



CITIZENS' ADVISORY COMMITTEE ON MEASURE Z EXPENDITURES

The Advisory Committee meets on each Wednesday in March to review applications and will make recommendations to the Humboldt County Board of Supervisors in April.

APPLICATION FOR FUNDING

Agency Name: Manila CSD, Redwood Coast Montessori, Peninsula Community Collaborative

Mailing Address: 1901 Park Street Arcata CA. 9552

Contact Person: Christopher Drop

Title: General Manager

Telephone: 707-444-3803 office / 707-832-3150 cell E-mail address: manilacsd1@sbcglobal.net

1. AMOUNT OF MEASURE Z FUNDING REQUESTED FOR FY 2022-2023: \$43,445

2. ENTITY TYPE -- Please check appropriate box.

- a. Humboldt County Department
- b. Contract Service Provider to Humboldt County
- c. Local Government Entity
- d. Private Service Provider
- e. Non-Profit Service Provider
- f. Other, Describe: TK-12 Charter School

3. Is this application a renewal or related to a project that has been funded by *Measure Z* in the past?
(check one) Yes No

4. Describe how the scope of your proposal fits the intent of *Measure Z*. Specifically, how will it maintain and improve public safety and essential services, as described on the previous page?

The planning for, and installation of traffic calming engineered devices (speed humps) in Manila will greatly increase safety of residents and visitors using the road for access to the beach and dunes, the elementary school and connections to the recently completed 255 bike trail.

5. Please provide a brief description of the proposal for which you are seeking funding.

Funding for indentifying general areas and installation of traffic calming engineered devices (speed humps).



6. How have you developed a plan for sustainability, including diversification of funding sources, for your proposal to carry on without reliance on future *Measure Z* funds?

Installations are essentially maintenance-free, dedicated to the County upon completion per County of Humboldt Department of Public Works Speed Hump Policy (2007).

7. If this request is for the continuation or expansion of an existing program/service, what is the current source of funding for that program/service?

n/a

8. If you are awarded *Measure Z* funds, how do you plan to leverage these funds to secure additional grants, contributions or community support?

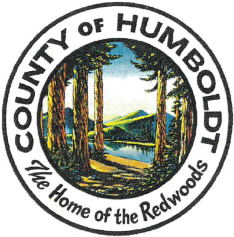
The project has support from local residents, the Manila CSD Board of Directors, Redwood Coast Montessori and the Peninsula Community Collaborative (administered through RCAA). The project is expected to utilize RTAP and contractor donations to the maximum extent possible.

9. Will this proposal require new or expanded activity on the part of another entity to be fully functional and effective? If so, name that entity and describe what that participation would look like.

No.

10. Are there recurring expenses associated with this application, such as personnel cost? Please check yes or no: No

If you checked yes, detail those expenses here:



REQUIRED ATTACHMENTS

Include the following with your application, making sure to **limit your responses to one page, per section.** Responses longer than the maximum, may not be read by committee members or considered as part of your application

Proposal Narrative: Brief description of your request for Measure Z funds – Please explain how it is an essential service or improves public safety. (one page maximum)

Prior Year Results: If your request is a continuation of a program funded with Measure Z in prior fiscal years, please provide the results of implementation. (one page maximum)

Program Budget: Please utilize the template provided on the following pages. This will need to be updated if your agency is approved for funding.

I declare under penalty of perjury under the laws of the State of California that the above statements and all attachments are true and correct

DATE: 02/09/2023

SIGNATURE: _____

SUBMIT YOUR COMPLETE APPLICATION TO:

Humboldt County Citizens' Advisory Committee on Measure Z Expenditures
c/o County Administrative Office
825 Fifth Street, Suite 112
Eureka, CA 95501-1153

Measure Z Narrative (Manila Traffic Calming Project)

In 2018, the Peninsula Community Collaborative (PCC) surveyed more than 100 residents on the Peninsula (comprised of unincorporated towns of Manila, Samoa and Fairhaven) and provided other community input opportunities. Participants have identified the *walkability* as a key area of investment needed in the community.

Most roads in Manila are narrow, serving two-way traffic in addition to bicyclists and pedestrians. Almost all lack sidewalks and in stretches, easements are non-existent. In several locations, curvature makes it particularly dangerous for pedestrians and bicyclists because they are not visible to speeding vehicles. Peninsula Drive parallels Highway 255, and drivers often have difficulty transitioning from highway speeds to the 25 mph residential speed and 15 mph school zone speed. This application seeks funding for 5 speed humps and gravel for shoulders.

Peninsula Drive and Victor Blvd. are main arteries in the small community and connect neighborhoods with the school, the Park, the Community Center, and recreation opportunities in the dunes and at the beach. The Community Center provides a number of resources and programs, such as *CalFresh* (food security) *First 5 Humboldt* (programs to support families with young children) and community building events, some of which serve people in need. As such, a variety of individuals (Manila residents or otherwise) regularly walk, bike, bus, or drive to these resources. Redwood Coast Montessori serves 115 students (85 families), many of whom walk, bike or drive on Peninsula Drive each morning and each afternoon when school is in session. Due to these institutions, the amount of traffic on the street is higher than would be expected for the number of homes on the street, and extra measures are necessary to promote pedestrian and vehicular safety. Narrative R2 Specific concern about pedestrian safety on Peninsula Drive (ascertained by the PCC through interviews, surveys and community meetings) led to the installation of a speed hump adjacent to Redwood Coast Montessori, the neighborhood school in March 2021.

The speed hump has been extremely helpful in slowing traffic right at the school entrance. However, evidence suggests that several speed humps in succession, placed no more than 500 feet apart is significantly more effective at improving road safety than a single speed hump (see recommendations from the National Association of City Transportation Officials and references Berthod, 2013; Pérez-Acebo, 2020).

In October 2021 a number of residents attended a Manila Community Services District Board meeting and spoke in favor of further traffic calming measures in the community. The Board voted unanimously to pursue additional traffic calming features, starting with an additional location within 500 feet south of the current speed hump, near Orange Drive. The Board and staff have conducted site visits with County staff and Supervisor Wilson, the first step in implementing the speed humps. In November 2022, the Board voted unanimously to pursue this project and is now committed to securing funding to move forward.

Expected Impact

Concerned citizens include parents whose children walk and bike, members of the school community, dog owners who walk their dogs, retirees who walk for fitness, homeowners, renters, individuals who walk to bus stops for transportation needs, and others. The concern and enthusiasm for this project span demographics in Manila.

The unincorporated town of Manila is split into two sides by Highway 255. A recent bike path project has improved walkability connecting the two sides of the highway at Pacific Avenue (essentially the north end of Peninsula Drive). A natural extension of this improvement would be to increase pedestrian safety so individuals can safely bike and walk throughout the community.

According to the 2020 Census, the community of Manila is a low-income community, and St. Joseph's Hospital has determined that the communities of the Samoa Peninsula are amongst the "least-served" communities in the region for health care and health serving programs. Creating communities that support healthy lifestyles is key to preventing chronic diseases (Giles-Corti, 2016; Sallis, 2016). Walkable neighborhoods also encourage higher levels of social and community engagement, both of which are predictors of health (Leyden, 2016; Shiliang, 2017). Additionally, choosing walking or biking over driving has obvious environmental benefits and mitigates climate change (Brand 2021).

References:

Berthod, Catherine, and Carole Leclerc. "Traffic calming in Québec: speed humps and speed cushions." *Journal of Civil Engineering and Architecture* 7.4 (2013): 456.

Brand, Christian, et al. "The climate change mitigation effects of daily active travel in cities." *Transportation Research Part D: Transport and Environment* 93 (2021): 102764.

Giles-Corti, Billie, et al. "City planning and population health: a global challenge." *The lancet* 388.10062 (2016): 2912-2924.

Pérez-Acebo, Heriberto, et al. "A series of vertical deflections, a promising traffic calming measure: Analysis and recommendations for spacing." *Applied Sciences* 10.10 (2020): 3368.

Leyden, Kevin M. "Social capital and the built environment: the importance of walkable neighborhoods." *American journal of public health* 93.9 (2003): 1546-1551.

Sallis, James F., et al. "Use of science to guide city planning policy and practice: how to achieve healthy and sustainable future cities." *The lancet* 388.10062 (2016): 2936-2947.

Su, Shiliang, et al. "Community deprivation, walkability, and public health: Highlighting the social inequalities in land use planning for health promotion." *Land Use Policy* 67 (2017): 315-326.

Exhibit E

PROPOSED BUDGET

| |
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| Agency Name: Manila CSD |
| Coordinator/Contact: Christopher Drop |
| Address: 1901 Park St |
| Phone: 707-444-3803 |

| Descriptions | Costs | Requested Budget | Remaining Balance |
|--|------------------|------------------|-------------------|
| A. Personnel Costs | | | |
| Title: _____ | | | |
| Salary and Benefits | | | 0 |
| Duties Description: _____ | | | |
| Total Personnel: | 0.00 | 0.00 | 0.00 |
| B. Operational Costs (Rent, Utilities, Phones, etc.) | | | |
| Title: _____ | | | |
| Description: _____ | | | |
| Total Operating Costs: | 0 | 0 | 0 |
| C. Consumables/Supplies (Supplies and Consumables should be separate) | | | |
| Title: _____ | | | |
| Description: _____ | | | |
| Total Consumable/Supplies: | 0 | 0 | 0 |
| D. Transportation/Travel (Local and Out-of-County should be separate) | | | |
| Title: _____ | | | |
| Description: _____ | | | |
| Total Transportation/Travel Costs: | 0 | 0 | 0 |
| E. Fixed Assets | | | |
| Title: Speed Hump (based on guidelines) \$7,689 ea | | | |
| Description: \$7,689 ea based on 5 | 38445 | | |
| Title: Planning: Contract RCAA | | | |
| Description: Outreach, meetings, coordination | 5000 | | |
| Title: _____ | | | |
| Description: _____ | | | |
| Title: _____ | | | |
| Description: _____ | | | |
| Total Other Costs: | 43445 | 0 | 0 |
| Budget Total: | 43,445.00 | | |