswalks?
- Airport?
- Goods movement (trucking)?
- Public transit?





NOTICE OF PUBLIC HEARING

DEL NORTE 2011 REGIONAL TRANSPORTATION PLAN

DEL NORTE LOCAL TRANSPORTATION COMMISSION

THURSDAY, MAY 12, 2011 4:00 PM

Flynn Center, 981 H St

Crescent City, California

The Del Norte Local Transportation Commission announces the availability of the 2011 Draft Regional Transportation Plan and invites the public to participate in the review. A public hearing shall be conducted by the Del Norte Local Transportation Commission at 4:00 p.m. on Thursday, May 12th at the Flynn Administrative Center in Crescent City. The Draft Regional Transportation Plan is available for review at: <http://sctahoe.com/DelNorteRTP.htm> or at the Public Works departments of the City of Crescent City (377 J St.) and the County of Del Norte (981 H St.) during business hours.

Appendix E

Comments from Public/Stakeholder Input Process

Public/Stakeholder Input Notes

Comments from Del Norte RTP Information Tables

Shop Smart in Crescent City

- J St.
- Railroad Ave and Blackwood Lane
- Public transit- operate on Sundays, no car, wife works at night, don't do glass bus shelters, encourages vandalism
- Congestion around school on Northcrest, poor sight distance
- County Rd. off of Birtchell needs paving, replaced three mufflers
- Ride bike regularly, revitalizing downtown is good, think out of the box
- Roads suck, there are not too many bike paths, don't care about airport, need more public transit after DAR ends.
- Everything. A lot of people need public transit.
- 101 and Jack in the Box need attention
- Railroad and Felterwood are in bad shape. Need bike lanes, widen shoulders for bikes
- Pedestrian signage, especially for children. Need to slow people down. More signage for public transit.
- Fix everything

Ray's Food Place in Crescent City

- Front Street pavement conditions
- Bus shelters @ Walmart, for seniors and young people
- Call box, battery operated phones
- More buses for elderly, Brookings to Crescent City
- Lots of elderly here
- Bike lanes on all highways especially 101 and 199, widen shoulders
- Bus service to Medford, expand airports
- Front St. has poor pavement
- Airport, US 199
- Bus shelters, get people out of rain, lots of seniors
- Pavement conditions, widen roads for bikes, sidewalks if possible
- Roads! All over, county pavement conditions, widen
- Front Street
- Need more transit
- DAR is good but buses empty. Live too far from fixed route
- Need to go to doctor in Brookings, Social security appointment in Eureka
 - Senior bus is wonderful
 - Should be a bench at each stop
- Public transit, lighting in county roads, pavement conditions
- Bus to Medford, tired of driving
- Expand airport, done enough for the harbor

- Less cars, more bike paths, unable to ride on roads
- Buses

Ray's Food Place in Smith River

- Pedestrians- Wilson/101 people walking with strollers
- Roads: Front St, SR 197
- Public transit, bike/ped paths, low impact, need ecotourism, less ATV's
- Bike paths near 101/ Fred Haight, more public transit
- Public transit and bike paths
- Sidewalks in Smith River (Fred Haight)
- Crosswalks: near bar in town, between neighborhoods and Ray's
- Public transit, bus shelters, should not have let trucks on 199 at all.
- Expand airport, would be cheaper to fly out
- Transit, crosswalk would be a waste of time unless get flashers. People don't stop, ridesharing wouldn't work
- Airport is top priority, equestrian trails, need more tourist dollars.
- 199, public transit. Bike path: Pt. George to South Beach
- Intersection by casino need more pedestrian facilities, lots of elderly crossing, limited sight distance, Rowdy Creek/101 intersection needs improvements
- Public transit, shelters
- Fix lesser used county roads, public transit
- Public transit: was unaware of system, need bus signs, schedules. Don't like 197/199 project. There shouldn't be bikes on US 199. It's unsafe.
- More guardrails on roadways
- Roadways but can't identify which ones
- Rideshare/carpool, bikes/ped facilities near schools
- Expand airport, Roads (Fred Haight Dr), people should vote on all this
- No more taxes
- Smith River to Arcata bus more often

Other Comments

- Pedestrian crossing of US 101 for South Beach Access directly across the coastal access is important to residents in the neighborhood east of the highway. Need "slow down" signs for people and elk. Extend bike route from Sand Mine/Humboldt Road to US 101. Make the transfer point to the Humboldt Transit Authority closer to Crescent City, maybe in Orick so that the fare could be cheaper. Too expensive.
- Need transit shelters and bus signage

Stakeholder Input

City Council Meeting 12/06/2010

- Richardson Grove project on US 101 in Humboldt County is important for economic growth in Del Norte
- Front Street project, expand airport, look at combining tribal funding sources with city and county sources to implement projects.
- Airport expansion is important as well as the access road leading to the airport

Comments from DNLTC TAC Meeting March 3 - Review of Technical Memorandum 2

- Don't see the 199 STAA project as affecting a large part of the region. Would like restrictions on the transportation hazardous materials on US 199
- Redwood Coast Transit fare to Arcata is cost prohibitive. There is a bus from Crescent City to Klamath and a bus from Orick to Arcata.
- Seniors appreciate Dial-A-Ride
- Many children walk to school. Obtaining Safe Routes to Schools funding is important. Mary Peacock Elementary has the most issues.

Comments from SSTAC Meeting – Review of Technical Memorandum 2

- Need more bus signage and passenger facilities: Smith River Rays Food Place, Fort Dick, hospital on Northcrest, Shop Smart, North Valley Bank, Chetco Credit Union, and Wal-Mart.
- More bike racks for buses.
- Market transit system to students.
- Del Norte is an aging community. Need non-emergency medical transportation to Humboldt County. No dialysis in Del Norte County.
- Seniors can not use the fixed route. Some able bodied individuals use DAR when they don't really need it. Need to educate passengers on this issue. Need to explain the difference between the fixed route and DAR.
- Seniors don't have a need for road improvements because they don't drive.
- Improve marketing to residents and tourists. Improve website. Update schedules. Schedules at bus stops.

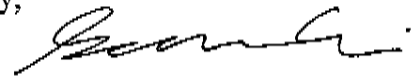
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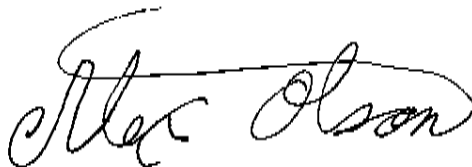
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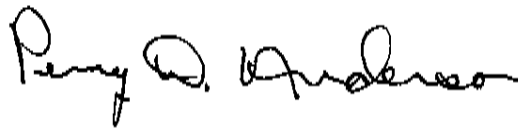
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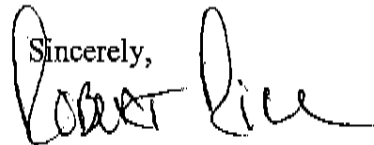


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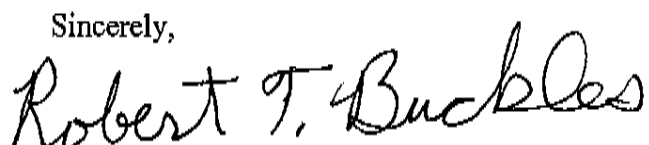
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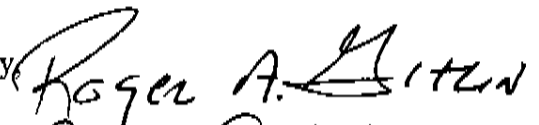
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Roger Gitlin

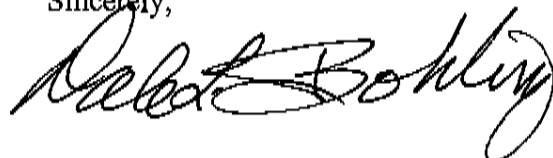
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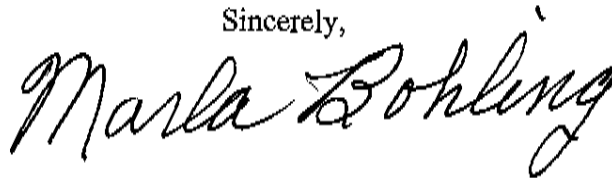
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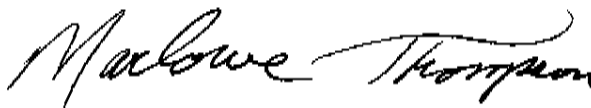
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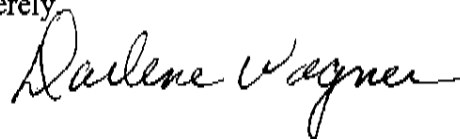
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Agenda 21 is not for Del Norte County!

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Ronald E. Plethaly

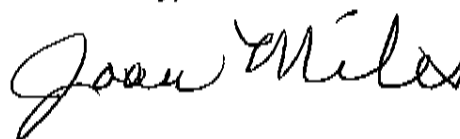
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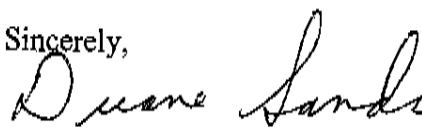
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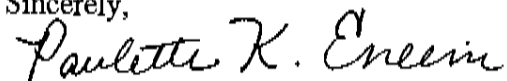
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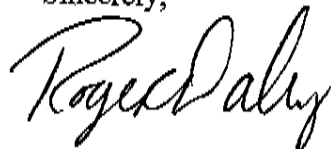
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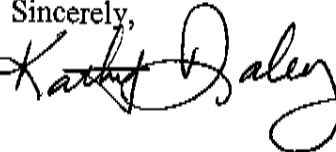


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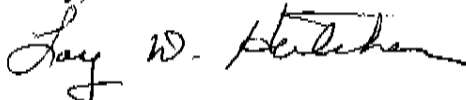
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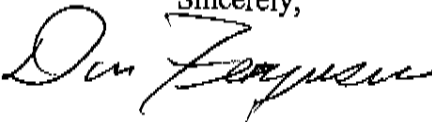
Sincerely,


To the executive director of the Del Norte Local Transportation Commission
1301 Northcrest Drive, Suite B #16
Crescent City, CA 95531
707 465-3878
www.dnltc.org

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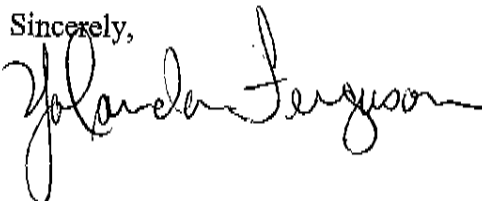
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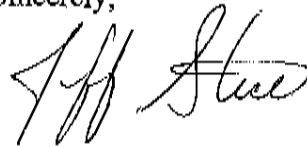
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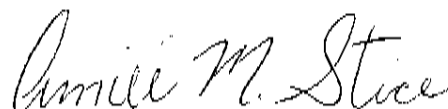
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Sincerely, *Ellen Mitchell 464-5848*

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James R. Jones

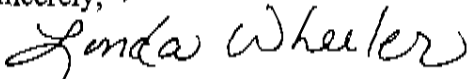
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Appendix F

US Fish and Wildlife Endangered and Threatened Species

**Listed/Proposed Threatened and Endangered Species for
Del Norte County (Candidates Included)**

November 9, 2010

Document number: 210836182-112545

KEY:

(PE) Proposed Endangered Proposed in the Federal Register as being in danger of extinction

(PT) Proposed Threatened Proposed as likely to become endangered within the foreseeable future

(E) Endangered Listed in the Federal Register as being in danger of extinction

(T) Threatened Listed as likely to become endangered within the foreseeable future

(C) Candidate Candidate which may become a proposed species Habitat Y = Designated, P = Proposed, N = None Designated

* Denotes a species Listed by the National Marine Fisheries Service

Type	Scientific Name	Common Name	Category	Critical Habitat
Plants				
	<i>Arabis macdonaldiana</i>	McDonald's rock-cress	E	N
	<i>Lilium occidentale</i>	western lily	E	N
Invertebrates				
*	<i>Haliotis cracherodii</i>	black abalone	PE	N
	<i>Polites mardon</i>	mardon skipper	C	N
	<i>Speyeria zerene hippolyta</i>	Oregon silverspot butterfly	T	Y
Fish				
*	<i>Acipenser medirostris</i>	green sturgeon	T	Y
	<i>Eucyclogobius newberryi</i>	tidewater goby	E	Y
*	<i>Oncorhynchus kisutch</i>	S. OR/N. CA coho salmon	T	Y
*	<i>Oncorhynchus tshawytscha</i>	CA coastal chinook salmon	T	Y
*	<i>Thaleichthys pacificus</i>	Southern eulachon DPS	PT	N
Reptiles				
*	<i>Caretta caretta</i>	loggerhead turtle	T	N
*	<i>Chelonia mydas (incl. agassizi)</i>	green turtle	T	N
*	<i>Dermochelys coriacea</i>	leatherback turtle	E	Y
*	<i>Lepidochelys olivacea</i>	olive (=Pacific) ridley sea turtle	T	N
Birds				
	<i>Brachyramphus marmoratus</i>	marbled murrelet	T	Y
	<i>Charadrius alexandrinus nivosus</i>	western snowy plover	T	Y
	<i>Coccyzus americanus</i>	Western yellow-billed cuckoo	C	N
	<i>Phoebastris albatrus</i>	short-tailed albatross	E	N
	<i>Strix occidentalis caurina</i>	northern spotted owl	T	Y
Mammals				
*	<i>Balaenoptera borealis</i>	sei whale	E	N
*	<i>Balaenoptera musculus</i>	blue whale	E	N
*	<i>Balaenoptera physalus</i>	fin whale	E	N
*	<i>Eumetopias jubatus</i>	Steller (=northern) sea-lion	T	Y
	<i>Martes pennanti</i>	fisher, West Coast DPS	C	N
*	<i>Megaptera novaengliae</i>	humpback whale	E	N
*	<i>Physeter macrocephalus</i>	sperm whale	E	N

Appendix G

Yurok Transportation System Description – Road System Inventory

Appendix G : Transportation System Description – Road System Inventory

U.S. and State Routes											
BIA Route #	Name & State Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
S.R. 169 Sections 810 - 830 See Section List for outline of sections	Northern Portion S.R. 169	Far western end: 41°31'23" N 124°02'03" W connecting to U.S. 101 Far eastern end: 41°30'41" N 123°59'13" W; terminating in Terwer Valley/Klamath Glen	A designed and constructed roadbed with some drainage and alignment improvements required (4)	Paved (5)	Fair	3.52	28-34	820	Rural minor arterial (2)	4-foot shoulders for 0.1 miles (3). No shoulders for remainder (0)	3
S.R. 169 Sections 810 - 990 See Section List for outline of sections	Southern Portion	Far eastern end: 41°11'12" N 123°42'18" W connecting to S.R. 96 Far western end: 41°21'00" N 123°52'24" W; terminating in Wautec	A designed and constructed roadbed with some drainage and alignment improvements required (4)	Paved (5)	Very Poor	20.64		258	Rural minor arterial (2)		3
S.R. 169 Proposed Extension See Section List for outline of sections	Proposed extension	From Route 101 to Wautec See Section List for outline of sections	Proposed	Proposed to be paved	Proposed	Proposed length = 13 miles	Proposed width 28 feet	Proposed	Proposed	Proposed	Proposed

U.S. and State Routes

BIA Route #	Name & State Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
S.R. 96 Sections 810 - 830 See Section List for outline of sections		Runs through the far south eastern end of reservation with a total on-Reservation length of approximately 2.63 miles: 41°10'32" N 123°42'12" W	A designed and constructed roadbed with some drainage and alignment improvements required (4)	Paved (5)	Good (4)	2.23 (on res.)		565	Rural Minor arterial (2)		3
U.S. 101 Sections 810 - 2080 See Section List for outline of sections		From northern Reservation boundary at: 41 33 42 N; 124 03 46 W to northern side of Trinidad Road UC in city of Trinidad at 41 03 44; 124 08 21	A roadbed constructed to adequate standards (5)	Paved (5)	Very good (5)	4.72 (on res.)	44	5,875	Major arterial roads (1)	8-foot shoulder (3)	2
U.S. 299 Sections 810 - 910 See Section List for outline of sections		Primary access route for southern portion of reservation, though route is entirely off reservation. Begins in Arcata at junction with U.S. 101, Junction with S.R. 96 is in Willow Creek	A designed and constructed roadbed with some drainage and alignment improvements required (4)	Paved (5)	Good (4)				Major arterial roads (1)		3

BIA ROUTES

BIA Route #	Name	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
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BIA ROUTES

BIA Route #	Name	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
BIA 4249	Achelth Rd.	In Wautec area: Begins: 41°21'03" N 123°52'28" W Ends: 41°21'10" N 123°52'33" W connecting to S.R 169 Southern end	A designed and constructed roadbed with improvements required (4)	Paved	Very Poor (0)	0.06	10	50	Rural Major Collector (4)	No shoulder (0)	3
BIA 4255	Ah Pah Rd.	South of Klamath area: Begins 41°26'45.24"N 124° 01'14.11"W Ends 41°25'49.02"N 123°56' 02.42"W	Minimum build-up roadbed	Gravel (3)	Poor (1)	8.0	12	50	Rural local (5)	No shoulder (0)	3
BIA 4235	Brooks Rd.	In Requa area: Begins: 41°32'49" N 124°04'26" W Ends: 41°32'52" N 124°04'44" W connecting to Requa Rd.	A designed and constructed roadbed with improvements required (4)	Gravel (3)	Poor (1)	0.40	12	50	Rural local (5)	No shoulder (0)	2
BIA 18 Sections 10 – 50 See Section List for outline of sections	Dowd Rd.	West of Weitchpec: Begins: 41°12'08" N 123°45'20" W Ends: 41° 10 56 N 123° 42 26 W connecting to Bald Hills Rd.	A designed and constructed roadbed with improvements required (4)	Gravel (3)	Very Poor (0)	3.90	10-12	360	Rural Major Collector (4)	No shoulder (0)	3
BIA 4250	Fooside Rd.	Southern portion of Res.: Begins: 41°19'15" N 123°52'27" W Ends: 41°19'04" N 123°51'51" W connecting to Johnson Rd.	Minimum build-up roadbed (3)	Earth (2)	Very Poor(0)	4	10'	50	Rural Local (5)	No Shoulder (0)	3
BIA 4236	Gensaw Rd.	In Requa area: Begins: 41°32'47" N 124°03'59" W Ends: 41°32'55" N 124°03'55" W connecting to Requa Rd.	A designed and constructed roadbed with improvements required (4)	Paved (5)	Good (5); recently upgraded	0.30	10	50	Rural local (5)	No shoulder (0)	2

BIA ROUTES

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BIA 4233	Hancome Rd.	Southern portion of Res.: Begins: 41°13'53" N 123°56'27" W Ends: 41°17'28" N 123°52'46" W connecting to Johnson Rd.	Minimum roadbed (3)	Earth (2)	Very Poor (0)	10.0 (9.0 off res and 1.0 on res)	12	50	Rural Major Collector (4)	No shoulders (0)	3
BIA 4239	Iron Gate Rd.	West of Weitchpec: Begins: 41°11'40" N 123°44'48" W Ends: 41°10'57" N 123°44'24" W connecting to Dowd Rd.	Minimum buildup roadbed (3)	Earth (2)	Very Poor (0)	1.66	10	50	Rural local (5)	No shoulder (0)	3
BIA 20	Johnson's Village Rd.	In Wautec area: Begins: 41°21'02" N 123°52'28" W Ends: 41°21'03" N 123°52'21" W connecting to S.R. 169 Southern end	A designed and constructed roadbed with improvements required (4)	Paved	Poor (1)	0.30	13	50	Rural Major Collector (4)	No shoulder (0)	3
BIA 4245	Karnes Canyon	West of Weitchpec: Begins: 41°16'44" N 123°50'01" W Ends: 41°16'51" N 123°49'55" W connecting to S.R. 169 Southern portion	Minimum buildup roadbed (3)	Gravel (3)	Poor (1)	0.25	10	50	Rural Major Collector (4)	No shoulder (0)	3
BIA 4243	Kenek Pohl Rd.	West of Weitchpec: Begins: 41°14'44" N 123°46'41" W Ends: 41°14'51" N 123°46'37" W connecting to Tulley Cr. Rd.	Bladed unimproved (2)	Earth (2)	Very poor (0)	0.20	12	50	Rural Major Collector (4)	No shoulder (0)	3
BIA 4242	Kenek Rd.	West of Weitchpec: Begins: 41°14'20" N 123°46'34" W Ends: 41°14'14" N 123°46'36" W connecting to Tulley Cr. Rd.	Bladed unimproved (2)	Earth (2)	Very Poor (0)	0.25	12	50	Rural Major Collector (4)	No shoulder (0)	3
BIA 4238	Lake Prairie Rd.	West of Weitchpec: Begins: 41°11'22" N 123°42'37" W Ends: 41°12'02" N 123°42'16" W connecting to S.R. 169 Southern end	Minimum buildup roadbed (3)	Gravel (3)	Very Poor (0)	3.35	10	75	Rural Major Collector (4)	No shoulder (0)	3

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BIA 4234	Lawrence Reed Rd.	East of Wautec: Begins: 41°20'37" N 123°51'15" W Ends: 41°20'35" N 123°51'14" W connecting to S.R. 169 Southern end	A designed and constructed roadbed with improvements required (4)	Gravel (3)	Very Poor (0)	1.0	9	25	Rural Major Collector (4)	No shoulder (0)	3
BIA 4241	Lewis Rd. (a.k.a Ridenour Rd.)	East of Wautec: Begins: 41°15'42" N 123°46'22" W Ends: 41°15'39" N 123°45'52" W connecting to Cappel Rd.	Minimum buildup roadbed (3)	Gravel (3)	Poor (1)	1.0	12	50	Rural Major Collector (4)	No shoulder (0)	3
BIA 4254	McBeth Tank Rd.	In Klamath Glen area: Begins: 41°30'47" N 123°59'15" W Ends: 41°30'47" N 123°59'09" W connecting to S.R. 169 Northern portion	Minimum buildup roadbed (3)	Gravel (3)	Poor (1)	0.14	12	50	Rural local (5)	No shoulder (0)	3
BIA 8	McKinnon Hill Rd.	West of Weitchep: Begins: 41°16'46" N 123°50'16" W Ends: 41°17'44" N 123°49'32" W connecting to S.R. 169 Southern portion	Minimum buildup roadbed (3)	Gravel (3)	Poor (1)	0.80	10	75	Rural Major Collector (4)	No shoulder (0)	3
BIA	McKinnon Rd.	West of Weitchep: Begins: 41°16'51" N 123°49'55" W Ends: 41°17'03" N 123°49'50" W connecting to McKinnon Hill Road and SR 169	Minimum buildup roadbed (3)	Gravel (3)	Poor (1)	0.29	10	50	Rural Major Collector (4)	No shoulder (0)	3
BIA 3233	McNeill Rd.	In Wautec area: Begins: 41°20'59" N 123°52'06" W Ends: 41°21'01" N 123°52'10" W connecting to Jack Norton School Road	A designed and constructed roadbed with improvements required (4)	Earth (2)	Very Poor (2)	0.20	10	50	Rural Major Collector (4)	No shoulder (0)	3

BIA ROUTES

BIA Route #	Name	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
BIA 4246	Morek Wan Rd.	West of Weitchpec: Begins: 41°16'55.52"N 123°49'59.68"W Ends: 41°16'57"N 123°50'07"W connecting to S.R. 169 Southern portion	Minimum buildup roadbed (3)	Gravel (3)	Very Poor (0)	0.35	10	50	Rural Major Collector (4)	No shoulder (0)	3
BIA 4251 Sections 10 – 20 See Section List for outline of sections	Month of Klamath Rd.	In Requa area: Begins: 41°32'49" N 124°03'52" W Ends: 41°32'45" N 123°04'25" W connecting to Requa Rd.	A designed and constructed roadbed with improvements required (4)	Paved (4)	Poor (1)	0.43	18-22 See Section List for outline of sections	150	Rural local (5)	No shoulder (0)	2
BIA 3231	Notchko Village Rd.	East of Waitec: Begins: 41°17'37" N 123°51'35" W Ends: 41°17'20" N 123°51'38" W connecting to S.R. 169 Southern end	Bladed unimproved (2)	Gravel (3)	Very Poor (2)	0.40	9	50	Rural local (5)	No shoulder (0)	3
BIA 3232	Old Weitchpec Village Rd.	In Weitchpec area: Begins: 41°11'15" N 123°42'28" W Ends: 41°11'17" N 123°42'42" W connecting to S.R. 169 Southern end	Bladed unimproved (2)	Gravel (3)	Poor (1)	0.20	10	50	Rural local (5)	No shoulder (0)	3
BIA 4244	Owl Cr. Rd.	West of Weitchpec: Begins: 41°14'45" N 123°46'44" W Ends: 41°14'29" N 123°47'24" W connecting to Tulley Cr. Rd.	Bladed unimproved (2)	Earth (2)	Very Poor (0)	0.50	12	50	Rural Major Collector (4)	No shoulder (0)	3
BIA 4247	Snaring Place Rd.	East of Waitec: Begins: 41°16'46" N 123°50'21" W Ends: 41°18'00" N 123°49'52" W connecting to S.R. 169 Southern end	Minimum buildup roadbed (3)	Gravel (3)	Very poor (0)	2.20	11	50	Rural Major Collector (4)	No shoulder (0)	3

BIA ROUTES

BIA Route #	Name	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
BIA 4248	Stregon Rd.	East of Wautepec: Begins: 41° 18' 57" N 123° 50' 54" W Ends: 41° 18' 52" N 123° 51' 05" W connecting to S.R. 169 Southern end	Bladed unimproved (2)	Earth (2)	Fair (2)	0.02	14	50	Rural local (5)	No shoulder (0)	3
BIA 0003 Sections 30 (Section 810-820 is the Humboldt County portion of Tulley Creek Road)	Tulley Cr. Rd.	West of Weitchpec: Begins: 41° 13' 43" N 123° 46' 36" W Ends: 41° 15' 06" N 123° 46' 04" W connecting to county portion of Tulley Cr. Rd. (County Rd. 10)	Minimum buildup roadbed (3)	Gravel (3)	Very Poor (0)	2.19	12	100	Rural Major Collector (4)	Four foot shoulder for only 0.1 miles (0 - 1)	3
BIA 4252	Waukel Flat Rd.	In Klamath area: Begins: 41° 31' 00" N 124° 00' 16" W Ends: 41° 31' 21" N 124° 00' 24" W	Bladed unimproved (2)	Earth (2)	Very Poor (0)	0.50	12	50	Rural local (5)	No shoulder (0)	2
BIA 4240	Wausek Rd.	West of Weitchpec: Begins: 41° 12' 50" N 123° 45' 36" W Ends: 41° 12' 55" N 123° 45' 38" W connecting to Mitchell Road	A designed and constructed roadbed with improvements required (4)	Gravel (3)	Very Poor (0)	0.30	10	50	Rural Major Collector (4)	No shoulder (0)	3
BIA 10	Weitchpec New Village Rd.	In Weitchpec area: Begins: 41° 11' 17" N 123° 41' 22" W Ends: 41° 11' 20" N 123° 41' 38" W connecting to S.R. 169 Southern portion connecting to S.R. 96 Southern portion	Minimum buildup roadbed (3)	Gravel (3)	Very Poor (0)	0.20	9	113	Rural Major Collector (4)	No shoulder (0)	3

Del Norte County Roads

BIA Route #	Name & County Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
D528	Alder Camp Rd. Del Norte Co. #542	In Klamath area: Begins: 41°31'26" N 124°02'45" W Ends: 41°31'19.07"N 124° 36.93"W connecting to Klamath Beach Rd.	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair	0.37	22	250	Rural local (5)	No shoulder (0)	3
518B	Alder Lane Del Norte Co. #518B	In Klamath Glen area ? connecting to Terwer Riffle Rd.	Minimum roadbed (3)	Paved (4)	Fair-good (3)	0.06	22'	50	Rural local (5)	No shoulder (0)	1
0510	Arrow Mill Rd. Del Norte Co. 501	In Klamath Glen area: begins: 41°31'9.54"N 123°59'28.60"W ends: 41°31'38.49"N 123°58'57.21"W connecting to S.R 96 Northern portion	A roadbed constructed to adequate standards (5)	Paved (4)	Good (4)	0.77	27	250	Street located within community (3)	No shoulder (0)	1
BIA 4253 Sections 10 – 20 See Section List for outline of sections	Blake Rd. Del Norte Co. #519	In Klamath Glen area: Begins: 41°30'41" N 123°59'10" W Ends: 41°30'37" N 123°58'57" W connecting to terminus of S.R 169 Northern portion	Minimum buildup roadbed (3)	Paved (4)	Poor (1)	0.21	11-17 See Section List for outline of sections	50	Rural Major Collector (4)	No shoulder (0)	2
1502	Cedar Street Del Norte Co. #518H	In Klamath Glen area: Begins: 41°30'40.65"N 123°59'31.56"W Ends: 41°30'45.50"N 123°59'27.89"W; connecting to Terwer Riffle Rd.	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair (3)	0.10	23	50	Rural Major Collector (4)	No shoulder (0)	1

Del Norte County Roads

BIA Route #	Name & County Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
D710	Chapman Street Del Norte Co. #513C	In Klamath area: Begins: 41°31'23.34"N 124°02'4.17"W Ends: 41°31'51.73"N 124°02'33.84"W; connecting to Rt. 101	A designed and constructed roadbed with improvements required (4)	Paved	Fair (2)	0.57	24	300	Rural Major Collector (4)	No shoulder (0)	1
518K	Church Lane Del Norte Co. #518K	In Klamath Glen area: Begins: 41°30'55.53"N 123°59'47.18"W Ends: 41°30'53.79"N 123°59'49.43"W connecting to Redwood Rd.	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair-good (3)	0.05	23	50	Rural Major Collector (4)	No shoulder (0)	1
518D	Del Norte Way Del Norte Co. #518D	In Klamath Glen area: ? connecting to Terwer Riffle Rd.	Minimum roadbed (3)	Paved (4)	Fair-good (3)	0.16	22'	50	Rural local (5)	No shoulder (0)	1
D529	Ehlers Ave Del Norte Co. #529	In Klamath area: Begins: 41°31'52.84"N 124°02'30.10"W Ends: 41°31'56.62"N 124°02'24.18"W connecting to Rt. 101	A designed and constructed roadbed with improvements required (4)	Paved (4)	Good (4)	0.05	34	1200	Rural Major Collector (4)	4-foot shoulder (3)	1
1501	Hill Rd. Del Norte Co. #518G	In Klamath Glen area: 41°30'43.56"N 123°59'35.81"W Ends: 41°30'47.89"N 123°59'32.32"W; connecting to Terwer Riffle Rd.	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair (3)	0.14	23	50	Rural Major Collector (4)	No shoulder (0)	1
1505	Huckleberry Lane Del Norte Co. #518J	In Klamath Glen area: 41°30'41" N 123°59'23" W connecting to Terwer Riffle Rd.	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair (3)	0.05	23'	50	Rural Major Collector (4)	No shoulder (0)	1

Del Norte County Roads

BIA Route #	Name & County Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
D502 Sections 810 – 820 (Section 830 is Hunter Creek Loop) See Section List for outline of sections	Hunter Cr. Rd. Del Norte Co. #502	North of Klamath: Begins: 41°33'41.71"N 124°03'45.29"W Ends: 41°34'56.46"N 124°02'32.48"W; connecting to Rt. 101	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair (2)	1.98	20-27 See Section List for outline of sections	50	Rural Major Collector (4)	4-foot shoulders (3)	2
D502 Section 830 (Sections 810-820 are Hunter Creek Road) See Section List for outline of sections	Hunter Creek Loop Rd. Del Norte Co. #502	North of Klamath: Begins: 41°33'34.05"N 124°03'37.28"W Ends: 41°33'44.57"N 124°03'40.06"W; connecting to Rt. 101	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair (2)	0.24	20	50	Rural Major Collector (4)	No shoulder (0)	2

Del Norte County Roads

BIA Route #	Name & County Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
D008 Sections 810 – 820 (Section 830 is S.E. Klamath Beach Rd.) See Section List for outline of sections	Klamath Beach Rd. Del Norte Co. #511	In Klamath area: Begins: 41°30'41" N 124°01'43" W Ends: 41°32'04" N 124°04'39" W connecting to U.S. 101	A designed and constructed roadbed with improvements required (4)	Paved (5)	Fair-good (3)	3.76	14-22	450	Rural Major Collector (4)	No shoulder	2
D530 Sections 810 – 830 See Section List for outline of sections	Klamath Blvd. Del Norte Co. #530	In Klamath area: Begins: 41°31'23.44"N 124° 01'58.22"W Ends: 41°32'6.31"N 124° 02'42.63"W connecting to Rt. 101	A designed and constructed roadbed with improvements required (4)	Paved (5)	Poor (1)	1.14	34-50 (3-lane) See Section List for outline of sections	850	Rural Major Collector (4)	2-foot shoulder for the final 0.40 miles (4); 4-foot shoulder for remainder (4)	1
D503	Klamath Mill Rd. Del Norte Co. #503	In Klamath area: Begins: 41°31'26" N 124°01'57" W Ends: 41°31'41.05"N 124° 1'30.09"W connecting to Klamath Blvd.	A designed and constructed roadbed with improvements required (4)	Paved (5)	Fair (2)	0.27	31	50	Rural local (5)	4-foot shoulders (3)	2
496	Klamath Transfer Station Rd. Del Norte Co. #496	In Klamath area: Begins: 41.30.44 N 124 02 15 W End: 41.30.25 N 124 02 48 Connecting to Klamath Beach Road	Minimum roadbed (3)	Gravel (3)	Fair (3)	0.91	12'	50	Rural local (5)	No Shoulder (0)	1

Del Norte County Roads

BIA Route #	Name & County Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
518L	Laurel Lane Del Norte Co. #518C	In Klamath Glen area: ? connecting to Terwer Riffle Rd.	Minimum roadbed (3)	Paved (4)	Fair-good (3)	0.13	22'	50	Rural local (5)	No shoulder (0)	1
518F	Maple Rd. Del Norte Co. #518F	In Klamath Glen area: Begins: 41°30'51.79"N 123°59'43.65"W Ends: 41°30'59.46"N 123°59'44.18"W connecting to Redwood Rd.	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair (2)	0.06	20-25	50	Rural Major Collector (4)	No shoulder (0)	1
	McBeth Airport Airstrip Del Norte Co.	Begins: 41°30'50.33"N 123°59'56.34"W Ends: 41°30'35.90"N 123°59'32.36"W	A designed and constructed roadbed with improvements required (4)	Paved (4)	Good (4)	0.45	21		Airstrip (10)	NA	1
504	McBeth Way Del Norte Co. #504	In Klamath Glen area: ? connecting to Terwer Riffle Rd.	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair-good (3)	0.28	24	200	Rural Major Collector (4)	No shoulder (0)	1
D507 Sections 810 – 820 See Section List for outline of sections	McMillian Rd. Del Norte Co. #507	Klamath area: Begins: 41°32'46" N 124°03'06" W Ends: 41°32'33" N 124°02'49"	Minimum buildup roadbed (3)	Paved (4)	Poor (1)	0.43	12-25 See Section List for outline of sections	50	Rural local (5)	No shoulder (0)	2

Del Norte County Roads

BIA Route #	Name & County Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
D506 Sections 810 – 820 See Section List for outline of sections	Mimot Rd. (Mynot Rd) Del Norte Co. #506	Klamath area: Begins: 41°33'15" N 124°03'18" W Ends: 41°30'37" N 124°04'33" W connecting to Rt. 101 north of bridge, across from Requa Rd.	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair (2)	0.67	20-22 See Section List for outline of sections	55	Rural local (5)	2-foot shoulder for 0.20 miles (3), no shoulder for remainder (3)	2
D007 Sections 810 – 830 See Section List for outline of sections	Patrick J. Murphy Memorial Drive Del Norte Co. #510B	Requa area: Begins: 41°32'47.36"N 124° 3'58.96"W Ends: 41°33'27" N 124°05'11" W connecting to Requa Rd.	Minimum buildup roadbed (3)	Paved; gravel for 0.20 miles (3-4) See Section List for outline of sections	Fair (2)	1.66	21-24 See Section List for outline of sections	175	Rural Major Collector (4)	2-foot shoulder (3)	3
509	Peine Rd. Del Norte Co. #509	Begins: 41°33'21.12"N 124° 3'23.85"W Ends: 41°33'44.68"N 124° 3'19.16"W	Minimum buildup roadbed (3)	Paved (4)	Fair (2)	0.48	16	50	Rural local (5)	No shoulder (0)	2
O518	Redwood Rd. Del Norte Co. #518	In Klamath Glen area: Begins: 41°30'38.23"N 123°59'16.48"W Ends: 41°31'2.12"N 123°59'48.05"W connecting to S.R. 169 Northern Portion	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair (3)	0.85	25	300	Rural Major Collector (4)	No shoulder (0)	1
D7A0 Sections 810 – 850 See Section List for outline of sections	Requa Rd. Del Norte Co. #510A	In Requa area: Begins: 41°33'14" N 124°03'19" W Ends: 41°32'47.36"N 124° 3'58.96"W connecting to Rt. 101	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair (3)	0.90	22-26 See Section List for outline of sections	500	Rural Major Collector (4)	2-foot shoulder (3)	3

Del Norte County Roads

BIA Route #	Name & County Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
D008 Section 30 (Sections 810-820 are Klamath Beach Road) See Section List for outline of sections	S.E. Klamath Beach Rd. (a.k.a. Resighini Rd.) Del Norte Co. #511	In Klamath area: Begins: 41°30'40.96"N 124°01'43.13"W Ends: 41°30'53.77"N 124°00'22.16"W; connecting to U.S. 101	A designed and constructed roadbed with improvements required (4)	Paved (5)	Fair-good (3)	1.20	24	450	Rural Major Collector (4)	No shoulder	2
D531	Salmon Ave Del Norte Co. #531	In Klamath area: Begins: 41°32'6.40"N 124°02'37.54"W Ends: 41°31'56.51"N 124°02'29.07"W connecting to Klamath Blvd	A designed and constructed roadbed with improvements required (4)	Paved (5)	Fair (2)	0.26	18	200	Rural Major Collector (4)	4-foot shoulder (4)	1
D532	Silverside Circle Del Norte Co. #532	In Klamath area: Begins: 41°32'2.65"N 124°02'36.47"W Ends: 41°31'57.94"N 124°02'32.01"W connecting to Salmon Ave	A designed and constructed roadbed with improvements required (4)	Paved (5)	Good (4)	0.17	35	60	Rural Major Collector (4)	2-foot shoulder (4)	1
O519	Siskiyou Lane Del Norte Co. #518E	In Klamath Glen area: ? connecting to Terwer Riffle Rd.	Minimum roadbed (3)	Paved (4)	Fair-good (3)	.07	22'	50	Rural local (5)	No Shoulder (0)	1

Del Norte County Roads											
BIA Route #	Name & County Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
4258	Starwein Rd. Del Norte Co. #508	Klamath Glen area: Begins: 41°30'41.42"N 123°59'28.24"W Ends: 41°30'42.19"N 123°58'56.98"W	Minimum build-up roadbed (3)	Paved (4)	Fair (2)	0.28	12-19	50	Rural Major Collector (4)	No shoulders (0)	2
See Section List for outline of sections											
0514	Terwer Riffle Rd. Del Norte Co. #514	In Klamath Glen area: Begins: 41°31'5.48"N 123°59'28.47"W Ends: 41°30'36.26"N 123°59'18.76"W connecting to S.R. 169 Northern Portion	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair (3)	0.80	21-27 See Section List for outline of sections	300	Rural Major Collector (4)	No shoulder (0)	1
See Section List for outline of sections											
1504	Trinity Way Del Norte Co. #518A	In Klamath Glen area: ? connecting to Terwer Riffle Rd.	Minimum roadbed (3)	Paved (4)	Fair-good (3)	0.56	12'	200	Rural local (5)	No shoulder (0)	1
See Section List for outline of sections											
D515	Turwer Valley Rd. Del Norte Co. #515	West of Terwer Valley/Klamath Glen: Begins: 41°31'19"N 124°59'49"W Ends: 41°31'48.15"N 123°59'16.33"W connecting to S.R. 169 Northern end	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair condition (1)	0.76	22	50	Rural Major Collector (4)	No shoulder (0)	1
See Section List for outline of sections											

Humboldt County Roads											
BIA Route #	Name & County Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)

Humboldt County Roads

BIA Route #	Name & County Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
V071 Sections 810 – 900 See Section List for outline of sections	Bald Hills Rd. Humboldt Co. #F4R300	Far eastern end: 41°12'07" N 123°45'20" W connecting to Dowd Rd. Far western end: 41°18'05" N 124°02'52" W connecting to Rt. 101	Minimum buildup roadbed (3) A designed and constructed roadbed with improvements required (4)	Paved from beginning to mile 5.3 (5); Paved to mile 10.2 (4); Gravel to mile 12.7; Earth for remainder (2)	Poor to Good depending on segment See Section List for outline of sections	32.19	16-20 See Section List for outline of sections	750	Rural Major Collector (4)	No shoulder (0)	3
Q100	Johnson's Rd. Humboldt Co. #SQ100	Southern portion of res.: Begins: 41°13'18.55"N 123°57'33.45"W connecting to Bald Hills Rd. (off res) Ends: 41°11'48" N 123°42'16" W	Minimum buildup roadbed (3)	Gravel (3)	Poor	13.74	14	100	Rural Major Collector (4)	No shoulder (0)	3
Q300 Sections 830 – 850 (Sections 810-820 are Upper Cappel Road) See Section List for outline of sections	Lower Cappel Rd. Humboldt Co. #7Q302	West of Weitchpec: Begins: 41°16'37" N 123°48'09" W Ends: 41°15'53.28"N 123°46'19.98"W connecting to S.R 169 Southern end (connection with Upper Cappel Rd. terminated after bridge collapsed)	Minimum buildup roadbed (3)	Gravel (3)	Fair (3)	2.41	22	137	Rural Major Collector (4)	No shoulder (0)	3
Q200	Mitchell Rd. Humboldt Co. #7Q200	West of Weitchpec: Begins: 41°12'51" N 123°45'38" W Ends: 41°12'59.69"N 123°45'3.98"W; connecting to S.R 169 Southern end	Minimum buildup roadbed (3)	Gravel (3)	Poor (1)	1.72	12	150	Rural Major Collector (4)	No shoulder (0)	3

Humboldt County Roads

BIA Route #	Name & County Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
0003 Sections 810-820 (Section 830 is the BIA portion of Tully Creek Rd.) See Section List for outline of sections	Tully Cr. Rd. (2 nd half of this road is BIA 0003) Humboldt Co. #7Q100	West of Weitchpec; Beings; 41°12'25.47"N 123°45'30.30"W Ends: 41°13'42.37"N 123°46'35.84"W connecting to county portion of Tully Cr. Rd. (County Rd. 10)	A designed and constructed roadbed with improvements required (4)	Gravel (3)	Poor (1)	2.19	12	100	Rural Major Collector (4)	No shoulder (0)	3
Q300 Sections 810 – 820 (Sections 830-850 are Lower Cappel Road) See Section List for outline of sections	Upper Cappel Rd. Humboldt Co. #7Q301	West of Weitchpec; 41°13'14" N 123°46'02" W Ends: 41°15'50.98"N 123°46'17.67"W connecting to S.R 169 Southern end (connection with Lower Cappel Rd. terminated after bridge collapsed)	A designed and constructed roadbed with improvements required (4)	Gravel (3)	Poor (1) to Fair- (2)	3.57	22	150	Rural Major Collector (4)	No shoulder (0)	3
	Weitchpec Rd. Humboldt Co. #7P100		A designed and constructed roadbed with improvements required	Paved (4)	Poor	0.58	10	50	Rural Major Collector (4)	No shoulder (0)	3

Humboldt County Roads

BIA Route #	Name & County Route #	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type (Code)	Terrain Type (Code)
2301	Weitchpec School Rd. (a.k.a Weitchpec Back Road) Humboldt Co. #7P200	In Weitchpec area: Begins: 41°11'15.54"N 123°41'58.50"W Ends: 41°11'21.25"N 123°42'34.08"W west side connects to SR 169; east side connects to SR 96; Additional stub portion begins: 41°11'18.01"N 123°42'18.68"W Ends: 41°11'22.95"N 123°42'3.48"W	A designed and constructed roadbed with improvements required	Paved (4)	Fair (3)	0.44	12	88	Rural Major Collector (4)	No shoulder (0)	3

Yurok Tribal Roads

BIA Route #	Name	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width and Type (Code)	Terrain Type (Code)
51M	Ash Rd.	In Klamath Glen area: Begins: 41°31'2.00"N 123°59'47.91"W Ends: 41°31'2.29"N 123°59'51.79"W connecting to Redwood Rd.	A roadbed constructed to adequate standards (5)	Paved (4)	Fair-good (3)	0.05	25	70	Street located within community (3)	No shoulder (0)	1
4256 See Section List for outline of sections	Blake Bar Rd.	In Terwer Valley/Klamath Glen area: Begins: 41°30'37.36"N 123°58'58.77"W Ends: 41°30'32.42"N 123°58'59.21"W; connecting to Blake Road	Minimum buildup roadbed (3)	Earth (20)	Very poor (0)	0.16	10'	50	(5)_	No shoulder (0)	2

Yurok Tribal Roads

BIA Route #	Name	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width and Type and Code	Terrain Type (Code)
4257	Debaker Rd.	In Terwer Valley/Klamath Glen area: Begins: 41°31'13.69"N 123°59'22.74"W Ends: 41°31'10.46"N 123°59'14.63"W; connects to Arrow Mill Road	Minimum buildup roadbed (3)	Gravel	Very Poor (0)	0.43	15'	150	Rural Major Collector (4)	No shoulder (0)	3
520C	Fizer Lane	In Requa area:	Minimum buildup roadbed (3)	Paved (4)	Fair (2)	0.3	20'	50	Rural local (5)	No shoulders	3
520A	Fizer Rd.	In Requa area:	Minimum buildup roadbed (3)	Paved (4)	Fair to Good (3.0)	0.10	20	50	Rural local (5)	No shoulder (0)	3
4266	Gibbens Rd.	East of Wautec: Begins: 41°16'40.69"N 123°47'54.48"W Ends: 41°17'7.10"N 123°48'46.88"W connecting to S.R 169 Southern end	Minimum buildup roadbed (3)	Gravel	Poor (1)	1.43	10'	50	Rural Major Collector (4)	No shoulders (0)	3
4276	Heatmathl	In Weitchpec District. Begin: 41 17 21 N 123 50 44 W End: 41 17 45 123 50 36	Minimum buildup roadbed (3)	Gravel	Poor	1.18	8	50	5	0	3
7277	Ho-amar Road	In Weitchpec District. Begin: 41 16 45 N 123 50 48 W End: 41 17 46 N 123 50 52 W	Minimum buildup roadbed (3)	Gravel	Poor	1.68	8	50	5	0	3
D517	Hughes Rd.	In Requa area: Begins: 41°33'0.96"N 124° 3'39.84"W Ends: 41°32'50.11"N 124° 3'43.55"W	Minimum buildup roadbed (3)	Paved	Very poor (0)	.2	10'	50	Rural local (5)	No shoulder (0)	2
4273	Iron Gate Rd.	East of Wautec: 41° 13' 58" N 123° 46' 10" W connecting to Cappell Rd.	Bladed build-up roadbed (3)	Earth (2)	Poor (1)	2.5	10'	50	Rural Minor arterial (2)	No shoulder (0)	3

Yurok Tribal Roads

BIA Route #	Name	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width and Type and Type (Code)	Terrain Type (Code)
Yurok Tribal	Johnson Cr. Rd.	Connecting to Johnson's Road. Begin: 41°19'0"N; 123°53'02"W End: 41°20'37" 123°57'03" Referenced in the ASCG report		Gravel (3)	Poor (1)	4.5 (on res)	12-16				
4269	King Salmon Resort Rd.	In Klamath area: Begins: 41°31'33.79"N 124° 2'23.73"W Ends: 41°31'32.62"N 124° 2'32.57"W Connecting to Old Highway 101 off of Chapman St.	Minimum buildup roadbed (3)	Paved	Fair (2)	0.15	16'	50	Rural local (5)	No shoulder (0)	1
	Klamath River	Spanning the entire Reservation				46 miles	Variable				
4271	Klamath to Pecwan Rd.	Near unconstructed segment of S.R. 169; Begins in Waitec area: 41°21'03" N 123°52'28" W connecting to S.R 169 Southern end. Ends 41°31'38" N 123°58'57" W west of Terwer Valley/Klamath Glen:	(3)	Earth (2)_	(2)	15	14'	50	(4)	No shoulder (0)	3
4274	Lavato Drive	Tulley Cr. Rd. area: Begins: 41°14'1.94"N 123°46'39.49"W Ends: 41°14'1.96"N 123°46'35.27"W connecting to Tulley Cr. Rd.	Minimum buildup roadbed (3)	Earth (2)	Fair (2)	0.03	12'	50	Rural Major Collector (4)	No shoulder (0)	3
4265	Littlefield Rd.	West of Weitchpec: Begins: 41°11'48" N 123°42'16" W Ends: 41°11'50.05"N 123°41'54.87"W connecting to Lake Prairie Rd.	Minimum buildup roadbed (3)	Earth (2)	Very poor (0)	0.5	12'	50	Rural Local (5)	No shoulder (0)	3

Yurok Tribal Roads

BIA Route #	Name	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width and Type and Type (Code)	Terrain Type (Code)
4268	Madison Drive	Tulley Cr. Rd. area: Begins: 41°13'19.65"N 123°46'29.99"W Ends: 41°13'22.34"N 123°46'47.52"W connecting to Tulley Cr. Rd.	Minimum buildup roadbed (3)	Earth	Poor Condition	0.1	12'	50	Rural local (5)	3' none on left side	3
2302	Mae Henderson	East of Weitchpec: Begins: 41°11'21.45"N 123°41'11.97"W Ends: 41°11'25.38"N 123°41'12.27"W east of Weitchpec	Bladed unimproved (2)	Gravel (3)	Poor (1)	0.18	12	50	Rural local (5)	No shoulder (0)	3
4261	McCovey Rd.	East of Wautec: Begins: 41°17'13.96"N 123°51'34.26"W Ends: 41°17'14.85"N 123°51'28.33"W connecting to S.R 169 Southern end	Bladed buildup roadbed (3)	Earth (2)	Poor (1)	0.1	11'	50	Rural local (5)	No shoulder (0)	3
4264	O'Rourke Drive	Tulley Cr. Rd. area: Begins: 41°13'29.03"N 123°46'35.95"W Ends: 41°13'31.73"N 123°46'38.46"W connecting to Tulley Cr. Rd.	Minimum Buildup roadbed (3)	Earth (2)	Poor (1)	0.02	10	50	Rural Local (5)	No shoulder (0)	3
2303	Ramstead Rd.	East of Wautec: Begins: 41°16'37.59"N 123°47'33.32"W Ends: 41°16'57.76"N 123°47'19.58"W connecting to Cappell Rd.	Minimum buildup roadbed (3)	Gravel (2)	Very poor condition (2)	1.3	10'	50	Rural Major Collector (4)	(1) 2.5'	3
4272	Requa Resort Tank Rd.	In Requa area: Begins: 41°32'50.33"N 124°4'15.14"W Ends: 41°32'46.96"N 124°4'13.94"W Connects to Requa Road	Minimum buildup roadbed (3)	Gravel	Very Poor (0)	0.08	12'	50	Rural local (5)	No shoulders	3
4263	Ross Ranch Rd.	East of Weitchpec: Begins: 41°11'46.64"N 123°40'18.73"W Ends: 41°12'5.96"N 123°40'4.13"W connecting to S.R 96	Minimum buildup roadbed (3)	Earth (2)	Very poor (0)	0.8	10'	50	Rural Major Collector (4)	No shoulder (0)	3

Yurok Tribal Roads

BIA Route #	Name	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width and Type and Code (Code)	Terrain Type (Code)
4262	Rube Rd.	East of Wautec: Begins: 41°13'10.53"N 123°45'59.95"W Ends: 41°13'38.91"N 123°45'43.95"W connecting to S.R. 169 Southern end	Minimum buildup roadbed (3)	Earth (2)	Very Poor (20)	1.2	10'	50	Rural Major Collector (4)	No shoulders (0)	3
	Sand House Road	South of Ah Pah Road ??? 41°24'25.01"N 124° 05.40"W	Minimum buildup roadbed (3)	Earth (2)	Poor to fair(2.5)	5	12'	50	Rural local (50)	No shoulders (0)	3
516 Sections 810-820 See Section List for outline of sections	Salt Creek Rd. Del Norte Co. #	In Requa area: Begins: 41°33'9.09"N 124° 3'41.06"W Ends: 41°33'11.66"N 124° 3'43.75"W	Minimum buildup roadbed (3)	Gravel (3)	Fair (2)	0.1	10		Rural local (5)	No shoulder (0)	1
4279	Telecom Site Rd.	East of Wautec: Begins: 41°15'57.87"N 123°46'29.29"W Ends: 41°16'18.18"N 123°45'50.22"W connecting to Cappell Rd.	Minimum buildup roadbed (3)	Gravel	Poor (2)	1.13	12'	50	Rural Local (5)	(1) type 2' width	3
1503	Trobitz Rd.	In Klamath Glen area: Begins: 41°30'41.60"N 123°59'10.92"W Ends: 41°30'47.18"N 123°59'6.42"W connecting to S.R. 169 Northern Portion	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair (3)	0.13	12	50	Rural Major Collector (4)	No shoulder (0)	2
	Wautec Bar Road	In Wautec area, south of SR 169 Begins: 41°20'56.51"N 123°52'7.75"W Ends: 41°20'54.62"N 123°52'10.68"W	Bladed unimproved (2)	Very poor (0)	Gravel	0.057	9	50	Rural local (5)	No shoulder (0)	3
4275	Weitchpec Nursery	Tulley Cr. area: Begins: 41°14'10.74"N, 123°46'39.41"W Ends: 41°14'15.52"N 123°46'40.88"W connecting to Tulley Cr. Rd.	Minimum buildup roadbed (3)	Gravel	Poor Condition	.165	12'	50	Rural local (5)	No shoulder (0)	3

Yurok Tribal Roads

BIA Route #	Name	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width and Type and Code	Terrain Type (Code)
4259	Weitchpec Transfer/ Fire Station Rd.	In Weitchpec area: Begins: 41°11'55.71"N 123°44'42.74"W Ends: 41°11'51.38"N 123°44'35.51"W connecting to S.R. 169	A designed and constructed roadbed with improvements required (4)	Paved (4)	Fair (2)	0.05	18'	50	Rural Local (5)	2' shoulder	3
4280	Young's Bar Rd.	East of Wauteec: Begins: 41°16'33.01"N 123°48'32.05"W Ends: 41°16'30.51"N 123°48'47.67"W connecting to S.R 169 Southern end	Minimum buildup roadbed (3)	Earth	Poor Condition	0.3	10'	50	Rural local (5)	No shoulder (0)	3

School District Roads

BIA Route #	Name	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Est. Length (mi.)	Est. Width (ft.)	Est. Average Daily Trips (2003)	Functional Class (Code)	Shoulder Width and Type (Code)	Terrain Type (Code)
4260	Jack Norton School Rd.	In Wauteec area: Begins: 41°20'57.06"N 123°52'9.17"W Ends: 41°20'59.49"N 123°52'0.42"W connecting to S.R 169 Southern end	A designed and constructed roadbed with improvements required (4)	Paved (5)	Very Poor (0)	0.30	12	100	Rural Major Collector (4)	No shoulder (0)	3
4267	Margaret Keating School Rd.	North of Klamath: Begins: 41°33'16.61"N 124° 3'11.71"W Ends: 41°33'27.37"N 124° 3'4.01"W connecting to Minot Rd.	A designed and constructed roadbed with improvements required (4)	(4) Paved	Good (4)	0.31	12'	100	Rural local (5)	No shoulder (0)	1

Redwood National Park Roads

BIA Route #	Name	Location	Road Bed Condition (Code)	Surface Type (Code)	Surface Condition Index (Code)	Length (mi.)	Width (ft.)	Average Daily Traffic	Functional Class (Code)	Shoulder Width (ft.) and Type and Code	Terrain Type (Code)
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528	Alder Camp Rd.	In Klamath area: Begins: 41°31'26.30"N 124° 2'43.52"W Ends: 41°30'37.16"N 124° 4'32.62"W connecting to Klamath Beach Rd.	A designed and constructed roadbed with improvements required (4)	Paved	Fair-Poor	2.0 (est.)	22	250	Rural local (5)	No shoulder (0)	2
1506	CCC Rd.	In Requa area : Begins: 41°33'18.44"N 124° 5'10.59"W Ends: 41°33'34.59"N 124° 5'26.79"W	Bladed unimproved for 1.2 miles (2); Minimum buildup roadbed for remainder (3)	Paved	Poor (1)	0.13	22-26	50	Rural local (5)	No shoulder (0)	2
Sections 810 - 820 See Section List for outline of sections											
1507	Tower Rd.	In Requa area: 41°33'17.65"N 124° 5'9.67"W Ends: 41°33'14.84"N 124° 4'50.94"W	Minimum buildup roadbed (3)	(1)	Fair (2)	0.14	22"	50	Rural local (5)	No shoulder (0)	2

Bridges											
Ownership and Bridge #	Name and Route	Location	Condition (Code)	Surface Type (Code)	Surface Condition (Code)	Est. Length (meters)	Est. Width (meters)	Est. Average Daily Trips (2003)	Functional Class (Code)	Shoulder Width and Type (Code)	Terrain Type (Code)
Del Norte Co. – 01C0001	Hoppaw Creek Bridge	41°31'23" N 124°01'58" W; Klamath Mill Rd.		Bridge		18	8.5	850			2
Del Norte Co. – 01C0002	Hoppaw Creek Bridge D710 – Section 820 513C	41°31'23" N 124°02'06" W; Chapman St.		Bridge		31	9.4	300			2
Del Norte Co. – 01C0011	Hunter Creek Bridge D7A0 – Section 820 510A	41°33'12" N 124°03'26" W; west of U.S. 101 on Requa Rd.		Bridge		42	8.4	500			2

Bridges

Ownership and Bridge #	Name and Route	Location	Condition (Code)	Surface Type (Code)	Surface Condition (Code)	Est. Length (meters)	Est. Width (meters)	Est. Average Daily Trips (2003)	Functional Class (Code)	Shoulder Width and Type (Code)	Terrain Type (Code)
Del Norte Co. - 01C0012	Salt Creek Bridge D710 - Section 840 510A	41°33'09" N 124°03'40" W; west of U.S. 101 on Requa Rd.		Bridge		7	8.2	500			2
Del Norte Co. - 01C0020	Salt Creek Bridge 516 - Section 810	41°33'14" N 124°03'41" W; west of U.S. 101 off of Requa Rd. on Salt Creek Rd.		Bridge		16.0	4.0	10			2
Historic (Decom.)	Douglas Memorial Bridge (Historical)	41°31'31" N 124°02'33" W; historically located on old Hwy 101 (Alder Camp Rd.)	NA	NA	NA	NA	NA	NA	NA	NA	2
Hum Co. 04C0005	Prairie Creek Bridge at west end of Bald Hills Road V071 - Section 810 F4R300	41°18'05" N 124°02'52" W connecting to Rt. 101 (Not on the Res., but critical to accessing Southern Portion of Res.)		Bridge		35	8.5				3
Hum Co. - 04C0007	Klamath River Bridge at Bald Hills Road (Martin's Ferry Bridge) V071 - Section 900 F4R300	41°12'29" N 123°45'20" W; spanning the Klamath west of Weitchpec; connecting S.R 169 with Tulley Cr. Rd.		Bridge	In need of maintenance	242	9.1	300			3
Hum Co. - 04U0002	Tully Cr. Bridge 0003 - Section 820 7Q100	41°13'43" N 123°46'36" W; in center of Tully Cr. Rd. separating it into BIA and County portions		Bridge		38	10	100			3

Bridges

Ownership and Bridge #	Name and Route	Location	Condition (Code)	Surface Type (Code)	Surface Condition (Code)	Est. Length (meters)	Est. Width (meters)	Est. Average Daily Trips (2003)	Functional Class (Code)	Shoulder Width and Type (Code)	Terrain Type (Code)
Hum Co. - 04U0012	Pine Cr. Bridge on Dowd Rd (a.k.a BIA 18) 18 - Section 20	41°11'37" N 123°45'17" W; west of Weitchpec		Bridge		38.0	11.0	170			3
State - 010002	Minor Cr. Bridge @ U.S. 101 - Section 860	41°33'11" N 124°03'18" W		Bridge		14.3	16.8	5,500			2
State - 010003	Hunter Creek Bridge @ U.S. 101 - Section 820	41°33'30" N 124°03'34"		Bridge		32.6	9.8	5,700			2
State - 010025	Panther Creek Bridge @ U.S. 101 - Section 840	41°33'22" N 124°03'25"		Bridge		41.8	9.9	5,700			2
State - 010026	Route 101/169 Separation Bridge at Hoppaw Cr. - Section 890	41°31'23.43" N 124° 23.57" W; at town of Klamath		Bridge		51.5	13	6800			2
State - 010026F	Hoppaw Creek (W169-N101) On-Ramp Bridge	41°31'24.11" N 124° 22.06" W		Bridge		21.0	8.8				2
State - 010026K	Hoppaw Creek Off Ramp Bridge	41°31'23" N 124°02'06" W; at town of Klamath		Bridge		27.7	8				2
State - 010028	Klamath River Bridge @ U.S. 101 - Section 910	41°30'59" N 124°01'49" W; at town of Klamath		Bridge		621.2	10.4	6800			2
State - 010032	Klamath River Overflow Bridge @ U.S. 101 - Section 930	41°30'45" N 124°01'42" W; south of town of Klamath		Bridge		153.9	10.4	6800			2
State - 010045	Terwer Cr. Bridge S.R 169 Northern portion - Section 820	41°31'18" N 123°59'46" W; north of Klamath Glen	Good	Bridge		50.3	8.5	820			3

Bridges

Ownership and Bridge #	Name and Route	Location	Condition (Code)	Surface Type (Code)	Surface Condition (Code)	Est. Length (meters)	Est. Width (meters)	Est. Average Daily Trips (2003)	Functional Class (Code)	Shoulder Width and Type (Code)	Terrain Type (Code)
State - 040144	Klamath River Bridge @ S.R. 96 - Section 820	41°11'07" N 123°42'18" W; at Weitchpec; north side of bridge is at junction with S.R. 169		Bridge		164.7	7.5	680			3
State - 040180	Cappell Creek Bridge S.R. 169 Southern Portion - Section 970	41°16'59" N 123°49'23" W; located on S.R. 169 Southern end at 11.47 miles from origin in Weitchpec		Bridge		39.3	10.7	220			3
State - 040182	Mawah Creek Bridge S.R. 169 Southern Portion - Section 950	41°16'13" N 123°47'08" W; located on S.R. 169 Southern end at 8.62 miles from origin in Weitchpec		Bridge		32.3	10.7	220			3
State - 040190	Pecwan Cr. Bridge S.R. 169 Southern Portion - Section 990	41°20'33" N 123°51'13" W; located on S.R. 169 Southern end at 19.38 miles from origin in Weitchpec		Bridge		59.7	9.8	220			3
State - 040215	Rube Creek Bridge S.R. 169 Southern Portion - Section 890	41°14'24" N 123°46'06" W; located on S.R. 169 Southern end east of Weitchpec		Bridge		17.7	11.3	220			3
State - 040218	Rube Ranch Creek Bridge S.R. 169 Southern Portion - 870	41°13'41" N 123°46'18" W; located on S.R. 169 Southern end at 5.18 miles from origin in Weitchpec		Bridge		24.4	10.7	220			3
State - 040219	Coon Creek Bridge S.R. 169 Southern Portion - Section 930	41°15'46" N 123°46'30" W; located on S.R. 169 Southern end at 7.18 miles from origin in Weitchpec		Bridge		91.4	10.8	220			3

Bridges

Ownership and Bridge #	Name and Route	Location	Condition (Code)	Surface Type (Code)	Surface Condition (Code)	Est. Length (meters)	Est. Width (meters)	Est. Average Daily Trips (2003)	Functional Class (Code)	Shoulder Width and Type (Code)	Terrain Type (Code)
State - 040220	Rock Chute Creek Bridge S.R. 169 Southern Portion - 850	41°12'41" N 123°45'29" W; located on S.R. 169 Southern end at 3.76 miles from origin in Weitchpec		Bridge		16.5	10.7	220			3
State - 040223	Martin's Ferry School Cr. Bridge S.R. 169 Southern Portion - Section 830	41°12'45" N 123°45'34" W; located on S.R. 169 Southern end at 3.87 miles from origin in Weitchpec (at Bumill Creek?)		Bridge		15.5	10.8	220			3
State - 040299	Miner's Creek Bridge S.R. 169 Southern Portion - Section 910	41°14'52" N 123°46'19" W; located on S.R. 169 Southern end at 6.65 miles from origin in Weitchpec		Bridge		71.6	10.8	220			3

River Transportation Access Facilities

Ownership and Facility #	Name and Route	Location	Condition (Code)	Surface Type (Code)	Surface Condition (Code)	Est. Length (meters)	Est. Width (meters)	Est. Average Daily Trips (2003)	Functional Class (Code)	Shoulder Width and Type (Code)	Terrain Type (Code)
Del Norte County	Roy Rook Boat Launch	Located in Klamath Glen at end of Terwer Riffle Road		Paved	Fair						
Del Norte County	Klamath Town Site Boat Launch	Located in Klamath at end of Chapman Road		Paved	Very Poor						
Yurok Tribe	Requa Resort Boat Launch	Located at Requa Resort at the end of Mouth of Klamath Road		Paved	Fair						
Yurok Tribe	Old Village Boat Launch	Located in Weitchpec at Old Village		Gravel	Very Poor						
Yurok Tribe	Weitchpec Office Launch	Located in Weitchpec Office		Gravel	Poor						

Ownership and Facility #	Name and Route	Location	Condition (Code)	Surface Type (Code)	Surface Condition (Code)	Est. Length (meters)	Est. Width (meters)	Est. Average Daily Trips (2003)	Functional Class (Code)	Shoulder Width and Type (Code)
Yurok Tribe	Wautec Boat Launch	Located in Wautec at end of State Route 169		Gravel	Poor					
Yurok Tribe	Pecwan Boat Launch	Located in Pecwan on State Route 169		Gravel	Very Poor					
Yurok Tribe	Stregon Boat Launch	Located in Stregon on State Route 169		Gravel	Poor					
Yurok Tribe	Notchko Boat Launch	Located in Notchko on State Route 169		Gravel	Poor					
Yurok Tribe	Young's Bar	Located at Young's Bar on State Route 169		Gravel	Poor					
NA	Klamath River	From Reservation Boundaries at Mouth of River to Weitchpec								

Appendix H

Level of Service Descriptions

LEVELS OF SERVICE

The “level of service” (LOS) is a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level of service definition generally describes such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Six levels of service are defined for each type of facility for which analysis procedures are available. Each of six levels is given a letter designation from A to F. LOS A represents the best operating conditions and LOS F the worst.

Level of Service Definitions

In general, the various levels of service are defined as follows for uninterrupted flow facilities:

- **Level of Service A** represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
- **Level of Service B** is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.
- **Level of Service C** is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
- **Level of Service D** represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
- **Level of Service E** represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
- **Level of Service F** is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level of service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and level of service F is an appropriate designation for such points.

Appendix I

Del Norte County Pavement Conditions

DEL NORTE COUNTY
Report of Overall Condition Index-PCI (by PCI)

ID	Route	Route Ahead	Route Back	PCI	Inspection Date
211-4	Adams Ave	Bethesda Way	Arlington Dr	100.00	5/16/2008
208B	Annandale Ct	End	Madison Ave	100.00	5/21/2008
552	Arlington Dr	Madison Ave	Washington Blvd	100.00	5/16/2008
310E	Beckstead Ave	First St	SH 101	100.00	5/20/2008
553	Bethesda Way	End	Adams Ave	100.00	5/16/2008
407	Buzzini Rd	End	Lake Earl Dr	100.00	5/19/2008
428	Charm Ln	End	Old Mill Rd	100.00	5/16/2008
330A	China Creek Ct	End	Lakeside Lp	100.00	4/18/2008
469	Clayton Dr	End	ViPond Dr	100.00	4/18/2008
408-5	Elk Valley Crossing Rd	SH 199	SH 101	100.00	4/17/2008
116-10	Elk Valley Rd	State St	Eau Clair Ave	100.00	5/19/2008
116-11	Elk Valley Rd	South Bend Ave	State St	100.00	5/19/2008
116-2	Elk Valley Rd	Maiden Ln	Adair St	100.00	5/19/2008
116-3	Elk Valley Rd	Iowa St	Maiden Ln	100.00	5/19/2008
116-5	Elk Valley Rd	National Blvd	Minnesota Ave	100.00	5/19/2008
116-6	Elk Valley Rd	Michigan Ave	National Blvd	100.00	5/19/2008
208C	Fairfax Ct	End	Madison Ave	100.00	5/21/2008
333	Foothill Dr	End	SH 101	100.00	5/19/2008
207AR	Hamilton Ave	El Dorado St	Inyo St	100.00	5/22/2008
553B	Lexington Ct	End	Bethesda Way	100.00	5/16/2008
545	Lopez Rd	SH 101	Ocean View Dr	100.00	5/19/2008
434A	Mobile Ln	End	Wonder Stump Rd	100.00	5/19/2008
205-9	Pacific Ave	Pebble Beach Dr	CRC	100.00	5/22/2008
533-10	Parkway Dr	SH 199	Elk Valley Crossing Rd	100.00	4/17/2008
207I	Sea View Cir	Fred D Haight Dr	Freeman St	100.00	5/22/2008
541	Shelter Island Dr	End	Northcrest Dr	100.00	5/23/2008
546	Terrace dr	End	South Bank Rd	100.00	5/21/2008
208A	Victorian Ln	End	Madison Ave	100.00	5/21/2008
429	Walker Rd	End	SH 199	100.00	5/21/2008
558	Willow Glen Ct	End	Inyo St	100.00	5/22/2008
102D-5	Oliver Ave	End	Endert St	99.14	5/19/2008
102B	Quinlan Ave	End	Humboldt Rd	99.14	4/14/2008
116-1	Elk Valley Rd	Adair St	SH 101	98.25	5/19/2008
554	Bradford Ave	End	Fourth St	98.20	5/20/2008
111L	Breen St	End	Coolidge Ave	98.00	5/16/2008
102D	Oliver Ave	End	Humboldt Rd	98.00	5/19/2008
408-10	Elk Valley Crossing Rd	Parkway Dr	SH 199	97.94	4/17/2008
468	Lagoon Ave	End	Old Mill Rd	97.26	5/16/2008
533	Parkway Dr	Elk Valley Crossing Rd	SH 101	96.69	4/17/2008
524	Del Ponte Dr	Duncan Dr	Duncan Dr	96.24	5/23/2008
207AA	McNamara Ave	Lake St	Modoc St	95.87	5/22/2008
454	Del Mar Rd	Madison Ave	Washington Blvd	95.80	5/16/2008
102M	Darby St	End	Roy Ave	95.65	5/16/2008
116-8	Elk Valley Rd	Madison Ave	Short Ave	95.60	5/19/2008
438B	Lake Earl Dr	SH 101	Blackwell Ln	95.40	5/19/2008
307B	First St	Westbrook Ln	Haight Dr	95.39	5/20/2008
118	Anchor Way	End	SH 101 Redwood Hwy	95.36	5/19/2008
209-25	Inyo St	Washington Blvd	Pacific Ave	95.32	5/22/2008
538-5	Whaleview Ct	End	Pebble Beach Dr	94.90	5/22/2008
408	Elk Valley Crossing Rd	SH 101	Lake Earl Dr	94.77	5/19/2008
321	Azalea Ln	End	Middle Fok Gasquet Rd	94.70	5/21/2008
406	Malone Rd	End	Lake Earl Dr	94.70	4/17/2008
111E	Hoover Ave	End	Breen St	94.54	5/22/2008
122	Clyde St	Parkway Dr	Elk Valley Rd	94.29	5/19/2008
330	Lakeside Lp	End	ViPond Dr	94.27	4/18/2008
115	Maiden Ln	End	Elk Valley Rd	93.83	5/19/2008
212	Wildwood Ln	End	End	93.73	5/21/2008
440	ViPond Dr	Lakeside Lp	Lake Earl Dr	93.62	4/18/2008
116-9	Elk Valley Rd	Eau Clair Ave	Madison Ave	93.60	5/19/2008

DEL NORTE COUNTY
Report of Overall Condition Index-PCI (by PCI)

ID	Route	Route Ahead	Route Back	PCI	Inspection Date
548	Hillside Dr	End	South Bank Rd	93.00	5/21/2008
438A	Northcrest Dr	Blackwell Ln	CRC	92.80	4/18/2008
332A	Surfsound Ct	End	Surfsound Dr	92.50	5/19/2008
116-7	Elk Valley Rd	Short Ave	Michigan Ave	92.40	5/19/2008
526	Zwierlein Dr	Weber Dr	Hunter Creek Rd	91.81	5/23/2008
207J	Modoc St	End	Pacific Ave	91.64	5/22/2008
452	Sand Hill Rd	Sand Hill Rd	Old Mill Rd	91.60	5/16/2008
409	Cunningham Ln	End	Elk Valley Crossing Rd	91.46	5/19/2008
207AN	Macken Ave	Modoc St	Pebble Beach Dr	91.30	5/22/2008
421	Old Mill Rd	Sand Hill Rd	Northcrest Dr	91.29	4/18/2008
556	Fourth St	Bradford Ave	Beckstead Ave	91.28	5/20/2008
207AF	Meridian St	End	Pacific Ave	90.70	5/21/2008
102C	Peveler Ave	End	Humboldt Rd	90.38	5/19/2008
207Q	Lake St	McNamara Ave	Murphy Ave	90.34	5/22/2008
514-2	Terwer Riffle Rd	Maple Rd	SH 169	90.27	5/23/2008
102R	Barker St	End	Howland Hill Rd	89.41	5/19/2008
303A	Prince Island Ct	End	Indian Rd	89.00	5/20/2008
553A	Franklin Ct	End	Adams Ave	88.84	5/16/2008
450	Cummins Rd	End	Railroad Ave	88.40	4/18/2008
102E	Nickel Ave	End	Humboldt Rd	88.29	5/19/2008
119	Citizens Dock Rd	End	SH 101	88.08	5/19/2008
214	Small Ave	End	Inyo St	87.78	5/22/2008
559-1	Alexandria Way	Chevy Chase Way	Madison Ave	87.52	5/21/2008
304B	Lopez Ct	End	Ocean View Dr	87.49	5/19/2008
557	West Jefferson	End	Del Mar Rd	87.45	5/16/2008
514-4	Terwer Riffle Rd	End	Maple Rd	87.40	5/23/2008
121-30	E Washington Blvd	Parkway Dr	SH 101	87.35	5/22/2008
550	Azalea Ct	End	Azalea Ln	87.00	5/21/2008
310C	Brookings Ave	Highland Ave	First St	86.88	5/20/2008
518F	Maple Rd	Redwood Rd	Terwer Riffle Rd	86.60	5/23/2008
527	Weber Dr	Zwierlein Dr	Duncan Dr	86.50	5/23/2008
204	Washington Blvd	Northcrest Dr	Pebble Beach Dr	86.48	5/16/2008
306	Mouth of the Smith River Dr	SH 101	Ocean View Dr	85.99	5/19/2008
559B	Chevy Chase Way	End	Alexandria Way	85.47	5/21/2008
434	Tony Rosa Rd	End	Wonder Stump Rd	85.00	5/19/2008
207X	Del Norte St	Pacific Ave	Reddy Ave	84.97	5/22/2008
519	Blake Rd	End	Terwer Riffle Rd	84.78	5/23/2008
327	Lado Del Rio Rd	End	End	84.40	5/21/2008
518	Redwood Rd	End	Terwer Riffle Rd	83.73	5/23/2008
559A	Georgetown Pl	End	Alexandria Way	83.69	5/21/2008
539	Breakwater Dr	End	Whaleview Ct	83.18	5/22/2008
128	State St	Olive St	Humboldt Rd	82.47	5/16/2008
207AM-10	Lauff Ave	Pebble Beach Dr	Modoc St	82.18	5/22/2008
457	Christensen Way	End	Douglas Park Dr	82.00	5/21/2008
210	Riverside St	End	Washington Blvd	81.67	5/16/2008
523	Duncan Dr	Del Ponte Dr	Zwierlein Dr	81.60	5/23/2008
518J	Huckleberry Ln	End	Terwer Riffle Rd	81.25	5/23/2008
436	Firehouse Rd	Gasquet Flat Rd	SH 199	81.18	5/21/2008
306-5	Mouth of the Smith River Dr	Indian Rd	SH 101	81.18	5/20/2008
111J	Oregon St	Oregon St	Washington Blvd	81.00	5/16/2008
207AS	Murphy Ave	End	Pebble Beach Dr	80.72	5/22/2008
304A	Indian Rd	Ocean View Dr	Mouth of the Smith River Dr	80.63	5/19/2008
446A	Esta Ave	Esta Ln	Lake Earl Dr	80.56	4/17/2008
518G	Hill Rd	End	Terwer Riffle Rd	80.56	5/23/2008
207AH	Cooper Ave	CRC	Inyo Ct	80.24	5/22/2008
417	Douglas Park Dr	NF Boundary	South Fork Rd	80.07	5/21/2008
439B	Movie Ln	End	Elk Valley Crossing Rd	79.88	5/19/2008
207M	Murphy Ave	Butte St	Modoc St	79.45	5/22/2008
102F	Maher Ave	End	Humboldt Rd	79.22	5/16/2008

DEL NORTE COUNTY
Report of Overall Condition Index-PCI (by PCI)

ID	Route	Route Ahead	Route Back	PCI	Inspection Date
518K	Church Ln	End	Redwood Rd	78.88	5/23/2008
3111	Third St	Fred Haight	Beckstead Ave	78.78	5/20/2008
207AK	J St	CRC	Cooper Ave	78.68	5/21/2008
303	Prince Island Rd	Indian Rd	Mouth of the Smith River Dr	78.64	5/20/2008
430	Wonder Stump Rd	SH 101	Elk Valley Crossing Rd	78.38	5/19/2008
329	Tan Oak Dr	SH 197	SH 197	78.12	5/21/2008
412	Gasquet Flat Rd	Middle Fok Gasquet Rd	SH 199	78.08	5/21/2008
525	Silco Dr	Duncan Dr	Del Ponte Dr	78.00	5/23/2008
328	English Ln	End	Parkway Dr	77.72	4/17/2008
442	Bachelor Rd	End	Lake Earl Dr	77.16	5/19/2008
555	Devol Ct	End	Bachelor Rd	77.15	5/19/2008
440A	ViPond Ln	End	ViPond Dr	77.04	4/18/2008
501	Arrow Mills Rd	Arrow Mills Rd	SH 169	76.56	5/23/2008
207F	Lipowitz Ave	Freeman St	Del Monte St	76.40	5/22/2008
534	El Monte Rd	Madison Ave	Washington Blvd	76.21	5/16/2008
207G	Lela St	Stanton Ave	Pacific Ave	75.60	5/22/2008
207H	Freeman St	Pacific Ave	Pebble Beach Dr	75.00	5/22/2008
507	McMillan Rd	End	SH 101	74.25	5/23/2008
208	Madison Ave	Del Mar Rd	Northcrest Dr	74.19	5/16/2008
116-4	Elk Valley Rd	Minnesota Ave	Iowa St	73.96	5/19/2008
123	Iowa St	8044	Elk Valley Rd	73.89	5/19/2008
207AD-5	Reddy Ave	Del Norte St	Inyo St	73.40	5/22/2008
441	Club Dr	End	SH 197	73.04	5/21/2008
532	Silverside Cir	Salmon Ave	Salmon Ave	73.00	5/23/2008
535	Stagecoach Rd	End	Gasquet Flat Rd	72.84	5/21/2008
111F	Douglas St	End	CRC	72.49	5/22/2008
207W	El Dorado St	End	Pacific Ave	72.10	5/22/2008
207AN-5	Macken Ave	End	Joaquin St	71.78	5/22/2008
201-10	Pebble Beach Dr	End	Washington Blvd	71.67	5/16/2008
309	Sarina Rd	End	SH 101	71.40	5/20/2008
102G	Le Clair Ave	Bertsch Ave	Humboldt Rd	71.24	5/16/2008
120B	Mathews St	Howland Hill Rd	Norris Ave	71.00	5/16/2008
547	Meadow De	End	South Bank Rd	71.00	5/21/2008
515	Terwer Valley Rd	End	SH 169	70.90	5/23/2008
405	Big Flat Rd	End	French Hill Rd	70.66	5/22/2008
102H	Hodge Ave	8036	Humboldt Rd	70.20	5/19/2008
106	Howland Hill Rd	8033	Elk Valley Rd	69.79	5/16/2008
111D	Harrold St	E Washington Blvd	CRC	69.76	5/22/2008
439C	Redwood Ln	Lake Earl Dr	Movie Ln	69.67	5/19/2008
551	K St	Lauff Ave	CRC	69.66	5/21/2008
513C	Chapman St	End	Del Ponte Dr	69.48	5/23/2008
413-4	Kellogg Rd	End	Tell Blvd	69.25	5/20/2008
427	South Fork Rd	Big Flat Rd	SH 199	69.25	5/21/2008
415	Lake View Dr	End	Lake Earl Dr	68.42	4/17/2008
307C	First St	Sarina Rd	Westbrook Ln	68.32	5/20/2008
207Y	Calaveras St	Keller Ave	Pacific Ave	68.08	5/22/2008
502	Hunter Creek Rd	8071	SH 101	67.88	5/23/2008
518D	Del Norte Way	End	Trinity Way	67.57	5/23/2008
116-12	Elk Valley Rd	Howland Hill Rd	South Bend Ave	67.35	5/19/2008
308	Rowdy Creek Rd	NF Boundary	SH 101	66.98	5/20/2008
414	Kings Valley Rd	Lake Earl Dr	SH 199	66.75	5/15/2008
334	Shoreline Dr	Gate	SH 101	66.20	5/19/2008
207AE	Childs Ave	Joaquin St	Meridian St	66.05	5/22/2008
207R	Kern St	Murphy Ave	Lauff Ave	65.81	5/22/2008
540	Downing St	End	Railroad Ave	65.73	4/18/2008
310A	North Street	Fred Haight	Brookings Ave	65.50	5/20/2008
432-2	Lower Lake Rd	Kellogg Rd	Lake Earl Dr	65.38	5/20/2008
126	Blackwell Ln	Railroad Ave	Lake Earl Dr	65.10	4/18/2008
511-10	Klamath Beach Rd	End	SH 101	65.02	5/23/2008

DEL NORTE COUNTY
Report of Overall Condition Index-PCI (by PCI)

ID	Route	Route Ahead	Route Back	PCI	Inspection Date
207T	Humboldt St	End	Lauff Ave	64.94	5/22/2008
537	Sierra Wood Rd	SH 199	Valley View Rd	64.40	5/21/2008
102P	Temple St	End	Howland Hill Rd	64.30	5/19/2008
307D	Ocean View Dr	SH 101	SH 101	64.05	5/19/2008
401A	Alder Rd	Boulder Ave	Lake Earl Dr	63.84	4/18/2008
125	Pine Grove Rd	End	Northcrest Dr	63.80	4/18/2008
201-5	Pebble Beach Dr	Washington Blvd	Meridian St	63.65	5/16/2008
102N	Olive St	State St	Howland Hill Rd	62.65	5/19/2008
207R-5	Kern St	End	McNamara Ave	62.61	5/22/2008
207U	Glenn St	Small Ave	Pacific Ave	61.97	5/22/2008
102A	Roy Ave	Bertsch Ave	Humboldt Rd	61.87	5/16/2008
207V	Fresno St	Pacific Ave	Hamilton Ave	61.78	5/22/2008
311	Earl St	End	Lake Earl Dr	61.50	5/19/2008
424	Prince Rd	End	Parkway Dr	61.49	4/17/2008
121-25	E Washington Blvd	SH 101	Northcrest Dr	61.34	5/22/2008
111B-25	Harding Ave	Burtschell St	CRC	61.00	5/22/2008
207S	Joaquin St	McNamara Ave	Pacific Ave	60.96	5/22/2008
322	Smith River Cemetery	First St	First St	60.79	5/20/2008
324	Oregon Mountain Rd	SH 199	SH 199	60.73	5/16/2008
529	Ehlers Way	Klamath Blvd	SH 101	60.47	5/23/2008
111H	Coolidge Ave	8054	Breen St	60.34	5/22/2008
312	Westbrook Ln	End	First St	60.20	5/20/2008
401	Boulder Ave	Railroad Ave	Lake Earl Dr	59.71	4/18/2008
211-6	Adams Ave	Northcrest Dr	End	59.56	5/21/2008
129	Dodane Ave	End	Humboldt Rd	59.50	5/19/2008
326	E Denny St	End	SH 101	59.34	5/23/2008
207Z	Butte St	End	Pacific Ave	58.73	5/22/2008
207AG-2	Amador St	End	Macken Ave	58.58	5/22/2008
522B	Azalea Dr	Redwood Dr	Redwood Dr	58.57	5/23/2008
318-2	Middle Fok Gasquet Rd	Azalea Ln	SH 199	58.19	5/21/2008
107	Humboldt Rd	SH 101	Howland Hill Rd	58.13	5/19/2008
560	Madame Gasquet Ln	End	North Fork Rd	57.57	5/21/2008
318A	Stony Creek Tr	End	North Fork Rd	57.57	5/21/2008
207AA-5	McNamara Ave	Butte St	End	57.05	5/22/2008
448	South Kraft Dr	End	Kings Valley Rd	56.60	4/17/2008
207AT	Inyo Ct	End	Inyo St	56.00	5/22/2008
506	Mynot Creek Rd	End	SH 101	55.86	5/23/2008
549	Red Hawk Ln	End	Lake Earl Dr	55.80	5/19/2008
102L	Endert St	Roy Ave	Le Clair Ave	55.58	5/16/2008
310G	Highland Ave	Beckstead Ave	Third St	55.31	5/20/2008
207AM	Lauff Ave	Kern St	K St	54.95	5/21/2008
120A	Norris Ave	Wyentae St	Elk Valley Rd	54.40	5/16/2008
505	Mouth of Klamath Rd	End	Requa Rd	54.00	5/7/2008
446B	Esta Ln	Lake View Dr	Esta Ave	53.89	4/17/2008
310B	Wallace Ave	First St	North Street	53.25	5/20/2008
496	Klamath Dump Rd	End	Klamath Beach Rd	53.11	5/23/2008
510A	Requa Rd	Mouth of Klamath Rd	SH 101	52.86	5/23/2008
536	Valley View Rd	End	SH 199	52.50	5/21/2008
418	Morehead Rd	Lower Lake Rd	Lake Earl Dr	52.31	5/20/2008
207AD	Reddy Ave	End	Lake St	52.06	5/22/2008
447	Lesina Rd	Kings Valley Rd	Elk Valley Crossing Rd	51.96	4/17/2008
207A	Del Monte St	Pebble Beach Dr	Pacific Ave	51.90	5/22/2008
544	North Fork Loop	North Fork Rd	North Fork Rd	51.24	5/21/2008
207AG-4	Amador St	End	Washington Blvd	50.29	5/16/2008
530	Klamath Blvd	End	Klamath Mill Rd	49.83	5/23/2008
425	South Bank Rd	End	Lake Earl Dr	49.70	5/21/2008
411	French Hill Rd	Bear Basin Rd	SH 199	49.58	5/22/2008
543	North Fork Rd	Stony Creek Tr	Azalea Ln	49.45	5/21/2008
207AB	Keller Ave	End	Butte St	49.08	5/22/2008

DEL NORTE COUNTY
Report of Overall Condition Index-PCI (by PCI)

ID	Route	Route Ahead	Route Back	PCI	Inspection Date
517	Hughes Rd	End	Requa Rd	48.85	5/23/2008
305	Low Divide Rd	NF Boundary	SH 197	48.83	5/21/2008
207C	Stanton Ave	Freeman St	Del Monte St	48.52	5/22/2008
430A	Wonder Stump Rd	Kings Valley Rd	SH 101	48.52	5/21/2008
456	Adrian Wy	Angel Ln	Rio Dr	48.36	4/18/2008
435	Hiouchi Dr	End	SH 199	48.36	5/21/2008
511-4	Klamath Beach Rd	NP Bdry	N8078	47.68	5/23/2008
124	Cooke St	Parkway Dr	Elk Valley Rd	47.60	5/19/2008
323	Pioneer Rd	End	SH 199	46.53	5/21/2008
453	Railroad Ave	Boulder Ave	Parkway Dr	46.39	4/18/2008
531	Salmon Ave	Klamath Blvd	Klamath Blvd	45.08	5/23/2008
307A	Fred D Haight Dr	First St	SH 101	42.97	5/20/2008
511	Klamath Beach Rd	SH 101	NP Bdry	42.91	5/23/2008
310F	Haight Dr	SH 101	Third St	42.47	5/20/2008
314	Old Gasquet Toll Rd	Patricks Creek Rd	North Fork Rd	41.80	5/21/2008
444	Alpine St	End	Laurel Ln	41.75	5/16/2008
470	Harmony Ln	Harmony Ln	Old Mill Rd	40.90	5/16/2008
402	Ashford Rd	End	SH 197	40.59	5/21/2008
206	Dale Rupert Rd	End	Washington Blvd	39.98	5/16/2008
413-2	Kellogg Rd	Tell Blvd	Lower Lake Rd	39.46	5/20/2008
108	Alpine St	End	Parkway Dr	38.97	4/17/2008
403	Bailey Rd	End	Lake Earl Dr	38.78	5/20/2008
419	Moseley Rd	Bailey Rd	Lower Lake Rd	38.59	5/20/2008
310	Fred D Haight Dr	SH 101	First St	38.30	5/20/2008
101	Bertsch Ave	Howland Hill Rd	Roy Ave	38.15	4/14/2008
445	Laurel Ln	Alpine St	Old Mill Rd	38.00	5/16/2008
433	Mud Hen Rd	End	Lower Lake Rd	37.90	5/21/2008
207E	Grand Ave	Pacific Ave	Pebble Beach Dr	37.71	5/22/2008
510B	Patrick J Murphy Memorial Dr	End	NP Bdry	37.11	5/23/2008
432-4	Lower Lake Rd	End	Kellogg Rd	36.99	5/20/2008
213	Arnett St	End	Northcrest Dr	36.74	5/21/2008
109	Steeps Ln	8046	Elk Valley Rd	36.60	5/19/2008
111C-20	Burtschell St	End	E Washington Blvd	36.00	5/22/2008
102K	Hill St	End	State St	36.00	5/19/2008
443	Younkers Rd	End	Lake Earl Dr	36.00	5/19/2008
458	Tell Blvd	End	Kellogg Rd	35.30	5/20/2008
116A	Church Tree Rd	End	Elk Valley Rd	34.28	5/19/2008
207Q-5	Lake St	End	Reddy Ave	34.12	5/22/2008
522A	Redwood Dr	End	SH 101	33.33	5/23/2008
319	Wilson Ln	SH 101	Fred D Haight Dr	33.25	5/20/2008
112	Sand Mine Rd	SH 101	Humboldt Rd	31.77	5/19/2008
111C-25	Burtschell St	SH 101	Harding Ave	31.45	5/22/2008
116B	National Park Way	End	Church Tree Rd	29.50	5/19/2008
332	Surfsound Dr	End	Ocean View Dr	29.36	5/19/2008
111G	Jordan St	Harding Ave	Hoover Ave	29.29	5/22/2008
455	Rio Dr	Adrian Wy	Lake Earl Dr	28.16	4/17/2008
503	Klamath Mill Rd	End	SH 169	26.00	5/23/2008
422	Pala Rd	End	Lower Lake Rd	22.72	5/20/2008
301	Crissey Rd	End	SH 101	17.92	5/19/2008
508	Starwein Rd	End	Blake Rd	15.68	5/23/2008
120AA	Wyentae St	Howland Hill Rd	Norris Ave	11.54	5/16/2008
509	Peine Rd	End	SH 101	9.08	5/23/2008
325	Gilbert Way	End	SH 101	4.13	5/19/2008
518H	Cedar Ln	End	Terwer Riffle Rd	0.00	5/23/2008
127	Cowley Ln	End	Elk Valley Rd	0.00	5/19/2008
121	E Washington Blvd	End	Parkway Dr	0.00	5/22/2008
103	Enderts Beach Rd	NP Bdry	SH 101	0.00	5/19/2008
439A	Felterwood Ln	Movie Ln	Lake Earl Dr	0.00	5/19/2008
310D	Second St	Beckstead Ave	Wallace Ave	0.00	5/20/2008

Appendix J

Crescent City Pavement Conditions

CRESCENT CITY
Report of Pavement Condition Index-(by PCI)

ID	Route	Route Ahead	Route Back	Inspection PCI	Inspection Date
90	2ND ST	W/O N ST	E/O M ST	100.00	4/16/2008
300	3RD ST	W/O E ST	W/O D ST	100.00	4/16/2008
470	4TH ST	W/O H ST	E/O G ST	100.00	4/16/2008
510	5TH ST	W/O K ST	W/O J ST	100.00	4/16/2008
740	6TH ST	W/O I ST	E/O H ST	100.00	4/16/2008
1060	9TH ST	W/O G ST	W/O F ST	100.00	4/18/2008
1070	9TH ST	E/O H ST	W/O G ST	100.00	4/18/2008
1120	9TH ST	W/O M ST	E/O L ST	100.00	4/18/2008
1130	9TH ST	W/O TAYLOR ST	E/O GAINARD ST	100.00	4/18/2008
1140	9TH ST	W/O WENDELL ST	W/O TAYLOR ST	100.00	4/18/2008
1150	9TH ST	W/O A ST	W/O WENDELL ST	100.00	4/18/2008
1160	9TH ST	E/O B ST	E/O A ST	100.00	4/18/2008
1170	9TH ST	W/O C ST	E/O B ST	100.00	4/18/2008
1180	9TH ST	W/O D ST	W/O C ST	100.00	4/18/2008
1190	9TH ST	W/O E ST	W/O D ST	100.00	4/18/2008
1860	E ST	S/O 3RD ST	N/O 2ND ST	100.00	4/16/2008
2150	GRANT CT	END	E/O MARSHALL ST	100.00	4/17/2008
2370	H ST	S/O PACIFIC AVE	N/O 11TH ST	100.00	4/17/2008
2270	HARDING AVE	W/O BREEN ST	CITY LIMIT	100.00	4/17/2008
2280	HARDING AVE	W/O CALIFORNIA ST	W/O BREEN ST	100.00	4/17/2008
2290	HARDING AVE	W/O OREGON ST	W/O CALIFORNIA ST	100.00	4/17/2008
2300	HARDING AVE	W/O MARSHALL ST	W/O OREGON ST	100.00	4/17/2008
2310	HARDING AVE	W/O NORTHCREST DR	W/O MARSHALL ST	100.00	4/17/2008
2520	I ST	S/O 5TH ST	N/O 4TH ST	100.00	4/16/2008
2530	I ST	N/O 6TH ST	N/O 5TH ST	100.00	4/16/2008
2550	I ST	S/O 8TH ST	N/O 7TH ST	100.00	4/18/2008
2560	I ST	S/O 9TH ST	N/O 8TH ST	100.00	4/18/2008
2600	JACKIE ST	W/O A ST	E/O GAINARD ST	100.00	4/18/2008
3170	OREGON ST	WASHINGTON BLVD	243' S/O WASHINGTON BLVD	100.00	4/17/2008
2910	PEBBLE BEACH DR	N/O 7TH ST	W/O TAYLOR ST	100.00	4/16/2008
2920	PEBBLE BEACH DR	N/O 8TH ST	N/O 7TH ST	100.00	4/18/2008
2040	F ST	N/O 7TH ST	55' S/O 6TH ST	99.99	4/16/2008
1950	FRONT ST	W/O D ST	W/O B ST	99.78	4/16/2008
1840	ESSEX ST	W/O MARGIE ST	W/O GARY ST	99.17	4/17/2008
1380	BECKY CT	END	W/O GARY ST	98.89	4/17/2008
210	3RD ST	W/O K ST	W/O J ST	98.67	4/16/2008
580	5TH ST	W/O C ST	W/O B ST	98.07	4/16/2008
2510	I ST	N/O 4TH ST	N/O 3RD ST	98.07	4/16/2008
520	5TH ST	W/O L ST	W/O K ST	98.00	4/16/2008
530	5TH ST	W/O M ST	E/O L ST	98.00	4/16/2008
3200	AMADOR ST	WASHINGTON BLVD	327' S/O WASHINGTON BLVD	98.00	4/19/2008
2700	K ST	S/O 3RD ST	S/O 2ND ST	97.80	4/16/2008
2780	LINCOLN CT	END	N/O HARDING ST	97.78	4/17/2008
1870	E ST	S/O 4TH ST	N/O 3RD ST	97.67	4/16/2008
200	3RD ST	W/O J ST	W/O I ST	97.24	4/16/2008
1210	ANZIO ST	S/O CONDOR ST	N/O 9TH ST	97.24	4/18/2008
60	10TH ST	W/O J ST	E/O I ST	97.21	4/17/2008
30	10TH ST	W/O D ST	E/O GARY ST	97.00	4/17/2008
610	5TH ST	W/O F ST	W/O E ST	97.00	4/16/2008
1340	A ST	N/O 6TH ST	N/O 5TH ST	96.89	4/16/2008
40	10TH ST	W/O E ST	W/O D ST	96.88	4/17/2008
2020	F ST	N/O 4TH ST	N/O 3RD ST	96.85	4/16/2008
1830	ESSEX ST	W/O GARY ST	E/O A ST	96.62	4/17/2008
2140	GRANT AVE	E/O MARSHALL ST	E/O OREGON ST	96.56	4/17/2008
850	7TH ST	W/O B ST	E/O A ST	96.45	4/16/2008
3360	W ESSEX	JACCARD ST	GAINARD ST	96.43	4/18/2008
3060	WENDELL ST	N/O 4TH ST	N/O 3RD ST	96.34	4/16/2008
1630	C ST	S/O 5TH ST	N/O 4TH ST	96.00	4/16/2008
2160	G ST	S/O 2ND ST	N/O FRONT ST	95.70	4/16/2008
1890	E ST	S/O 8TH ST	N/O 7TH ST	95.67	4/18/2008
2540	I ST	S/O 7TH ST	N/O 6TH ST	95.67	4/16/2008
3370	W ESSEX	HUNTINGTON ST	JACCARD ST	95.56	4/18/2008
750	6TH ST	W/O J ST	E/O I ST	95.31	4/16/2008
1980	FRONT ST	W/O M ST	E/O L ST	95.30	4/16/2008
370	4TH ST	W/O K ST	E/O J ST	95.24	4/16/2008
1230	A ST	SOUTH END	N/O BATTERY ST	95.24	4/16/2008
1620	C ST	N/O 4TH ST	N/O 3RD ST	95.24	4/16/2008
1900	E ST	S/O 9TH ST	N/O 8TH ST	95.23	4/18/2008
1370	BATTERY ST	E/O B ST	E/O A ST	94.90	4/16/2008
2110	GAINARD ST	END	N/O JACKIE ST	94.68	4/18/2008
380	4TH ST	W/O L ST	W/O K ST	94.00	4/16/2008
430	4TH ST	W/O D ST	E/O C ST	94.00	4/16/2008
1440	B ST	S/O BATTERY ST	WDTH CHNG (454' S/O BATTERY ST)	94.00	4/16/2008
1600	COOPER AVE	W/O HWY 101	N/O J ST	93.92	4/17/2008
260	3RD ST	W/O A ST	W/O WENDELL ST	93.69	4/16/2008
3030	TRUMAN CT	END	N/O HARDING ST	93.68	4/17/2008
11	10TH ST	D ST	C ST	93.25	4/17/2008
360	4TH ST	W/O J ST	E/O I ST	93.23	4/16/2008
390	4TH ST	W/O M ST	E/O L ST	93.23	4/16/2008
2210	G ST	N/O 5TH ST	N/O 4TH ST	92.34	4/16/2008

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ID	Route	Route Ahead	Route Back	Inspection PCI	Inspection Date
2080	GAINARD ST	N/O ESSEX ST	N/O CONDOR ST	92.12	4/18/2008
2030	F ST	S/O 5TH ST	N/O 4TH ST	92.07	4/16/2008
1610	C ST	S/O 3RD ST	N/O 2ND ST	92.00	4/16/2008
2860	N ST	S/O FRONT ST	N/O HWY 101	91.91	4/19/2008
2100	GAINARD ST	N/O JACKIE ST	N/O INDRA ST	91.88	4/18/2008
1490	B ST	S/O 5TH ST	N/O 4TH ST	91.72	4/16/2008
1390	BREEN ST	END	S/O HARDING ST	91.69	4/17/2008
1530	CALIFORNIA ST	S/O COOLIDGE AVE	N/O HARDING AVE	91.69	4/17/2008
2400	H ST	N/O 5TH ST	N/O 4TH ST	91.67	4/16/2008
2230	G ST	N/O 7TH ST	N/O 6TH ST	91.52	4/16/2008
1030	8TH ST	W/O F ST	E/O E ST	91.42	4/18/2008
450	4TH ST	W/O F ST	W/O E ST	91.40	4/16/2008
2740	K ST	N/O 7TH ST	N/O 6TH ST	91.23	4/16/2008
2390	H ST	N/O 4TH ST	N/O 3RD ST	91.11	4/16/2008
480	5TH ST	WEST END	W/O WENDELL ST	91.01	4/16/2008
2590	JACCARD ST	S/O ESSEX ST	N/O CONDOR ST	91.00	4/18/2008
2200	G ST	N/O 4TH ST	N/O 3RD ST	90.95	4/16/2008
2750	K ST	N/O 8TH ST	N/O 7TH ST	90.90	4/18/2008
2830	MASON CT	END	W/O CALIFORNIA ST	90.90	4/17/2008
1231	A ST	BATTERY ST	FRONT ST	90.60	4/16/2008
890	7TH ST	W/O F ST	W/O E ST	90.45	4/16/2008
3310	W CONDOR	HUNTINGTON ST	A ST	90.34	4/18/2008
2730	K ST	N/O 6TH ST	N/O 5TH ST	90.21	4/16/2008
1260	A ST	N/O CONDOR ST	N/O 10TH ST	90.12	4/18/2008
2470	HUNTINGTON ST	S/O ESSEX ST	N/O CONDOR ST	89.79	4/18/2008
330	3RD ST	W/O H ST	E/O G ST	89.46	4/16/2008
310	3RD ST	W/O F ST	W/O E ST	89.34	4/16/2008
160	2ND ST	W/O L ST	E/O K ST	89.23	4/16/2008
2580	JACCARD ST	S/O CONDOR ST	N/O 9TH ST	89.22	4/18/2008
1200	9TH ST	W/O F ST	W/O E ST	89.14	4/18/2008
1040	8TH ST	W/O G ST	E/O F ST	89.12	4/18/2008
2570	I ST	N/O 10TH ST	N/O 9TH ST	89.07	4/17/2008
1330	A ST	N/O 5TH ST	N/O 4TH ST	88.56	4/16/2008
2250	G ST	S/O 9TH ST	N/O 8TH ST	88.53	4/18/2008
460	4TH ST	W/O G ST	E/O F ST	88.33	4/16/2008
770	7TH ST	W/O H ST	E/O G ST	88.29	4/16/2008
2190	G ST	N/O 3RD ST	S/O 2ND ST	87.99	4/16/2008
2010	F ST	S/O 3RD ST	S/O 2ND ST	87.96	4/16/2008
3142	COOLIDGE AVE	NORTHCREST	MARSHALL ST	87.87	4/17/2008
2360	H ST	N/O 11TH ST	N/O 10TH ST	87.62	4/17/2008
2440	H ST	S/O 9TH ST	N/O 8TH ST	87.58	4/18/2008
2450	H ST	N/O 10TH ST	N/O 9TH ST	87.57	4/17/2008
1310	A ST	N/O 3RD ST	N/O 2ND ST	87.34	4/16/2008
2890	OREGON ST	S/O HARDING AVE	N/O GRANT AVE	87.34	4/17/2008
2240	G ST	N/O 8TH ST	N/O 7TH ST	87.23	4/18/2008
3320	W CONDOR	JACCARD ST	HUNTINGTON ST	87.11	4/18/2008
3340	W CONDOR	GAINARD ST	ANZIO ST	86.90	4/18/2008
3380	W ESSEX	A ST	HUNTINGTON ST	86.90	4/18/2008
1480	B ST	N/O 4TH ST	N/O 3RD ST	86.67	4/16/2008
410	4TH ST	W/O B ST	E/O A ST	86.66	4/16/2008
2090	GAINARD ST	N/O INDRA	N/O ESSEX ST	86.58	4/18/2008
2420	H ST	N/O 7TH ST	N/O 6TH ST	86.34	4/16/2008
190	3RD ST	W/O I ST	E/O H ST	86.28	4/16/2008
290	3RD ST	W/O D ST	W/O C ST	86.26	4/16/2008
2610	J ST	N/O 4TH ST	N/O 3RD ST	85.90	4/16/2008
350	4TH ST	W/O I ST	E/O H ST	85.89	4/16/2008
320	3RD ST	W/O G ST	W/O F ST	85.34	4/16/2008
1940	FRONT ST	W/O B ST	E/O A ST	85.34	4/16/2008
590	5TH ST	W/O D ST	W/O C ST	85.33	4/16/2008
2430	H ST	N/O 8TH ST	N/O 7TH ST	85.20	4/18/2008
440	4TH ST	W/O E ST	W/O D ST	85.12	4/16/2008
1500	B ST	N/O 6TH ST	N/O 5TH ST	85.10	4/16/2008
2220	G ST	N/O 6TH ST	N/O 5TH ST	85.01	4/16/2008
980	8TH ST	W/O A ST	E/O WENDELL ST	85.00	4/18/2008
1320	A ST	N/O 4TH ST	N/O 3RD ST	85.00	4/16/2008
840	7TH ST	W/O A ST	W/O WENDELL ST	84.58	4/16/2008
490	5TH ST	W/O I ST	E/O H ST	84.51	4/16/2008
2130	GARY ST	S/O ESSEX ST	60' N/O CONDOR ST	84.50	4/17/2008
3191	BREEN ST	WASHINGTON BLVD	HOOVER AVE	84.37	4/17/2008
340	4TH ST	WEST END	W/O WENDELL ST	84.28	4/16/2008
2620	J ST	S/O 5TH ST	N/O 4TH ST	84.01	4/16/2008
900	7TH ST	W/O G ST	E/O F ST	83.79	4/16/2008
220	3RD ST	W/O L ST	W/O K ST	83.67	4/16/2008
1470	B ST	N/O 3RD ST	N/O 2ND ST	83.67	4/16/2008
240	3RD ST	W/O N ST	E/O M ST	83.65	4/16/2008
1220	ANZIO ST	END	N/O CONDOR ST	83.61	4/18/2008
2410	H ST	N/O 6TH ST	N/O 5TH ST	83.45	4/17/2008
170	2ND ST	W/O M ST	E/O L ST	83.36	4/16/2008
2680	KING ST	RV PARK	N/O HWY 101	83.26	4/19/2008
1430	B ST	S/O 10TH ST	N/O 9TH ST	83.22	4/18/2008

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ID	Route	Route Ahead	Route Back	Inspection PCI	Inspection Date
3400	WILSON AVE	HAROLD	NORTHCREST	82.91	4/17/2008
860	7TH ST	W/O C ST	E/O B ST	82.68	4/16/2008
620	5TH ST	W/O G ST	W/O F ST	82.34	4/16/2008
3190	BREEN ST	WASHINGTON BLVD	COOLIDGE AVE	82.31	4/17/2008
2050	F ST	N/O 8TH ST	N/O 7TH ST	82.00	4/18/2008
2380	H ST	N/O 3RD ST	N/O 2ND ST	81.87	4/16/2008
20	10TH ST	E/O GARY ST	W/O B ST	81.52	4/17/2008
2480	W INDRA ST	W/O A ST	E/O GAINARD ST	81.12	4/18/2008
1410	B ST	N/O 8TH ST	N/O 7TH ST	81.06	4/18/2008
3141	COOLIDGE AVE	MARSHALL ST	OREGON ST	81.00	4/17/2008
2930	PEBBLE BEACH DR	N/O 9TH ST	N/O 8TH ST	80.92	4/18/2008
970	8TH ST	W/O WENDELL ST	E/O TAYLOR ST	80.65	4/18/2008
2880	N ST	S/O 3RD ST	S/O 2ND ST	80.42	4/16/2008
680	6TH ST	W/O A ST	E/O WENDELL ST	80.41	4/16/2008
12	WILLIAMS	W/O HWY 101	E/O	80.40	4/17/2008
110	2ND ST	W/O D ST	W/O C ST	80.34	4/16/2008
3120	WILSON AVE	W/O HWY 101	E/O NORTHCREST	80.32	4/17/2008
1290	A ST	N/O FRONT ST	N/O BATTERY ST	80.28	6/4/2008
2070	GAINARD ST	N/O CONDOR ST	N/O 9TH ST	79.68	4/18/2008
3090	WENDELL ST	S/O 7TH ST	N/O 6TH ST	79.62	4/16/2008
50	10TH ST	W/O H ST	E/O G ST	79.56	4/17/2008
2170	G ST	N/O 11TH ST	N/O 10TH ST	79.22	4/17/2008
2710	K ST	S/O 4TH ST	N/O 3RD ST	79.10	4/16/2008
570	5TH ST	W/O B ST	E/O A ST	78.61	4/16/2008
1920	E ST	PVMNT CHNG (192' N/O 10TH ST)	N/O 10TH ST	78.34	4/17/2008
3152	HOOVER AVE	OREGON ST	NORTHCREST	78.34	4/17/2008
2260	G ST	N/O 10TH ST	N/O 9TH ST	77.77	4/17/2008
1420	B ST	S/O 9TH ST	N/O 8TH ST	77.68	4/18/2008
1110	9TH ST	W/O L ST	W/O K ST	77.64	4/18/2008
2350	H ST	N/O 2ND ST	N/O FRONT ST	77.57	4/16/2008
3000	TAYLOR ST	S/O 7TH ST	N/O 6TH ST	77.52	4/16/2008
2180	G ST	S/O PACIFIC AVE	N/O 11TH ST	77.22	4/17/2008
2340	HOWE DR	46' E/O STAMPS WY	E/O B ST	76.90	4/16/2008
600	5TH ST	W/O E ST	W/O D ST	76.23	4/16/2008
1100	9TH ST	W/O K ST	W/O J ST	76.00	4/18/2008
3140	COOLIDGE AVE	W/O NORTHCREST DR	W/O OREGON ST	75.82	4/17/2008
2671	J ST	CITY LIMIT	10TH ST	75.77	4/17/2008
1510	B ST	N/O 7TH ST	N/O 6TH ST	75.69	4/16/2008
1250	A ST	N/O 10TH ST	N/O 9TH ST	75.23	4/18/2008
1740	D ST	N/O 6TH ST	N/O 5TH ST	75.12	4/16/2008
820	7TH ST	W/O M ST	E/O L ST	74.92	4/16/2008
400	4TH ST	W/O A ST	W/O WENDELL ST	74.90	4/16/2008
3160	OREGON ST	HOOVER AVE	COOLIDGE AVE	74.23	4/17/2008
70	11TH ST	W/O H ST	E/O G ST	74.00	4/17/2008
3010	TAYLOR ST	N/O 8TH ST	S/O 7TH ST	73.92	4/18/2008
2770	K ST	CITY LIMIT (224' N/O 9TH)	N/O 9TH ST	73.90	4/17/2008
270	3RD ST	W/O B ST	E/O A ST	73.75	4/16/2008
1850	E ST	S/O 2ND ST	N/O FRONT ST	73.11	4/16/2008
830	7TH ST	W/O WENDELL ST	E/O TAYLOR ST	72.65	4/16/2008
2940	PEBBLE BEACH DR	PVMNT CHNG (700' N/O 9TH ST)	N/O 9TH ST	72.36	4/18/2008
2460	HUNTINGTON ST	S/O CONDOR ST	N/O 9TH ST	71.99	4/18/2008
1360	A ST	N/O 8TH ST	N/O 7TH ST	71.83	4/16/2008
1750	D ST	S/O 7TH ST	N/O 6TH ST	71.34	4/16/2008
2720	K ST	S/O 5TH ST	N/O 4TH ST	70.92	4/16/2008
760	7TH ST	W/O TAYLOR ST	E/O PEBBLE BEACH DR	70.63	4/16/2008
2630	J ST	N/O 6TH ST	N/O 5TH ST	70.20	4/16/2008
500	5TH ST	W/O J ST	W/O I ST	69.89	4/16/2008
800	7TH ST	W/O K ST	E/O J ST	69.42	4/16/2008
2820	MARSHALL ST	S/O COOLIDGE AVE	N/O HARDING AVE	69.35	4/17/2008
1080	9TH ST	W/O I ST	E/O H ST	69.00	4/18/2008
3330	W CONDOR	ANZIO ST	JACCARD ST	69.00	4/18/2008
2670	J ST	CITY LIMIT (150' N/O 10TH)	N/O 9TH ST	68.72	4/17/2008
2990	TAYLOR ST	N/O 6TH ST	N/O 5TH ST	68.41	4/16/2008
1780	D ST	S/O 10TH ST	N/O 9TH ST	68.39	4/17/2008
1350	A ST	N/O 7TH ST	N/O 6TH ST	68.34	4/16/2008
2120	GARY ST	60' N/O CONDOR ST	N/O 10TH ST	68.08	4/17/2008
690	6TH ST	W/O B ST	E/O A ST	67.12	4/16/2008
2500	I ST	S/O 3RD ST	296' N/O FRONT ST	66.92	4/16/2008
1273	A ST	W INDRA ST	JACKIE ST	66.73	4/18/2008
3153	HOOVER AVE	BREEN ST	CALIFORNIA ST	66.41	4/17/2008
2970	STAMPS WY	S/O PLAY ST	N/O HOWE DR	66.09	4/16/2008
2320	HARDING AVE	W/O HARROLD ST	E/O NORTHCREST	64.50	4/17/2008
1000	8TH ST	W/O C ST	E/O B ST	64.24	4/18/2008
280	3RD ST	W/O C ST	E/O B ST	64.12	4/16/2008
880	7TH ST	W/O E ST	W/O D ST	64.01	4/16/2008
3020	TAYLOR ST	S/O 9TH ST	N/O 8TH ST	63.54	4/18/2008
1910	E ST	N/O 10TH ST	N/O 9TH ST	63.50	4/17/2008
3181	CALIFORNIA ST	COOLIDGE AVE	HOOVER AVE	62.56	4/17/2008
1520	CALIFORNIA ST	END	S/O HARDING AVE	62.54	4/17/2008
2801	MARGIE ST	END	E. Essex	62.15	4/17/2008

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ID	Route	Route Ahead	Route Back	Inspection PCI	Inspection Date
2900	OREGON ST	S/O COOLIDGE AVE	N/O HARDING AVE	62.14	4/17/2008
2660	J ST	S/O 9TH ST	N/O 8TH ST	61.80	4/18/2008
960	8TH ST	W/O L ST	E/O K ST	61.64	4/18/2008
1460	B ST	N/O 2ND ST	N/O FRONT ST	61.51	4/16/2008
790	7TH ST	W/O J ST	W/O I ST	60.15	4/16/2008
710	6TH ST	W/O D ST	E/O C ST	60.07	4/16/2008
1270	A ST	N/O ESSEX ST	N/O CONDOR ST	60.01	4/18/2008
2640	J ST	N/O 7TH ST	N/O 6TH ST	60.00	4/16/2008
100	2ND ST	W/O C ST	E/O B ST	59.88	4/16/2008
2850	NORTHCREST	N/O WILSON AVE	W/O HWY 101	59.41	4/17/2008
630	5TH ST	W/O H ST	E/O G ST	58.48	4/16/2008
870	7TH ST	W/O D ST	W/O C ST	58.36	4/16/2008
3070	WENDELL ST	N/O 5TH ST	N/O 4TH ST	57.71	4/9/2008
1670	C ST	S/O 9TH ST	N/O 8TH ST	57.34	4/18/2008
1274	A ST	Pacific St	JACKIE ST	57.05	4/18/2008
120	2ND ST	W/O E ST	W/O D ST	56.90	4/16/2008
1640	C ST	N/O 6TH ST	N/O 5TH ST	56.30	4/16/2008
640	6TH ST	W/O WENDELL ST	E/O TAYLOR ST	56.15	4/16/2008
3151	HOOVER AVE	CALIFORNIA ST	OREGON ST	56.15	4/17/2008
720	6TH ST	W/O G ST	E/O F ST	55.88	4/16/2008
2980	SUNSET CIR	SUNSET CIR	S/O HWY 101	55.61	4/19/2008
2840	NORTHCREST	N/O HARDING AVE	N/O WILSON AVE	55.08	4/17/2008
2650	J ST	N/O 8TH ST	N/O 7TH ST	55.00	4/18/2008
3300	HUSTON ST	SUNSET CIR	HWY 101	54.44	4/19/2008
1760	D ST	S/O 8TH ST	N/O 7TH ST	54.31	4/18/2008
2760	K ST	S/O 9TH ST	N/O 8TH ST	53.36	4/18/2008
150	2ND ST	W/O H ST	E/O G ST	52.67	4/16/2008
910	8TH ST	W/O TAYLOR ST	E/O PEBBLE BEACH DR	52.27	4/18/2008
1690	DORAN CT	END	N/O GAINARD ST	52.14	4/18/2008
660	6TH ST	W/O L ST	E/O K ST	51.60	4/16/2008
1590	CONDOR ST	W/O GARY ST	E/O A ST	51.01	4/17/2008
2810	MARSHALL ST	S/O HARDING AVE	N/O GRANT AVE	50.68	4/17/2008
540	5TH ST	W/O O ST	E/O M ST	49.45	4/16/2008
990	8TH ST	W/O B ST	E/O A ST	48.93	4/18/2008
2800	MARGIE ST	SOUTH END	S/O PACIFIC AVE	48.89	4/17/2008
650	6TH ST	W/O K ST	E/O J ST	48.04	4/16/2008
670	6TH ST	W/O M ST	E/O L ST	48.01	4/16/2008
700	6TH ST	W/O C ST	E/O B ST	47.96	4/16/2008
3350	W CONDOR	GAINARD ST	PEBBLE BEACH DR	46.55	4/18/2008
1450	B ST	S/O FRONT ST	N/O BATTERY ST	46.21	4/16/2008
1272	A ST	W INDRA ST	W. Essex St	46.18	4/18/2008
2790	LINNET CT	END	N/O GAINARD ST	45.72	4/18/2008
730	6TH ST	W/O H ST	E/O G ST	45.57	4/16/2008
140	2ND ST	W/O G ST	E/O F ST	45.05	4/16/2008
1660	C ST	S/O 8TH ST	N/O 7TH ST	43.63	4/18/2008
940	8TH ST	W/O J ST	W/O I ST	42.11	4/18/2008
3040	WALTON ST	END	HWY 101	41.92	4/19/2008
950	8TH ST	W/O K ST	E/O J ST	41.58	4/18/2008
1240	A ST	N/O 9TH ST	N/O 8TH ST	41.42	4/18/2008
1650	C ST	S/O 7TH ST	N/O 6TH ST	41.27	4/16/2008
1974	FRONT ST	F ST	G ST	40.34	4/16/2008
10	10TH ST	W/O B ST	E/O A ST	40.02	4/18/2008
1720	D ST	S/O 4TH ST	N/O 3RD ST	38.99	4/16/2008
1010	8TH ST	W/O D ST	W/O C ST	37.14	4/18/2008
230	3RD ST	W/O M ST	E/O L ST	36.34	4/16/2008
130	2ND ST	W/O F ST	W/O E ST	35.64	4/16/2008
1970	FRONT ST	W/O L ST	W/O H ST	35.24	4/16/2008
1973	FRONT ST	H ST	G ST	34.78	4/16/2008
2000	F ST	S/O 2ND ST	N/O FRONT ST	33.87	4/16/2008
1090	9TH ST	W/O J ST	W/O I ST	33.80	4/18/2008
3110	WENDELL ST	S/O 9TH ST	N/O 8TH ST	30.68	4/18/2008
810	7TH ST	W/O L ST	E/O K ST	30.56	4/16/2008
1976	FRONT ST	D ST	E ST	29.99	4/16/2008
3130	COOLIDGE AVE	W/O OREGON ST	258' W/O BREEM	28.00	4/17/2008
420	4TH ST	W/O C ST	E/O B ST	27.96	4/16/2008
1710	D ST	S/O 3RD ST	N/O 2ND ST	27.96	4/16/2008
920	8TH ST	W/O H ST	E/O G ST	26.79	4/18/2008
80	2ND ST	W/O B ST	E/O A ST	26.70	4/16/2008
3180	CALIFORNIA ST	WASHINGTON BLVD	COOLIDGE AVE	25.70	4/17/2008
1700	D ST	S/O 2ND ST	N/O FRONT ST	24.89	4/16/2008
3100	WENDELL ST	N/O 8TH ST	N/O 7TH ST	24.89	4/18/2008
780	7TH ST	W/O I ST	E/O H ST	22.88	4/18/2008
3080	WENDELL ST	N/O 6TH ST	N/O 5TH ST	22.39	4/16/2008
1880	E ST	S/O 5TH ST	N/O 4TH ST	20.88	4/16/2008
1975	FRONT ST	E ST	F ST	20.36	4/16/2008
1972	FRONT ST	I ST	PLAY ST	19.40	4/16/2008
1960	FRONT ST	W/O H ST	W/O D ST	19.00	4/16/2008
1990	FRONT ST	W/O N ST	E/O M ST	18.88	4/16/2008
1020	8TH ST	E/O E ST	W/O D ST	18.73	4/18/2008
560	5TH ST	W/O A ST	E/O WENDELL ST	18.63	4/16/2008

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1770	D ST	S/O 9TH ST	N/O 8TH ST	16.19	4/18/2008
2870	N ST	S/O 2ND ST	S/O FRONT ST	15.00	4/16/2008
1730	D ST	S/O 5TH ST	N/O 4TH ST	8.59	4/16/2008
1971	FRONT ST	K ST	PLAY ST	8.02	4/16/2008
1680	C ST	S/O 10TH ST	N/O 9TH ST	7.66	4/17/2008
930	8TH ST	W/O I ST	E/O H ST	5.46	4/18/2008
2060	F ST	S/O 9TH ST	N/O 8TH ST	4.69	4/18/2008
3150	HOOVER AVE	W/O NORTHCREST DR	E/O BREEN ST	0.00	4/17/2008
2690	K ST	S/O 2ND ST	N/O FRONT ST	0.00	4/16/2008

Appendix K

Del Norte Bridge Inventory



Structure Maintenance & Investigations



Log of Bridges on State Highways

October, 2010

DISTRICT 01

01-HUM-101

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr				Spans	over Rdway				
_124.71	04 0030	O	LOST MAN CREEK	201			32.3	13.6	3	0	1986		PPPPP	
R126.10	04 0285	O	SOUTH PRAIRIE CREEK UC	505			32.0	22.3	1	5	1990		PPPPP	
R128.97	04 0286	O	BOYES CREEK VIADUCT	605			386.8	21.3	7	0	1989		PPPPP	
R134.96			DEL NORTE CO L											

01-DN-101

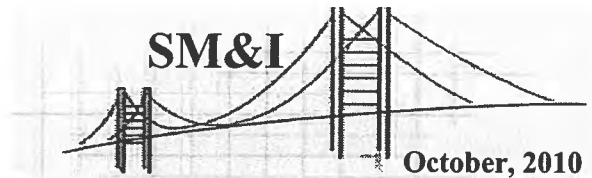
Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr				Spans	over Rdway				
R000.00			HUMBOLDT CO LN											
M000.15	01 0071	O	NORTH PRAIRIE CREEK PARK UC	505			34.6	22.3	1	5.01	1990		PPPPP	
R000.50	01 0061	O	SIMPSON UC	311			5.5	0.0	1	0	1963		PPPPP	
R003.77	01 0032	O	KLAMATH RIVER OVERFLOW	205			153.9	10.4	5	5.33	0.6	0.6	1965	PPPPP
R004.04	01 0028	O	KLAMATH RIVER	205			621.2	10.4	12	0	0.6	0.6	1965	PPPPP
R004.64			JCT RTE 169											
R004.64	01 0026	O	ROUTE 101/169 SEPARATION	205			51.5	13.0	2	4.65	1965		PPPPP	
R004.76	01 0026K	O	HOPPOW CREEK (OFF-RAMP)	201			27.7	8.0	3	0	0.6	1965	PPPPP	
T006.05			T605 IS 715											
			EQUATION											
_008.14	01 0002	O	MINOT CREEK	522			14.3	16.8	1	0	1957	1993	PPPPP	
_008.34	01 0025	O	PANTHER CREEK	522			41.8	9.9	3	0	1956		PPPPP	
_008.51	01 0003	O	HUNTER CREEK	201			32.6	9.8	3	0	0.5	0.5	1951	PPPPP
_009.39	01 0004	O	HIGH PRAIRIE CREEK	522			28.0	13.3	2	0	1957	1995	PPPPP	
_012.64	01 0005	O	WILSON CREEK (LOUIS P DEMARTIN)	205			85.3	19.3	3	0	0.6	0.6	1957	PPPPP
_021.01	01 0076	O	CUSHING CREEK SIDEHILL VIADUCT	502			54.7	7.7	2	0	2001		PPPPP	
_021.40	01 0079	O	CUSHING CREEK SIDEHILL VIADUCT	502			61.5	10.4	3	0	2005		PPPPP	
_026.15	01 0021	O	ELK CREEK	101		CRC	27.4	149.7	1	0	2.4	1944	1987	PPPPP
R027.87	01 0064	U	WASHINGTON BLVD OC	605			73.8	17.9	2	5.05	1971	2003	PPPPP	
R028.32	01 0063	U	RAILROAD AVENUE OC	605			115.8	12.7	2	5.16	1971		PPPPP	
R030.81			JCT RTE 199											
R030.81	01 0058F	U	S199-S101 CONNECTOR OC	605			111.6	12.8	2	5.31	1971		PPPPP	
_035.77	01 0046	O	SMITH RIVER OVERFLOW	201			86.3	15.2	10	0	1955	2007	PPPPP	
_036.06	01 0020	O	SMITH RIVER (DR. ERNEST M. FIN	402 201			320.3	9.7	20	4.7	0.7	0.7	1940	GGGGG
_036.26			JCT RTE 197 RT											
_039.63	01 0023	O	ROWDY CREEK	302			63.4	13.3	2	0	1951	1991	PPPPP	
_045.30	01 0024	O	GILBERT CREEK	204			49.4	12.9	3	0	1953	2007	PPPPP	
_046.49			OREGON ST LINE											

01-MEN-128

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr				Spans	over Rdway				
_000.00			JCT RTE 1											
_011.63	10 0079	O	FLYNN CREEK	101			15.5	10.8	1	0	1955	1990	PPPPP	
_012.68	10 0078	O	NORTH FORK NAVARRO RIVER	205			69.5	10.7	3	0	1953	1990	PPPPP	
_017.88	10 0073	O	MILL CREEK	502			46.0	10.4	3	0	1931	1973	PPPPP	



Structure Maintenance & Investigations



Log of Bridges on State Highways

October, 2010

DISTRICT 01

01-MEN-128

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Year Built	Year Wid/Ext	Permit Rating	P	
				Main	Appr				Num Spans	over Rdway					Sidewalk Lt
_023.34	10 0067	O	INDIAN CREEK	205			63.4	10.3	3	0	0.6	0.6	1953		PPPPP
_028.29	10 0132	O	ANDERSON CREEK	105			41.0	16.5	1	0			2005		PPPPP
_029.58			JCT ROUTE 253	LEFT											
_030.66	10 0063	O	ROBINSON CREEK	101			10.7	10.8	1	0			1939 1991		PPPPP
_033.89	10 0060	O	ORNBAUN CREEK	204			25.3	10.8	3	0			1939 1991		PPPPP
_034.49	10 0059	O	SHEARING CREEK	201			16.5	10.8	4	0			1939 1991		OOOOO
_036.15	10 0055	O	MAPLE CREEK	201			18.9	10.8	3	0			1939 1991		PPPPP
_038.80	10 0052	O	BEEBE CREEK	104			15.2	10.8	1	0			1931 1991		PPPPP
_043.44	10 0131	O	DRY CREEK	504			36.7	13.1	1	0			2005		PPPPP
_050.90			SONOMA CO LINE												

01-MEN-162

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Year Built	Year Wid/Ext	Permit Rating	P	
				Main	Appr				Num Spans	over Rdway					Sidewalk Lt
_000.00			JCT RTE 101												
R000.03	10 0293	O	LONG VALLEY CREEK	605			63.1	12.0	2	0			1995		PPPPP
_000.70	10 0233	O	OUTLET CREEK	302			89.4	9.4	3	0			1958 2009		PPPPP
_002.21	10 0234	O	CORRAL CREEK	101			6.7	8.7	1	0			1955		PPPPP
_007.13	10 0235	O	BLOODY RUN CREEK	204			59.1	9.3	3	0			1959		PPPPP
_008.25	10 0236	O	EEL RIVER	205			97.5	6.9	5	0			1938		PPPPP
_010.08	10 0237	O	RODEO CREEK	302			12.5	6.6	1	0			1940		PPPPP
_015.14	10 0252	O	MIDDLE FORK EEL RIVER	605 101			149.5	10.8	5	0			1985		PPPPP
_028.30	10 0253	O	GRIST CREEK	201			22.9	10.8	2	0			1983		PPPPP
_028.74	10 0094	O	TOWN CREEK	201			31.7	13.3	3	0			1983		PPPPP
_030.33	10 0096	O	MILL CREEK	201			51.2	8.7	7	0			1958		PPPPP
_032.14	10 0106	O	LITTLE SLOUGH	522			15.2	7.5	1	0			1958		PPPPP
_034.03	10 0119	O	SHORT CREEK	204			30.8	8.7	3	0			1962		PPPPP
_034.05			END RTE 162	STATE MAINT											

01-DN-169

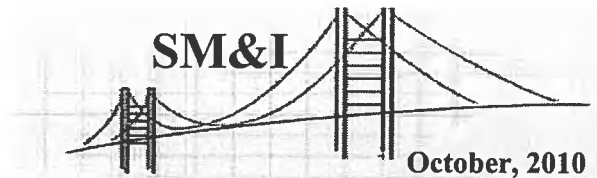
Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Year Built	Year Wid/Ext	Permit Rating	P	
				Main	Appr				Num Spans	over Rdway					Sidewalk Lt
R000.00			JCT RTE 101												
R000.01	01 0026	U	ROUTE 101/169 SEPARATION	205			51.5	13.0	2	4.65			1965		PPPPP
R000.03	01 0026F	O	HOPPOW CREEK (W169-N101)	201			21.0	8.8	2	0	0.6		1965		PPPPP
_002.58	01 0077	O	TERWER CREEK	605			61.6	13.1	2	0			2006		PPPPP
_003.52			KLAMATH GLEN	END ROAD											

01-HUM-169

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Year Built	Year Wid/Ext	Permit Rating	P	
				Main	Appr				Num Spans	over Rdway					Sidewalk Lt
_013.20			AT JOHNSONS												
_014.46	04 0190	O	PECWAN CREEK	302			59.7	9.8	3	0	0.6	0.6	1961		PPPPP
_022.37	04 0180	O	CAPPELL CREEK	302 702			39.3	10.7	6	0	0.9	0.9	1966		GGGGG



Structure Maintenance & Investigations



Log of Bridges on State Highways

DISTRICT 01

01-DN-199

Postmile	Bndge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Year Built	Year Wid/Ext	Permit Rating	P	
				Main	Appr				Num Spans	over Rdway					Sidewalk Lt
VIADUCT															
_008.66	01 0070	O	SIGNAL PEAK SIDEHILL VIADUCT	201			51.2	5.4	6	0		1979		PPPPP	
_011.01	01 0040	O	HARDSCRABBLE CRK (VIGGO "VIC")	505			40.7	13.1	1	0		2008		PPPPP	
R011.95	01 0009	O	SMITH RIVER (MARY ADAMS PEACOC)	605			113.1	10.8	3	0		1985		PPPPP	
R017.06	01 0044	O	MIDDLE FORK SMITH RIVER	205			170.7	18.9	5	0		1965	1976	PPPGG	
R017.46	01 0067	O	WEST SIX RIVERS SIDEHILL VIADU	205			201.2	9.7	9	0		1976		PPPPP	
R018.26	01 0068	O	EAST SIX RIVERS SIDEHILL VIADU	205			289.6	9.7	12	0		1976		PPPPP	
R019.22	01 0012	O	MIDDLE FORK SMITH RIVER	205			100.9	18.9	3	0		1965	1976	PPPPP	
_019.99	01 0019	O	MIDDLE FORK SMITH RIV (HOWARD)	302			85.3	10.4	2	0	0.6	0.6	1962	1990	PPPPP
R022.07	01 0014	O	PATRICK CREEK	205			40.5	10.4	3	0		1965		PPPPP	
_024.08	01 0015	O	MIDDLE FORK SMITH RIVER	111	201		45.4	7.6	8	0		1925	1972	PPPPP	
R024.88	01 0016	O	MIDDLE FORK SMITH RIV (ALLEN F)	205			71.6	10.8	3	0		1985		PPPPP	
_033.52	01 0049	U	RANDOLPH COLLIER TUNNEL (HAZEL)	018			574.9	9.0	1	0	0.6	0.7	1963		PPPPP
_036.41	OREGON ST LINE														

01-HUM-200

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Year Built	Year Wid/Ext	Permit Rating	P	
				Main	Appr				Num Spans	over Rdway					Sidewalk Lt
_000.00	JCT RTE 101														
R000.01	04 0172	O	ROUTE 200/101 SEPARATION	204			84.4	11.2	4	5.79	0.7	0.7	1964		PPPPP
R002.66	04 0184	O	ROUTE 200/299 SEPARATION	204			65.2	10.6	4	4.55			1965		PPPPP
R002.68	JCT RTE 299			END RTE 200											

01-HUM-211

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Year Built	Year Wid/Ext	Permit Rating	P	
				Main	Appr				Num Spans	over Rdway					Sidewalk Lt
_073.20	FERNDALE														
R074.64	04 0106	O	SALT RIVER OVERFLOW	201		FER	35.1	13.0	4	0			1964		PPPPP
R075.15	04 0131	O	SALT RIVER	201			110.3	9.1	11	0			1951	1970	PPPPP
R076.30	04 0132	O	OLD RIVER	201			61.3	13.0	5	0			1964		PPPPP
R076.46	04 0133	O	OLD RIVER	201			61.3	13.0	5	0			1964		PPPPP
R077.53	7753 IS 7810														
_078.10	04 0134	O	EEL RIVER (FERNBRIDGE)	211	204		734.0	7.5	54	0			1911	1918	OOOOO
_079.16	04 0110	U	SINGLEY ROAD SEPARATION (101/2)	204			43.9	28.3	3	4.7			1957		PPPPP
_079.18	JCT RTE 101			END 211											

01-MEN-222

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Year Built	Year Wid/Ext	Permit Rating	P	
				Main	Appr				Num Spans	over Rdway					Sidewalk Lt
R000.00	JCT RTE 101														
L000.50	10 0189	O	ROUTE 222/101 SEPARATION	204			70.7	15.9	4	4.8	1.5		1964		PPPPP
_000.98	10 0080	O	RUSSIAN RIVER	302			153.3	11.6	6	0	1.3	1.3	1954		PPPPP
_002.15	ST HOSPITAL BD			END RTE											



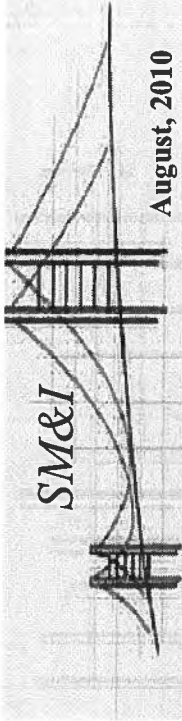
Structure Maintenance & Investigations

Local Agency Bridge List

DEL NORTE COUNTY

California Dept of Parks and Recreation

Bridge Number	Dist Bridge Name	Facility Carried	City	Bypass Length	Lanes ONUN	AAADT	Appr Width	Str Type	Road Width	Year Built	SD/FO	Length	Suff Rating
01P0005	01 MILL CREEK	BREEN MEMORIAL RD	STPK	14	0100	100	4.3	201	3.2	1949	.SD	45	46.7
01P0010	01 MILL CREEK	MILL CREEK CMPGRND	STPK	1	0200	200	4.0	405	5.4	1989	.SD	27	21.9
01P0011	01 WEST BRANCH MILL CREEK	HAMILTON ROAD	STPK	199	0200	10	6.5	307	5.3	1950	.SD	27	38.6
01P0012	01 EAST FORK MILL CREEK	HAMILTON ROAD	STPK	199	0200	10	6.5	307	5.2	1950	.SD	26	23.7
01P0014	01 FIRST GULCH	HAMILTON ROAD	STPK	199	0200	10	6.5	302	5.4	1950	.SD	15	37.5
01P0015	01 EAST FORK MILL CREEK	ROCK CREEK ROAD	STPK	199	0100	10	6.0	305	4.9	1950	.SD	27	22.6
01P0016	01 CHEWY CREEK	WEST BRANCH ROAD	STPK	199	0100	10	6.4	303	4.2	1950	.SD	12	38.7
01P0017	01 WEST BRANCH MILL CREEK	WEST BRANCH ROAD	STPK	199	0200	10	6.4	305	5.5	1950	.SD	18	47.8
01P0018	01 BUMMER LAKE CREEK	CHILD'S HILL ROAD	STPK	199	0200	10	6.5	302	6.1	1950	.SD	19	79.9
01P0019	01 JANE CREEK	CHILD'S HILL ROAD	STPK	199	0200	5	6.2	305	5.6	1950	.SD	19	61.7
01P0020	01 ROCK CREEK	CHILD'S HILL ROAD	STPK	199	0200	10	6.2	305	5.5	1950	.SD	27	47.1
01P0021	01 EAST FORK MILL CREEK	CHILD'S HILL ROAD	STPK	199	0100	10	6.1	305	4.1	1950	.SD	18	64.9





Structure Maintenance & Investigations

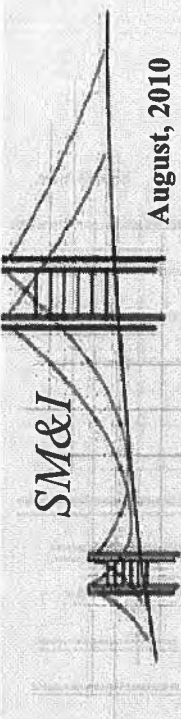
Local Agency Bridge List

DEL NORTE COUNTY

County of Del Norte

Bridge Number	Dist Bridge Name	Facility Carried	City	Bypass Length	Lanes ONUN	AAADT	Appr Width	Str Type	Road Width	Year Built	SD/FO	Length	Suff Rating
01C0001	01 HOPPOW CREEK	KLAMATH MILL ROAD		3	0200	1395	8.5	201	8.5	1965		18	87.3
01C0002	01 HOPPOW CREEK	CHAPMAN STREET		199	0200	20	9.4	504	9.5	1965	SD	31	57.2
01C0005	01 SOUTH FORK SMITH RIVER	SOUTH FORK ROAD		31	0200	334	7.6	311	7.3	1948	SD	63	34.2
01C0006	01 MIDDLE FORK SMITH RIVER	SOUTH FORK ROAD		31	0200	350	11.0	302	6.7	1956		79	68.2
01C0008	01 GILBERT CREEK	OCEAN VIEW DRIVE		10	0200	670	6.1	201	6.1	1947	FO	29	77.6
01C0009	01 ROWDY CREEK	ROWDY CREEK ROAD		40	0200	145	8.5	104	8.5	1962		25	96.7
01C0010	01 MIDDLE FORK SMITH RIVER	GASQUET FLAT ROAD		42	0200	400	8.5	302	8.5	1960		61	84.1
01C0011	01 HUNTER CREEK	REQUA ROAD		199	0200	1110	8.4	105	8.4	1949	SD	42	43.6
01C0012	01 SALT CREEK	REQUA ROAD		199	0200	1110	8.2	119	8.2	1958		7	65.6
01C0015	01 ROWDY CREEK	FRED D. HAIGHT DR.		3	0200	2600	7.6	505	11.0	1989		43	96.6
01C0017	01 JORDAN CREEK	LAKE EARL DRIVE		13	0200	4150	12.5	102	12.5	1954		9	83.1
01C0018	01 ELK CREEK	OREGON MOUNTAIN RD		8	0200	40	10.4	104	10.4	1925		9	96.0
01C0020	01 SALT CREEK	SALT CREEK ROAD		199	0100	5	4.0	310	3.8	1975		16	53.1
01C0022	01 SHEEP PEN CREEK	DOUGLAS PARK ROAD		24	0200	140	7.6	702	8.7	1975		12	79.7
01C0026	01 HURDYGURDY CREEK	SOUTH FORK ROAD		199	0100	300	6.7	302	4.3	1955	FO	53	56.6
01C0027	01 SOUTH FORK SMITH RIVER	SOUTH FORK ROAD		52	0100	334	7.3	402	4.6	1955	FO	101	76.9
01C0028	01 ROCK CREEK	SOUTH FORK ROAD		65	0100	334	7.0	309	4.3	1952	FO	31	70.4
01C0029	01 BOULDER CREEK	SOUTH FORK ROAD		65	0100	344	7.0	402	4.3	1957	FO	18	72.1
01C0031	01 HURDYGURDY CREEK	BIG FLAT ROAD		71	0100	40	4.0	309	3.7	1948	SD	39	38.5
01C0032	01 EIGHTEEN MILE CREEK	OLD GASQUET TOLL		49	0100	20	4.6	102	4.7	1970		8	82.9
01C0033	01 WEST FORK PATRICKS CREEK	OLD GASQUET TOLL		41	0100	30	3.7	204	4.3	1960		34	79.9
01C0034	01 SHELLY CREEK	PATRICK'S CREEK RD		43	0100	50	4.9	502	4.2	1976		20	83.8
01C0035	01 SHELLY CREEK (BAKER FLAT)	COUNTY ROAD 316		59	0100	50	4.3	702	4.3	1975		8	81.3
01C0036	01 NORTH FORK SMITH RIVER	COUNTY ROAD 305		116	0200	10	4.0	302	7.3	1981		47	96.5
01C0037	01 SOUTH FORK SMITH RIVER	SOUTH FORK ROAD		66	0200	334	8.5	205	9.8	1981		144	96.8
01C0038	01 SOUTH FORK SMITH RIVER	SOUTH FORK ROAD		65	0200	334	8.5	205	9.8	1981		136	96.8
01C0039	01 CLARKS CREEK	WALKER ROAD		199	0100	25	7.3	302	6.1	2002		21	86.7
01C0040	01 MYNOT CREEK	MINOT CREEK ROAD		5	0200	85	7.2	119	7.2	2005		12	96.0

Data presented here is for information only. It should not be used to determine the official status of a bridge's eligibility for HBRR money



Appendix L
Call Box Inventory



Legend

- Highways
- Main Roads
- Call Box Locations

Map Compiled by Planwest Partners
April 24, 2007



Appendix M
CARB Scoping Plan

Table 2: Recommended Greenhouse Gas Reduction Measures

Recommended Reduction Measures	Reductions Counted Towards 2020 Target (MMT_{CO₂E})
ESTIMATED REDUCTIONS RESULTING FROM THE COMBINATION OF CAP-AND-TRADE PROGRAM AND COMPLEMENTARY MEASURES	146.7
California Light-Duty Vehicle Greenhouse Gas Standards <ul style="list-style-type: none"> Implement Pavley standards Develop Pavley II light-duty vehicle standards 	31.7
Energy Efficiency <ul style="list-style-type: none"> Building/appliance efficiency, new programs, etc. Increase CHP generation by 30,000 GWh Solar Water Heating (AB 1470 goal) 	26.3
Renewables Portfolio Standard (33% by 2020)	21.3
Low Carbon Fuel Standard	15
Regional Transportation-Related GHG Targets ¹⁶	5
Vehicle Efficiency Measures	4.5
Goods Movement <ul style="list-style-type: none"> Ship Electrification at Ports System-Wide Efficiency Improvements 	3.7
Million Solar Roofs	2.1
Medium/Heavy Duty Vehicles <ul style="list-style-type: none"> Heavy-Duty Vehicle Greenhouse Gas Emission Reduction (Aerodynamic Efficiency) Medium- and Heavy-Duty Vehicle Hybridization 	1.4
High Speed Rail	1.0
Industrial Measures (for sources covered under cap-and-trade program) <ul style="list-style-type: none"> Refinery Measures Energy Efficiency & Co-Benefits Audits 	0.3
Additional Reductions Necessary to Achieve the Cap	34.4
ESTIMATED REDUCTIONS FROM UNCAPPED SOURCES/SECTORS	27.3
High Global Warming Potential Gas Measures	20.2
Sustainable Forests	5.0
Industrial Measures (for sources not covered under cap and trade program) <ul style="list-style-type: none"> Oil and Gas Extraction and Transmission 	1.1
Recycling and Waste (landfill methane capture)	1.0
TOTAL REDUCTIONS COUNTED TOWARDS 2020 TARGET	174
Other Recommended Measures	Estimated 2020 Reductions (MMT_{CO₂E})
State Government Operations	1-2
Local Government Operations	TBD
Green Buildings	26
Recycling and Waste <ul style="list-style-type: none"> Mandatory Commercial Recycling Other measures 	9
Water Sector Measures	4.8
Methane Capture at Large Dairies	1.0

¹⁶ This number represents an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target. ARB will establish regional targets for each Metropolitan Planning Organization (MPO) region following the input of the Regional Targets Advisory Committee and a public consultation process with MPOs and other stakeholders per SB 375.

Appendix N

California Strategic Highway Safety Plan Challenge Areas

California Strategic Highway Safety Plan Challenge Areas

Challenge 1 Reduce Impaired Driving Related Fatalities – Goal: Reduce the number of roadway user fatalities attributed to alcohol and drug use by 15 percent from their present level.

State Strategies/Actions: Implement more strict penalties for DUI offenders, increase law enforcement resources and technology for DUI offenses and educate the public.

Del Norte Strategies/Actions: Assist California Highway Patrol with reporting drunk drivers.

Challenge 2 Reduce the Occurrence and Consequence of Leaving the Roadway or Head-on Collisions – Goal: Reduce the number of fatalities attributed to vehicles leaving the roadway by 15 percent from their present level.

State Strategies/Actions: Keep vehicles on roadway, reduce head-on collisions and apply advanced technology through existing and new programs.

Del Norte Strategies/Actions: Pursue roadway rehabilitation projects in order to decrease potholes and other safety hazards. Implement ITS Road Weather Information System (RWIS) projects on state highways.

Challenge 3 Ensure Drivers are Licensed and Competent – Goal: Reduce the number of fatalities attributed to drivers with no license, invalid license, or not licensed for class of vehicle by 15 percent from their present level.

State Strategies/Actions: Improve licensing process and improve management of unlicensed drivers.

Del Norte Strategies/Actions: Not applicable.

Challenge 4 Increase Use of Safety Belts and Child Safety Seats – Goal: Increase statewide safety belt usage from the 2005 level of 92.5 percent to 95 percent, improve the use of child safety seats from 2005 level of 86.9 percent to 90.0 percent, and increase the percent of all vehicle occupant fatalities that are restrained to 70 percent – this is an indicator of higher total “observational” vehicle occupant restraint use, because a higher percentage of vehicle occupant fatalities that are restrained means that a higher percentage of total vehicle occupants are restrained.

State Strategies/Actions: Improve education and enforcement of occupant protection programs with substantial emphasis on child passenger securement.

Del Norte Strategies/Actions: Not Applicable.

Challenge 5 Improve Driver Decisions about Rights of Way and Turning – Goal: Reduce the number of fatalities attributed to improper rights of way and turning decisions by 10 percent from their present level.

State Strategies/Actions: Education, increase enforcement, research reason behind “high crash locations,” improve roadway geometrics and employ traffic control devices and speed reduction design.

Del Norte Strategies/Actions: Increase signage along state highways and in urbanized area.

Challenge 6 Reduce Young Driver Crashes – Goal: Reduce the number of fatalities attributed to drivers age 15 – 20 by 15 percent from their present level.

State Strategies/Actions: Education, increase parental involvement and expand drivers license testing.

Del Norte Strategies/Actions: Not applicable.

Challenge 7 Improve Intersection and Interchange Safety – Goal: Reduce the number of intersection crash fatalities by 15 percent from their present level.

State Strategies/Actions: Improve land use planning regarding impacts to intersections, improve roadway design, increase enforcement, research and apply advanced technology and reduce high risk rural road collisions.

Del Norte Strategies/Actions: Encourage streetscape projects that incorporate land use and traffic measures which increase the safety of bicyclists, pedestrians and motorists.

Challenge 8 Make Walking and Street Crossing Safer – Goal: Reduce the number of pedestrian fatalities attributed to vehicle collisions by 25 percent from their 2000 level.

State Strategies/Actions: Smart growth policies, enforcement, improve visibility, implement complete streets.

Del Norte Strategies/Actions: Implement RTP, US 101 Gateway Treatment and Bicycle and Pedestrian plan improvement projects. Consider pedestrian facility improvements in the Klamath and Smith River communities along US 101.

Challenge 9 Improve Safety for Older Roadway Users – Goal: Reduce the number of fatalities attributed to drivers age 65 and older by 10 percent from their present level.

State Strategies/Actions: Improve drivers license testing and assessment, improve left turn options, education and coordinate with public transit.

Del Norte Strategies/Actions: Support transit program and continue to update transit plans.

Challenge 10 Reduce Speeding and Aggressive Driving – Goal: Reduce the number of fatalities attributed to speeding and other forms of aggressive driving by 15 percent from their present level.

State Strategies/Actions: Change social norms, enforcement and greater penalties for speeding and aggressive driving, traffic calming.

Del Norte Strategies/Actions: Increase signage and construct speed feedback signs at problem locations.

Challenge 11 Improve Commercial Vehicle Safety – Goal: Reduce the number of commercial vehicle crash fatalities by 10 percent from their present level.

State Strategies/Actions: Vehicle maintenance, commercial driver training and testing, add highway rest stops, increase terminal inspections.

Del Norte Strategies/Actions: Implement STAA access projects along US 199/SR 197 corridor. Implement state highway, county and city roadway rehabilitation projects on roadways that are typically used as truck routes.

Challenge 12 Improve Motorcycle Safety – Goal: Decrease the number of motorcycle rider fatalities by 10 percent from their present level.

State Strategies/Actions: Education, enforcement, improve visibility, assess California Driver Handbook and improve roadway design.

Del Norte Strategies/Actions: Encourage US DOT approved helmet use.

Challenge 13 Improve Bicycling Safety – Goal: Reduce the number of bicycle roadway fatalities by 25 percent from their 2000 level.

State Strategies/Actions: Education, enforcement, improve bicycle safety on school routes through engineering techniques, improve bicycle safety expertise among transportation professionals, expand Safe Routes to Schools, expand California Bicycling Coalition Complete Streets.

Del Norte Strategies/Actions: Implement RTP and Bicycle and Pedestrian Plan bicycle improvement projects. Consider bicycle needs of both residents and tourists. Promote bicycle safety awareness.

Challenge 14 Enhance Work Zone Safety – Goal: Reduce work zone fatalities by 10 percent from their present level.

State Strategies/Actions: Improve traffic control, reduce worker exposure and apply advanced technology.

Del Norte Strategies/Actions: Not Applicable.

Challenge 15 Improve Post Crash Survivability – Goal: Reduce crash-related fatalities in California at least 5 percent from their present level through focused improvement in Emergency Medical Services (EMS) system communications, response, and safety education.

State Strategies/Actions: Improve technology for locating crash sites, improve EMS access routes and improve communication systems and coordination between public, pre hospital responders and hospitals.

Del Norte Strategies/Actions: Place a higher priority on improvement projects to EMS access routes; maintain heliport loading zones for emergency access.

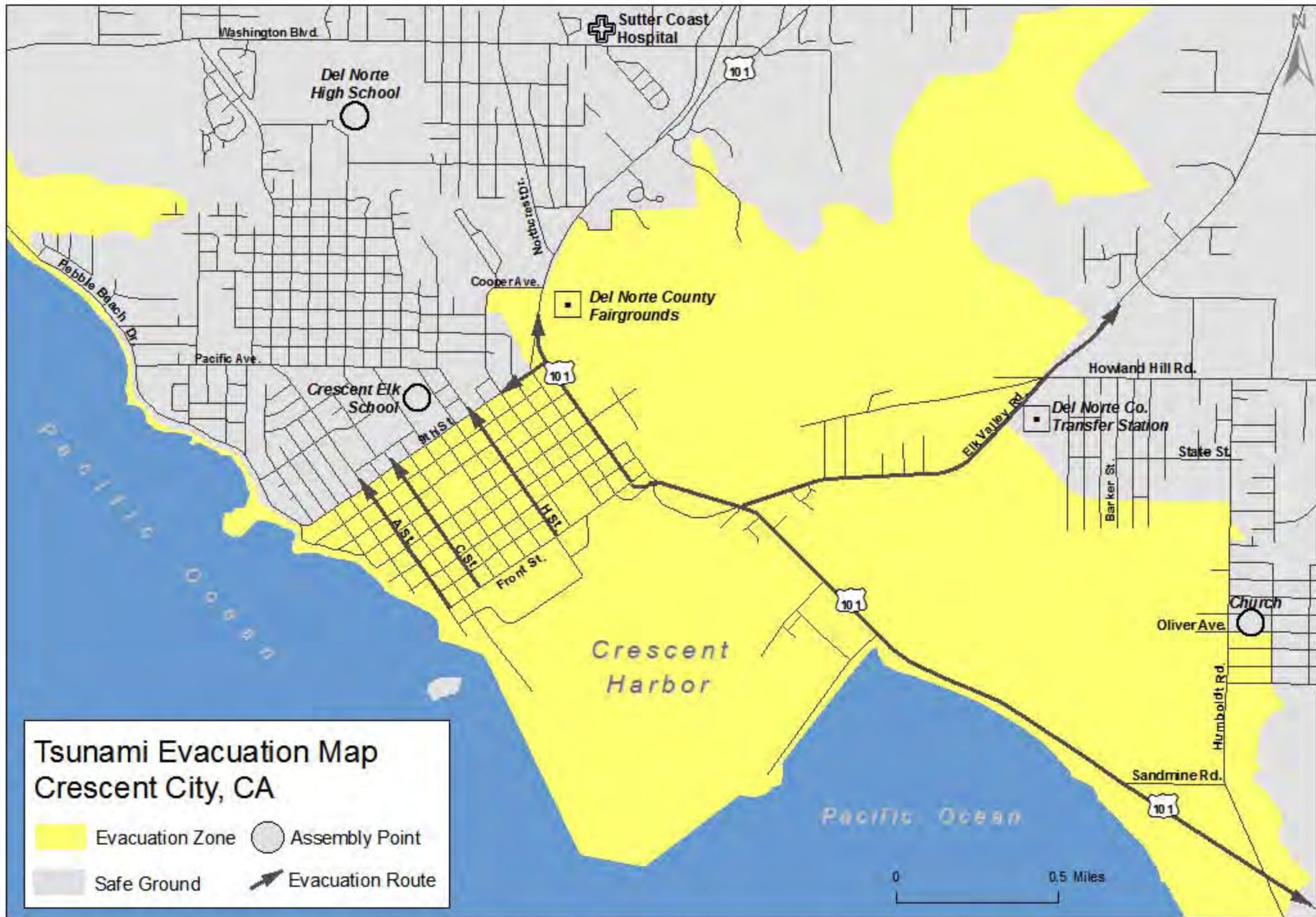
Challenge 16 Improve Safety Data Collection, Access and Analysis – Goal: Improve the quality, timeliness, accessibility, and usefulness of traffic safety data.

State Strategies/Actions: Improve data sharing among state, federal, and local entities and improve accessibility to real-time information.

Del Norte Strategies/Actions: Coordinate with Caltrans on accident data sharing.

Appendix O

Tsunami Evacuation Routes



Note: This evacuation map is based on the State of California inundation projections and the best currently available scientific information. It is intended for emergency planning purposes only. This map may be revised as new information becomes available.

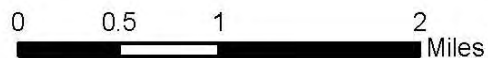


Klamath Tsunami Evacuation Zone



Legend

- Yurok Roads
- Tsunami Evacuation Zone
- Bodies of Water
- Safe Areas



Map Creator:
 Yurok Tribe Emergency Services
 Date: February 2010
 Sources: Yurok Tribe Land Management &
 The National Weather Service

Tsunami Evacuation Map Lake Earl / Fort Dick

-  Evacuation Zone
-  Assembly Point
-  Safe Ground
-  Evacuation Route

0.5 Miles

Pacific Ocean

Pacific Shores

Redwood School

101

101

101

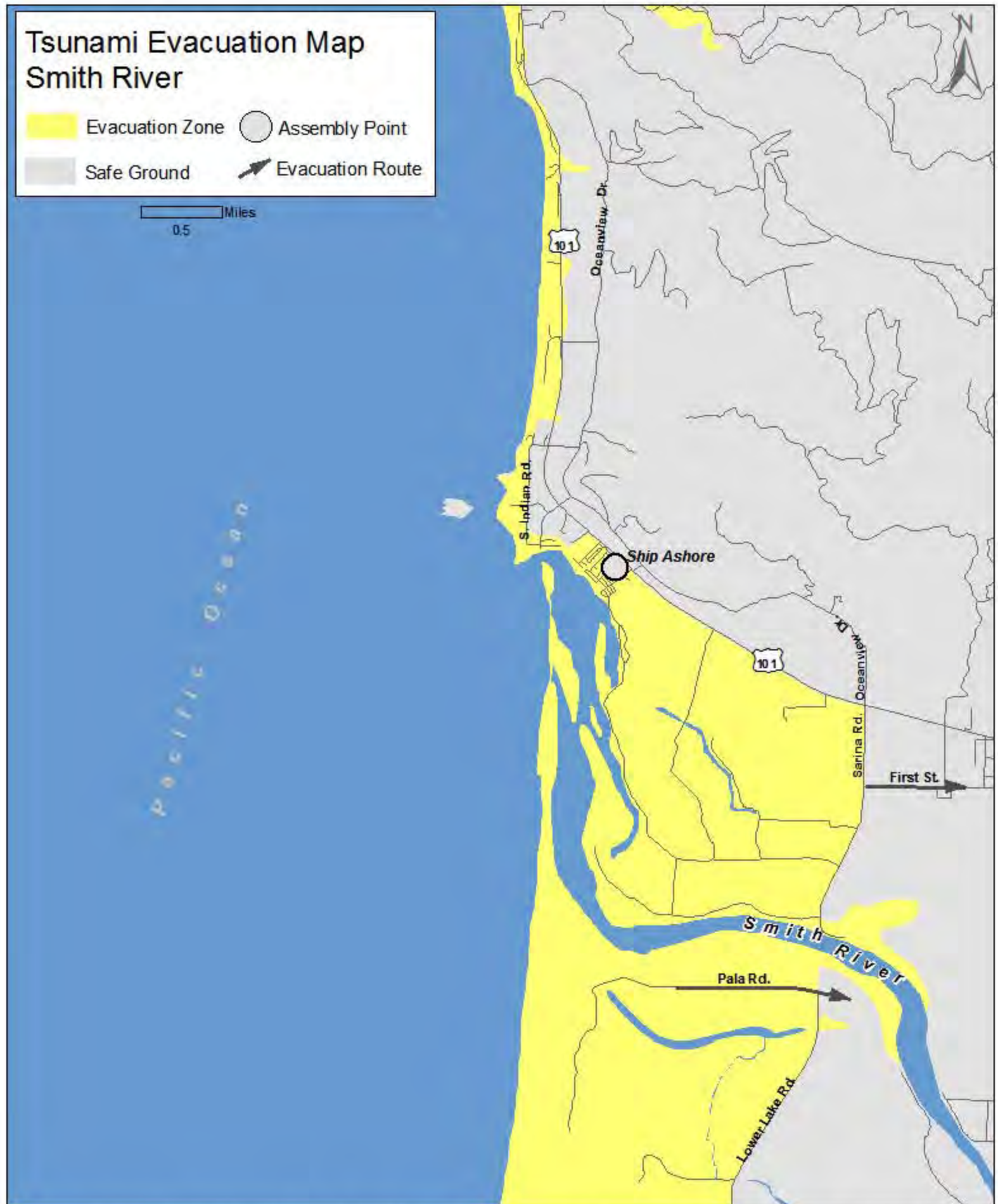
Note: This evacuation map is based on the State of California inundation projections and the best currently available scientific information. It is intended for emergency planning purposes only. This map may be revised as new information becomes available.



Tsunami Evacuation Map Smith River

- Evacuation Zone
- Assembly Point
- Safe Ground
- Evacuation Route

0.5 Miles



Note: This evacuation map is based on the State of California inundation projections and the best currently available scientific information. It is intended for emergency planning purposes only. This map may be revised as new information becomes available.



Environmental Impact Report Addendum

INTRODUCTION AND PUPOSE

This Addendum to the Program Environmental Impact Report (PEIR) has been prepared for the Del Norte Local Transportation Commission's (DNLTC) 2011 update to the Del Norte Regional Transportation Plan. This document is an addendum to the Supplemental PEIR prepared in 2002 and the PEIR certified in 1992.

A Regional Transportation Plan (RTP) is a planning document that presents general policies, guidelines, and lists of capital improvement projects for various transportation modes for a 20 year horizon. Transportation modes include roadways, public transit, aviation, bicycle and pedestrian facilities, teletransportation, goods movement, transportation system management and transportation demand management. The RTP for the Del Norte region was last updated in 2007. As the Regional Transportation Planning Agency (RTPA) for the region, the DNLTC is required by California law to adopt and submit an updated RTP to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) every five years. The region is defined as Del Norte County, California. The RTP is subject to the requirements of California Environmental Quality Act (CEQA).

A PEIR is a "first tier" environmental document which is prepared for an agency program or series of actions that can be characterized as one large project. Once a PEIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. Section 15162 of the Guidelines to the (CEQA) requires that a certified EIR be updated when substantial changes are proposed in a project. Section 15164 of the Guidelines permits a lead agency to prepare an addendum to a previously certified EIR if only minor technical changes or additions to the project are necessary. A PEIR was prepared and adopted as part of the development of the 1992 RTP. A Supplemental EIR was prepared for the 2002 RTP update. The 2007 RTP identified no significant changes from the 2002 environmental analysis. The DNLTC has determined that the Del Norte 2011 RTP will not result in significant impacts beyond those identified in the original EIR. Therefore, an Addendum to the EIR was prepared at part of the 2011 RTP update.

The 2011 Del Norte RTP was prepared to comply with the CTC's most recent (2010) RTP guidelines. Actions proposed in the 2011 RTP update do not vary significantly from those identified in the four updates since the certification of the EIR. These actions would not cause potentially significant impacts to occur, nor would they require new mitigation measures; therefore:

- ◆ Activities described in the 2011 RTP are within the scope of the 1992 Program EIR and 2002 Supplemental EIR; and

- ♦ The 1992 Program EIR, and 2002 Supplemental EIR address the range of impact topics covered in the 2011 RTP for the purposes of CEQA.

CHANGES TO 2007 RTP

The 2011 RTP has been updated to comply with the CTC's recently-adopted RTP guidelines. The primary objective of the new RTP guidelines was to ensure that RTPs in urban areas address the requirements of Senate Bill (SB) 375. SB 375 requires the Metropolitan Planning Organizations (MPOs) in California to address in their RTPs how the region will meet greenhouse gas emission reduction targets as specified by the California Air Resources Board (CARB). Although RTPAs (such as DNLTC) are not subject to the stipulations of SB 375, incorporating strategies to reduce greenhouse gas emissions in the region is identified in the Guidelines as an important part of regional transportation planning for rural counties. Therefore, the 2011 Del Norte RTP contains new goals in the Policy Element and strategies in the Action Element aimed at reducing GHG emissions in Del Norte County. This will likely have a positive effect on the environment.

Many of the changes in the 2011 RTP represent format and organization changes from the 2007 document. Changes are summarized below by RTP Element:

- ♦ Introduction – This chapter informs the reader about the RTP plan development requirements and process as well as summarizes a more extensive public and stakeholder input process. The 2007 RTP Introduction also included a summary of the Existing Conditions Chapter.
- ♦ Existing Conditions and Modal Discussion – As in the 2007 RTP, this chapter reviews each mode of transportation and was updated to reflect the most recent data available such as demographic data from the US Census or traffic counts from Caltrans. Existing conditions have not changed significantly in the last three years and therefore do not have the potential to change the significance of impact on the environment. This section also includes an assessment of regional transportation needs based on the existing conditions analysis and public input. Regional transportation needs have remained relatively consistent over the last few years.
- ♦ Policy Element – Minor changes were made to the goals, policies and objectives listed in the RTP. As noted above, new goals were added to address GHG emissions.
- ♦ Action Element – The Action Element prioritizes regional transportation capital improvement projects as short- or long-term improvements, consistent with the identified needs and policies. Projects are categorized by transportation facility type: roadways, transit, aviation and bicycle/pedestrian. Projects completed since 2007 were eliminated from the lists and project cost estimates and anticipated completion dates were updated. With respect to significant transportation improvement projects, four new regional transportation improvement projects were added to the lists in the 2011 RTP.

1. US 101 Traffic Calming and Gateway Improvements in Crescent City
2. Hiouchi Community Enhancement – traffic calming and non-motorized improvements along US 101
3. US 101 in Smith River – Traffic calming and gateway improvements
4. Humboldt Road Safety Project – Roundabout @ Sandmine, drainage, non-motorized improvements

These projects primarily address safety conflicts between pedestrians and motorists along US 101 in the communities of Crescent City, Smith River and Hiouchi through traffic calming and gateway treatment measures. An additional safety improvement and non-motorized facility project is proposed on Humboldt Road near the Elk Valley Rancheria. None of the additional projects would significantly increase roadway capacity.

- ◆ Financial Element – Similar to the 2007 RTP, the Financial Element reviews funding sources available for transportation improvement projects and projects the level of funding available for the 20 year planning period.
- ◆ Top Priority Projects – This section is new to the 2011 RTP. In addition to updating the RTP to reflect the most recent RTP guidelines, the primary objective of this RTP update was to develop a financially constrained “top priority” projects list. The projects listed in this section were pulled from projects already mentioned in the Action Element.

SUMMARY OF ENVIRONMENTAL IMPACTS

In this section, impacts of the 2011 RTP on the environment are analyzed for a variety of issues. The degree of impact for each discussion topic is noted based upon the following definitions which were obtained from the CEQA Initial Study Checklist:

- ◆ **Potentially Significant Impact:** An impact which could be significant and for which no mitigation has been incorporated. Such an impact would require the preparation of an Environmental Impact Report.
- ◆ **Less Than Significant with Mitigation Incorporation:** An impact which requires mitigation to reduce the impact to a less than significant level.
- ◆ **Less Than Significant Impact:** An impact which is considered less than significant under the standards of CEQA.
- ◆ **No Impact:** An issue for which the Project would have no impact.

As this is an EIR Addendum, analysis is limited to changes in the current (2011) RTP. The analysis is consistent with the analysis conducted in the Program EIRs prepared for the Del Norte County and Crescent City General Plans.

The County of Del Norte and the City of Crescent City are the local DNLTC member entities that would carry out many of the planned transportation system improvements identified in the RTP. As mentioned above, both agencies have environmental review processes, consistent with the CEQA for project level analysis. Certain County and City General Plan policies that protect environmental resources are referenced when discussing mitigation of potential impacts identified in this section. It should be noted that these references are informational only and that DNLTC member entities are responsible for implementing their respective general plans. Caltrans also conducts environmental review consistent with CEQA for project level analysis. These processes may be tiered off of the program level EIR prepared for the RTP.

Climate/Air Resources – Impact: Less than Significant

For the purposes of this EIR, an impact is considered significant if the implementation of the RTP would result in any of the following effects:

- ◆ A violation of an ambient air quality standard or a substantial contribution to an existing air quality violation.
- ◆ Creation of objectionable odors affecting a substantial number of people.

Transportation-related air quality impacts potentially include vehicle emissions and construction related impacts from transportation system improvements. The four new RTP projects will not increase the capacity of state highways or local roadways in Del Norte County. In fact, each project includes the construction of facilities to promote safety for bicyclists and pedestrians, which will encourage alternative modes of transportation in the region.

Air quality impacts from construction activities include construction equipment and vehicle emissions, and dust from excavation, grading, demolition, and debris transport. Long term impacts on regional air quality are expected to increase at a slower rate than in the past, due to conversion to more efficient and lower emission vehicles and plan policies and actions encouraging public transit use and bicycle and pedestrian system improvements. However, North Coast Unified Air Quality Management District attainment standards for PM10 will likely be exceeded in the future, primarily due to metrological conditions and emissions from a variety of sources (including vehicles) during winter months.

The 2011 RTP includes the following policy to address air quality impacts:

POLICY: *Integrate land use, transportation, and air quality planning, to make the most efficient use of public resources and create a healthier environment (County General Plan Goal 3.C).*

Hydrology – Impact: Less than Significant with Mitigation

Transportation-related hydrology impacts potentially include increased runoff from transportation facility surfaces, structures that impede water flows, and water quality impacts from vehicle and roadway pollutants. Land-based transportation corridor projects have the potential to affect surface and ground water resources in the area. These impacts include an increase in impervious surface which reduce permeability and increase storm water runoff; changes in water quality from sediment or contaminants; and potential alterations to watercourses that increase velocity or alter the floodplain.

The four new RTP projects include the construction of pedestrian and bicycle facilities which may include the extension of pavement (such as shoulder widening). The Humboldt Road project includes drainage improvements which would mitigate the impact of increased impermeable surfaces.

Local plans contain measures to reduce hydrology impacts including the following policy:

Crescent City General Plan Policy 7.D.6. *The City should restrict and control construction of roads in flood prone areas due to their growth inducement potential.*

In addition, the City and County follow policies to control erosion, protect water quality, protect against flooding and tsunami impacts, and minimize other hydrological impacts. Caltrans also has environmental programs to control some of these potential impacts. These measures will reduce transportation system impacts resulting from 2011 RTP implementation to a less than significant level. Additionally, each RTP project will undergo individual environmental review prior to implementation.

Topography – Impact: Less than Significant with Mitigation

For the purposes of this EIR, an impact is considered significant if the implementation of the RTP would result in substantial soil erosion or slope instability.

Slope Instability: Steep slopes and unstable geologic conditions found in certain areas of the county are susceptible to movement and erosion, especially where affected by roadway construction related cut- or fill-slopes. Roadway projects have the potential slope stability impacts, especially if unstable slopes are exposed or if fill is added. Slope failures can result in sediment deposition into streams and wetlands. Ongoing repair of unstable slopes may result in a continuing need to excavate and store material.

Erosion: Erosion can occur both during and after construction if short- and long-term erosion control techniques are not implemented. During construction, weather conditions, material type, slope steepness, and erosion control technique can influence erosion hazards. The effectiveness of long-term erosion control techniques can have the most effect on post construction erosion hazards.

The new RTP projects would not require cutting steep slopes or disturbing the stability of steep slopes. RTP projects would have the potential for erosion; however local plans contain measures to reduce these impacts, including the following policy:

Crescent City General Plan Policy 7.C.5. *The City shall require that a geologic investigation be made by a registered geologist, engineering geologist, or Registered Civil Engineer for all proposals in landslide potential areas and development on sloped greater than 20 percent, including road construction.*

In addition, the City and County follow policies to control instability and minimize other topographical impacts. Caltrans also has environmental programs to control these potential impacts. These measures will reduce transportation system impacts to a less than significant level. Each RTP project will undergo individual environmental review prior to implementation.

Geology – Impact: Less than Significant

The RTP would have a significant impact to geologic resources if planned regional transportation projects, such as roadways, resulted in significant degradation of geologic resources, or were placed in areas of known instability. Faults and liquefaction zones are found in a number of areas in Del Norte County and are factors to be considered in maintaining existing and planning future transportation projects. Facilities, such as roadways, bridges, transmission lines, and pipelines, located near faults or in a liquefaction zone, can be damaged as a result of a seismic event. No new roadways will be constructed as part of this RTP update. Additionally, local plans contain measures to reduce impacts, including the following policy:

Crescent City General Plan Policy 7.B.6. *In order to minimize risks, the City should periodically inspect and improve new public roads, bridges, and overpasses should be designed to the most current seismic design criteria, and existing bridges.*

In addition, the City and County follow policies to control development in areas of known instability. Transportation system impacts on geological resources resulting from 2011 RTP implementation are considered less than significant.

Biological Resources – Impact: Less than Significant

The RTP would have a significant impact to biological resources if planned regional transportation projects resulted in substantial interference with the movement of resident or migratory fish or wildlife species; substantial effect (loss) to a rare or endangered species or the species' habitat; or substantial diminishment of plant, fish or wildlife habitat.

There are no new roadways or new bridge replacement projects listed in the 2011 RTP that would disturb fish or wildlife. All impacts associated with bridge replacement projects have been addressed in the prior environmental documents. Additionally, local plans contain measures to reduce impacts, including the following policy:

Policy 6.D.1 *The City shall support preservation, restoration, and enhancement of the habitats of state or federally listed rare, threatened, endangered, and/or other special status species.*

The City and County follow policies to protect biological resources and minimize other biological impacts. Caltrans also has environmental programs to control these potential impacts. Therefore, potential impacts from the 2011 RTP are considered less than significant.

Land Use and Population – Impact: Less than Significant

The RTP would have a significant land use impact if its implementation would conflict with adopted land use plans in the region, or if it includes planned improvements that would displace established communities.

The RTP plans improvements for the mobility of goods and people, consistent with planned growth in the region. These improvements are based on projected land uses in adopted land use plans, including Del Norte County and Crescent City General Plans. Residential, commercial and other developed land uses would not be displaced by transportation facilities programmed in the RTP. No increase in housing demand, beyond that already projected for the region in these plans, is anticipated. The potential land use impacts are therefore considered less than significant.

Health and Safety – Impact: Less than Significant

RTP would result in any of the following effects:

- ◆ Exposure of people or transportation related spills or accidental release of hazardous materials; or
- ◆ Exposure of the public or of wildlife to toxic substances used in transportation related circumstances.

The new 2011 RTP projects are designed to improve safety in the region by providing crosswalks, pedestrian refuge medians or wider shoulders. The projects would not increase hazardous materials trucking levels.

Current policies used by Caltrans and the County minimize the use of herbicides on roadways. No shipping companies that transport petroleum use Crescent City Harbor, nor are there any offshore oil production facilities. The California Highway Patrol, Caltrans, and the County Sheriff's Department follow the procedures of the County's Emergency

Response Plan, in case a hazardous material is spilled on the local roadway system. Any roadway improvements that reduces the risk of traffic accidents also reduces the risk of hazardous spills. Therefore the RTP can be considered beneficial to public health and safety.

Support for these improvements to public health and safety is demonstrated by the Following RTP policies:

POLICY: Maintain the SAFE Call Box System.

POLICY: Integrate land use, transportation, & air quality planning, to make the most efficient use of public resources and create a healthier environment. [County General Plan Goal 3.C.]

Local plans contain measures to reduce impacts, including the following policies:

Crescent City General Plan Policy 7.F.5. The City shall work with Highway Patrol to limit the movement of hazardous wastes to approved routes within the Crescent City Planning Area.

Crescent City General Plan Policy 2.B..5 In order to minimize risks, new public roads and bridges should be designed to the most current seismic design criteria, and existing bridges should be periodically inspected and improved.

Noise – Impact: Less than Significant

For the purposes of this EIR, a significant impact is assumed if adoption or implementation of development as presented in the RTP would result in any of the following effects:

- ♦ Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- ♦ Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels; or
- ♦ Substantial permanent, temporary, or periodic increases in ambient noise levels in the project vicinity above existing levels without the project.

Implementing the 2011 RTP would not cause potentially significant noise impacts. Local plans contain measures to reduce impacts, including the following policies.

- ♦ Require mitigations if transportation-caused noise exceeds certain levels
- ♦ Discourage noise-sensitive development near noisy transportation corridors

- ◆ Encourage the development of runways at McNamara Field which will channel approaching aircraft away from populated areas.

The County's General Plan contains similar policies.

Public Services and Energy – Impact: No Impact

The potential impact to public services would be significant if planned improvements exceeded existing or planned capacities for the region, or if projected energy consumption exceeded existing or planned supplies, or delivery system capability. These public services include:

- | | |
|---|---|
| ◆ Waterlines, wells, and groundwater supplies | ◆ Fire protection |
| ◆ Wastewater systems | ◆ Parks |
| ◆ Storm drainage systems | ◆ Gas and electric lines and facilities |
| ◆ Solid waste disposal services | ◆ Schools |
| ◆ Law enforcement | ◆ Hospitals |

The new RTP projects will not increase the capacity of the transportation system and therefore have no impact on public services and energy.

Cultural Resources – Impact: No Impact

Road and highway construction, reconstruction and maintenance activities where earthmoving or dredging occur have the potential to disturb or destroy recorded and unrecorded cultural resources. Paleontological and archaeological resources are vulnerable to excavation activities by which valuable stratigraphic information can easily be lost. Historic resources still in use (bridges, road corridors, structures) could potentially be altered or lost due to seismic retrofitting and transportation corridor widening.

No new roadway projects are addressed in the 2011 RTP that may result in transportation improvements in new areas with known cultural resources. Additionally, DNLTTC and local governments will work closely with Native American Tribes to ensure that tribal cultural resources are not disturbed. Both the City of Crescent City General Plan and Del Norte County General Plan contain measures to protect cultural resources.

Aesthetics – Impact: No Impact

Aesthetic impacts would be significant if implementation of the RTP substantially degraded the existing visual character or quality of the aesthetic natural, cultural or biological resources present within the county or created a new source of substantial light or glare which would adversely affect the day or nighttime views. Some of the new RTP projects will improve aesthetics in the region through the implementation of visually

appealing gateway monuments and signage which denote the beginning and end of different communities in the region.

The City's support of aesthetic resources is demonstrated by Policies 5.E.6 and 5.E.8 from the City General Plan. These policies name US Highway 101 North and South to be scenic gateways, and will require architectural review, removal of overhead utilities, landscaping and sign regulations, and develop scenic driving routes, which would link with similar County routes.

Summary

In summary, the new projects listed in the 2011 RTP are not capacity increasing projects but rather are designed to encourage alternative modes of transportation and increase safety for Del Norte County residents. Any minor environmental impacts caused by these projects have been addressed in the 1992 and 2002 EIR. Further, all of the new projects will undergo individual environmental review before implementation. Therefore the adoption of the 2011 RTP will have a less than significant impact on the environment.