

BOYD DRAW BIKE PATH PROJECT

Humboldt County Planning and Building Department Local Coastal Development Permit Application

ATTACHMENT A—PROJECT DESCRIPTION

1. Boyd Draw Bike Path Project

Purpose and Need

The purpose of the proposed project is to provide connectivity for bicyclists using the local road system paralleling U.S Highway 101 (U.S. 101).

The project is needed because bicyclists using the barrier-separated, two-way side path located on the northbound span (east side) of the U.S. 101 Mad River Bridge currently must negotiate two roundabouts at Giuntoli Lane to cross the highway south of the Mad River. The next crossing to the south is West End Road, which requires out of direction travel for commuters needing to access the west side of U.S. 101. Construction of a bike path through Boyd Draw would enhance connectivity between the communities of Arcata and McKinleyville, for both bicyclists and pedestrians, by shortening out of direction travel and avoiding the negotiation of two, single-lane roundabouts at the Giuntoli Lane overcrossing.

Caltrans' Complete Streets Directive promotes a multimodal transportation system that accommodates pedestrians, bicyclists, transit, and vehicular users. This project would provide a complete streets enhancement by connecting Wymore Road and Heindon Road and would connect the Arcata Bottoms and the existing multi-use path across the northbound span of the U.S. 101 Mad River Bridge.

Location

The proposed project is in Humboldt County under and adjacent to U.S. 101 at Post Mile 89.4.

Project Description

The project would require right of way acquisition of approximately 0.28 acres along the west side of U.S. 101 to connect Heindon Road with State right of way at the Boyd Draw Bridge. The planned bike path is approximately 470 feet long. The width of the bike path would be eight feet of asphalt with two feet of shoulder backing on either side and an additional four feet at the beginning and end of the path to accommodate bollards. Construction of the path would involve vegetation and RSP removal, fence installation, grading work, and placement of imported borrow, aggregate base, and hot mix asphalt. In addition to the bike path, a new permanent gravel access road, approximately 380 feet long and 12 feet wide, would be constructed on the property affected by right of way acquisition.

Schedule

Construction is scheduled to begin in 2025 and would take approximately 30 working days to complete.

2. Supplemental Project Information

2.1. Biological Resources

The Biological Memo (Attachment B) provides information about the existing environment within the project area. The project location has no suitable habitat present for federally or state endangered, threatened, candidate, or proposed species. No wetlands and jurisdictional water features are present within or adjacent to the project location.

2.2. Air Quality, Noise, and Greenhouse Gas

Humboldt County is designated as attainment or is unclassified for all current National Ambient Air Quality Standards. Therefore, air quality conformity requirements do not apply. An Air Quality, Traffic Noise, and Greenhouse Gas Environmental Impact Evaluation was completed for the project (Attachment C). The project would not increase vehicle miles traveled and would not increase long-term operational greenhouse gas (GHG) emissions. The project would result in short-term generation of construction-related GHG emissions and short-term degradation of air quality as a result on-site construction equipment and construction-related activity. These impacts would be temporary and limited to the immediate area surrounding the construction site.

2.3. Hazardous Waste

The Initial Site Assessment (Attachment D) found that Aerially Deposited Lead (ADL), which is commonly found in all highway shoulders, may be at a level that requires special handling of any excess material. Based on historical data and the anticipated work and minimal disturbance of soil associated with this project, this issue will be addressed with a Lead Compliance Plan and contract specifications for handling earth materials containing lead. The ISA found that the project would not impact sites on the Hazardous Waste and Substances Site List (Cortese List).

2.4. Visual Resources

A Visual Impact Assessment (Attachment E) was completed for the proposed bike path. It was determined that the project would lead to minor visual changes; however, it is not anticipated to result in negative visual impacts.

2.5. Cultural Resources

A Cultural Resources Screening Memo (Attachment F) was prepared for the proposed project which documents compliance with historic preservation procedures and is consistent with regulatory responsibilities under Section 106 of the National Historic Preservation Act.

2.6. Water Quality

No water quality impacts are anticipated and less than 1 acre of soil would be disturbed for the proposed project; therefore, it is determined that the project would be exempt from a Water Quality Assessment (Attachment G). A Stormwater Plan would be prepared by the contractor and appropriate construction site Best Management Practices (BMPs) would be deployed to avoid and minimize water quality impacts.

3. CEQA

A CEQA Notice of Exemption (Attachment H) was filed with the State Office of Planning and Research (Common Sense Exemption 14 CCR 1506[b][3]) on August 8, 2023 (State Clearinghouse #20230801770).

4. Required Permits and Agreements

The proposed project would require a Local Coastal Development Permit from the County of Humboldt and an agreement for right of way acquisition from the owners of Humboldt County Assessor's Parcel 507-283-009.

5. Project Plan Sheets

Project plans are provided in Attachment I. The plan cover page shows the project location at U.S. Highway 101 just south of the Mad River Bridge and approximately 0.65 miles north of Giuntoli Lane. State and County right of way lines, proposed right of way acquisition, temporary construction easement locations, the proposed bike path location, and proposed replacement gravel access road for APN 507-283-009 are illustrated in layout sheet L-1. Chain link fence would be installed adjacent to the bike path.

6. Avoidance and Minimization Measures

Standard Best Management Practices (BMPs) would be followed to avoid and minimize impacts at the project location. BMPs would include, but are not limited to, the following activities:

- The contractor would be required to develop and follow an approved Stormwater Plan.
- A Lead Compliance Plan would be required for soil disturbance or removal.
- To protect migratory and nongame birds, vegetation removal would occur between September 16 and January 31, outside the bird breeding season.
- Standard erosion control measures would be utilized.
- Any environmentally sensitive areas would be identified in the project plans and protected during construction.
- Project design would minimize visual changes to the project area.
- To avoid introducing invasive species, all equipment would be cleaned prior to entering the job site.