

## RESPONSE TO GRAND JURY REPORT

**Report Title:** Humboldt Bay Trail - Maintenance and Public Safety

**Report Date:** 2017-18

**Response by:** City of Eureka City Council      **Title:** Frank Jager, Mayor

### FINDINGS

1. The City of Eureka agrees with the findings numbered: F1, F2, F3, F4, F5, F7, F9, F10, and F11.
2. The City of Eureka disagrees wholly or partially with the findings numbered: F6, F8, and F12 (please see responses to recommendations numbered R3, R5, and R12 below for explanations regarding the City's disagreement, either wholly or partially, with these findings).

### RECOMMENDATIONS

1. Recommendations numbered R1, R4, R6, R7, R8, R10 and R11 have been implemented.  
*(Attach a summary describing implementation actions.)*
2. Recommendations numbered NA have not yet been implemented, but will be implemented in the future.

*(Attach a timeframe for the implementation.)* Recommendations numbered NA require further analysis.

*(Attach an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the officer or director of the agency or department being investigated or reviewed, including all governing body of the public agency when applicable. This timeframe shall not exceed the six months from the date of the publication of the Grand Jury report.)* Recommendations numbered R3, R5, and R12 will not be implemented because they are not warranted or are not feasible.

*(Attach an explanation.)*

Date: Signed:

Number of pages attached: 3

**RECOMMENDATIONS** The following recommendations have been implemented:

- a. **R1:** The City of Eureka has daily patrols of sworn and/or non-sworn staff along Eureka's

Humboldt Bay Trail alignment seven days a week. On July 1, 2018, the Eureka Police Department (EPD) assigned a full-time sworn Parks-Waterfront Officer who patrols Eureka's alignment, waterfront area, and parks four days (40 hours) per week. The City also applied for and received Measure Z funding for another full-time sworn Parks-Waterfront Ranger. The City is currently recruiting for the position. As of July 25, 2018, an experienced, local lateral peace officer in the background process with EPD for this position, which the City anticipates will be completed by October 2018. Once hired, the City will have a consistent daily patrol of Eureka's alignment by at least one sworn office. Some days will have overlap with both officers

(and others) patrolling. Effective July 1, 2018, EPD established a new “Community Safety Enhancement Team” (CSET). The mission of the unit is to proactively address quality of life and crime issues in the Old Town and Waterfront/parks areas of town (including the Humboldt Bay Trail alignment). The CSET unit is currently staffed by a Sergeant, three Officers, a Reserve Officer, and (when filled), the new Ranger position. These officers will work staggered schedules to provide proactive patrols of these areas seven days a week. Harbor staff is also patrolling the alignment seven days a week performing maintenance duties and being eyes and ears on the trail. The City also has three separate volunteer groups through the Humboldt Trails Council Volunteer Trails Stewards program that patrol and maintain the trail every month.

- b. **R4:** Every section of Eureka’s alignment is ADA compliant. The only area that is not is the gap in the trail from F Street to J Street. That gap is estimated to be filled through the City’s Waterfront Drive Connection project by the end of 2019. When completed, that section will also be ADA compliant. Furthermore, all main access points along Eureka’s alignment (Pound Road, Hilfiker paved parking lot, Hilfiker gravel parking lot, Truesdale Street, Del Norte Street, C Street, Adorni Center and Samoa boat Launch) has ADA parking and access from the parking to the trail.
  
- c. **R6:** All major access points and other points along Eureka’s alignment have signage explaining the rules of the trail. We have ‘No Motor Vehicle’ signs (NMV) and ‘Dogs on Leash and Cleanup After Your Pet’ (LC) signs all along the alignment. The following is a list of locations and associated trail rule signs:
  - i. Pound Road – NMV and LC
  
  - ii. Hilfiker Paved Parking Lot: NMC and LC
  
  - iii. Hilfiker Gravel Parking Lot - NMV and LC
  
  - iv. Truesdale Vista Point - NMV and LC
  
  - v. Chevron Bulk Fuel Terminal - 2 NMV
  
  - vi. Vigo Street extension - NMV and LC
  
  - vii. Del Norte Street south - NMV and LC
  
  - viii. Del Norte Street north - NMV and LC
  - ix. West 14<sup>th</sup> Street – 3 NMV
  - x. Renner Property – 2 NMV
  
  - xi. Schneider Dock area – 2 NMV
  - xii. Washington Street – 2 NMV
  - xiii. Across from Marina Way – NMV

- xiii. Commercial Street – 2 NMV
- xiv. Halvorsen Park trail alignment - 2 LC
- xv. Extension of T Street entrance to new section of trail - NMV and LC
- xvi. End of Y Street entrance to trail ; NMV and LC
- xvii. Behind Target by boat launch - NMV and LC
- xviii. Tydd Street entrance to trail - NMV and LC

The City has the sections of the alignment that are not adjacent to roadways marked every 100 feet on the pavement going from the most southern end of the Trail at Pound Road up to Del Norte Street. There has also been a map developed by the City that is incorporated into EPD's Record Management System so that incidents can be reported related to safety and maintenance.

We will continue these markings in the other remote areas from Samoa boat launch to Tydd Street when the gap in the trail is completed so we have accurate distances. Furthermore, we will be implementing wayfinding signs at all access points with distances and directions to destination spots when the gap in the alignment is filled, late 2019.

- d. **R7:** There is lighting at Pound Road, Hilfiker paved parking lot, Truesdale Vista Point, the entire alignment from Del Norte Street to C Street, and behind Target. Installing additional lighting in the more remote areas of Eureka's alignment is not feasible due to budgetary constraints. Furthermore as stated in 4(b), Eureka's alignment is only open to the public from dawn to dusk.
- e. **R8:** The entire alignment of the trail has pet waste kiosks and trash/recycling receptacles no further than a mile apart directly adjacent to the trail. Most areas of the trail have these facilities no more than 0.5 miles apart. As far as sharps containers for syringes being placed along the trail, the City explored the idea not only along the trail but at other City owned facilities. After discussion with our insurance provider and our risk management staff, it was determined to be a liability for the City if we installed sharps receptacles encouraging members of the public to retrieve syringes without proper training. Furthermore, each location would need to be registered with the State. In lieu of this idea, staff developed a program where sharps containers are made available, at no cost, to members of the public at five City owned facilities (City Hall, EPD Headquarters, Fire Headquarters, Adorni Center and Wharfinger Building). Each of these facilities is manned at a minimum of 7am to 5pm daily. When the containers are handed out, the staff member provides the member of the public with a flyer that provides direction on the proper handling and disposal of syringes. Two of the locations where the containers are made available are directly along the alignment of the trail.
- f. **R10:** Both the City of Eureka and Arcata (and County at other trail locations), utilize the Humboldt Trail Council's (HTC) Volunteer Trail Stewards (VTS) program to solicit and

manage volunteer efforts along the trail. All entities have an agreement and MOU with HTC. HTC maintains an active list of volunteers for each trail section.

- g. **R11:** Five signs were installed along Waterfront Drive between the Boardwalk and HSU’s aquatic Center providing direction to users of the trail.
2. The following recommendations have not been implemented but will be implemented in the future:  
N/A.
3. The following recommendations require further analysis: N/A.
4. The following recommendations will not be implemented because they are not warranted or are not feasible:
  - a. **R3:** The shoulder of 101 is not an “interim trail” as described in the Grand Jury Report. There is no logical connection between the trail and the shoulder of Highway 101. The trail goes underneath 101. On the southbound 101 side of the alignment, there is a chain-link fence, very dense berry bushes and willows and a steep hill. Accessing the 101 in this area is nearly impossible. On the northbound 101 side of the alignment, the City installed large boulders and cemented them in, clearly indicating there is no access in this area. On the other side of these boulders, there is a steep hill and no logical indication of any connection from the trail to the shoulder of 101. Additional signage is therefore not warranted.
  - b. **R5:** As indicated in 1(c), the City has installed signs all along the trail indicating the rules of the trail. Having a consistent set of rules for all three entities is not practical because each jurisdiction has different ordinances, permitting requirements, and policies for trails, parks and open spaces. For instance, Eureka’s trails and parks are only open to the public from dawn to dusk daily and no smoking is allowed in “places where children tend to congregate”. Arcata and the County may have different ordinances and policies in these areas that make consistency through all agencies infeasible.
  - c. **R12:** One of Eureka’s largest employers, Humboldt County, has a large office along this alignment. The building is old and does not have its own parking lot. Department of Fish and Wildlife also is located in a very large office along this same block along 2<sup>nd</sup> Street. Their parking lot does not have adequate spaces necessary to accommodate all of their employees. Finally, a towing company is located on the corner of H and 1<sup>st</sup> Streets. Their building is old and has no parking lot either. None of these employers could function without the on street parking in this area. Eliminating parking in this area would have a huge impact, not only along this road, but the entire Old Town area. Doing this, even temporarily, is not feasible. As stated in 1(b), the filling of this gap in the alignment will be completed in 2019, which will alleviate any confusion or safety issues.