

FY 2020-21
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
 SUSTAINABLE COMMUNITIES GRANT APPLICATION**

Check here, if technical project:

PROJECT TITLE	McKinleyville Multimodal Connections Project
PROJECT LOCATION (city and county)	McKinleyville (unincorporated community), Humboldt County

	APPLICANT	SUB-APPLICANT	SUB-APPLICANT
Organization	County of Humboldt	Redwood Community Action Agency	
Mailing Address	1106 2nd Street	904 G Street	
City	Eureka	Eureka	
Zip Code	95501	95501	
Executive Director/designee and title	Tom Mattson Public Works Director	Val Martinez Executive Director	
E-mail Address	tmattson@co.humboldt.ca.us	valmartinez@rcaa.org	
Contact Person and title	Tom Mattson Public Works Director	Emily Sinkhorn NRS Division Director	
Contact E-mail Address	tmattson@co.humboldt.ca.us	emily@nrsrcaa.org	
Phone Number	707-445-7491	707-269-2061	

FUNDING INFORMATION
 Use the Match Calculator to complete this section.

Grant Funds Requested	Local Match - Cash	Local Match - In-Kind	Total Project Cost
\$ 196,700	\$ 19,149	\$ 6,336	\$ 222,185

**Specific Source of Local Match and Name of Provider
(i.e., local transportation funds, local sales tax, special bond measures, etc.)**

\$19,149 local match from both the Humboldt County road fund and in-kind Public Works staff time
 \$4,441 in-kind staff support and in-kind printing from Redwood Community Action Agency (Third-Party)
 \$1,895 in-kind staff support from DHHS Healthy Communities Public Health funds (Third-Party)

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LEGISLATIVE INFORMATION*

Please list the legislative members in the project area. Attach additional pages if necessary.

State Senator(s)		Assembly Member(s)	
Name(s)	District	Name(s)	District
Senator Mike McGuire	2	Assembly Member Jim Wood	2
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

*Use the following link to determine the legislators.
<http://findyourrep.legislature.ca.gov/> (search by address)

1A. Project Timeframe (Start and End Dates): September 2020 - September 2022

1B. Project Area Boundaries: Unincorporated McKinleyville between Central Avenue and the Hammond Coastal Trail and between Railroad Avenue and the interchange of Highway 101/Highway 200/Central Avenue towards the Giuntoli Lane interchange in north Arcata

1C. Project Description: Briefly summarize project in a clear and concise manner, including major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts. **150 words maximum (15 points):**

Humboldt County and RCAA will collaborate with community members, schools, social service organizations and Caltrans to create a plan and concept designs for safe walking and bicycling connectivity between McKinleyville, the fastest growing community in Humboldt County, and employment, school, and community destinations around Humboldt Bay. Non-motorized facilities are lacking in the Project Area (i.e. adjacent to proposed Town Center mixed-use development and connecting across the Mad River to Arcata) forcing people either to navigate a complex highway interchange or travel inadequate streets to access the Hammond Trail – 2.5 miles out of direction to Arcata. There have been several non-motorized fatalities including a recent hit and run pedestrian fatality at the south entrance to McKinleyville. This project arose from McKinleyville Municipal Advisory Committee public meetings and has tremendous community support. The project will foster transportation equity for disadvantaged community members, encourage active commuting, and support greenhouse gas reduction goals.

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2A. Project Justification: Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies. Additionally, list the ramifications of not funding this project. This section needs to clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.). Competitive applications support the need for the project with empirical data, describe how this project addresses issues raised, define the public benefit, explain how the public was involved with identifying issues, and describe the impact of not funding the project. **Do not exceed the space provided. (10 points):**

This project seeks to utilize considerable community momentum to enhance safe walking and bicycling connectivity between McKinleyville – the fastest growing community in Humboldt County – and employment and school destinations in Arcata around Humboldt Bay, while also improving walking and biking access to a planned Town Center mixed-use housing and commercial development. The unincorporated community of McKinleyville has largely been a bedroom community located north of the cities of Arcata and Eureka off of Highway 101 in Humboldt County. While McKinleyville offers more affordable housing than Arcata and other areas around Humboldt Bay, the community is separated from Arcata by the Mad River and hindered by previous land use decisions which did not require walking and biking facilities be built during development. This proposal focuses on the routes into and out of McKinleyville from the south (namely the Hammond Trail and Central Avenue/Highway 101) and the County roads that connect neighborhoods to these potential routes – Railroad Avenue, Hiller Road, and School Road.

The Hammond Coastal Trail provides an alternative active transportation route to cross the Mad River and navigate low volume shared-use roadways into Arcata, but it also adds 2.5 miles out of direction travel compared to navigating the Central Avenue/Highway 101/Highway 200 on/off ramps to the trail on the Mad River highway bridge, which connects to Wymore Road to Giuntoli Lane. In addition, McKinleyville neighborhoods east of Highway 101 have limited walking and bicycling facilities to access the Hammond Trail. Hiller Road lacks walking and biking facilities yet it directly connects McKinleyville's two largest parks, the Shopping Center, McKinleyville Family Resource Center, and the future mixed-use Town Center. School Road has walking and biking facilities but only connects southern McKinleyville to the Hammond Trail and requires navigating Highway 101 on/off ramps, while Railroad Avenue lacks biking facilities, brackets the future Town Center, and connects directly to the middle school.

While many people who choose to bicycle commute take the Hammond Trail, more disadvantaged community members without access to a vehicle take the shortest route possible to destinations to the south (even though the route lacks non-motorized infrastructure and is adjacent to high speed cars). Non-motorized users traveling south can often be seen walking or biking the 'wrong-way' along the south end of McKinleyville's Central Avenue in order to access the Mad River Bridge on Highway 101, which connects pedestrians and cyclists traveling from McKinleyville to the Wymore frontage road and north Arcata. This wrong way travel may be dangerous but it is the only reasonable option to traverse this high-traffic area without walking or bicycling facilities.

This project was shaped by Complete Streets priorities the County of Humboldt identified through formal planning processes at the Humboldt County Association of Governments (HCAOG) and also by community priorities highlighted by the McKinleyville Municipal Advisory Committee (MMAC) and a walkability assessment near McKinleyville Middle School. Components of this project are priorities listed in both HCAOG's Regional Transportation Plan VROOM (2017) (i.e. shoulder widening and walking and biking improvements on Central Avenue) and in the Humboldt Regional Bicycle Plan (2018) (i.e. a short-term priority to improve walking and biking along Central Avenue between 101 and Railroad Avenue and the highest scoring long-term priority project for bike lanes along Hiller Road.) In addition, the final scope of this proposal was determined through MMAC public meetings during 2019 and was informed by outcomes of a walkability assessment in the project area (along Hiller, Central and Railroad) in May 2019 conducted by County Public Health, McKinleyville Middle School, and RCAA. This project would also help plan for improved connectivity to Caltrans' planned Class I trail under Highway 101 at Wymore Road.

This project will integrate transportation and housing planning efforts as in 2020 the County will be planning ordinance updates for the proposed Town Center development to support mixed-use development, including a mix of housing types, in the heart of McKinleyville and this project area where currently walking and biking facilities are lacking. Addressing walking and biking facility deficiencies is a high community and County priority in McKinleyville but there has not been funding to plan potential improvements and robustly engage the community. If this project is not funded, housing will continue to be built expanding the population without planning for active transportation

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(2A. Project Justification Continued)

improvements to safely connect McKinleyville to the majority of employment and school destinations to the south. Unincorporated McKinleyville has approximately 15,177 residents, and the McKinleyville Community Services District (MCS) Urban Water Management Plan estimates a population increase to 17,000 by 2030. The project is located within and would benefit five disadvantaged census tracts, each of which have median household incomes below \$54,191.20, which is 80% of California's median household income of \$67,739 (US Census American Fact Finder). Humboldt County disadvantaged communities also have high rates of carless households. American Community Survey data from 2016 indicates 7.6% of Humboldt County households have zero vehicles available. This forces many low-income residents to walk or bicycle the shortest distance possible on roadways built predominately for cars to get to services, medical centers, and schools. Outreach in September 2019 with the McKinleyville Family Resource Center noted that many community members without cars traverse the high-speed, complex Highway 101/Central Avenue/Highway 200 interchange to reach Arcata rather than travel 2.5 miles out of direction to and along the Hammond Coastal Trail.

Humboldt County has some of the most severe traffic safety concerns of any California county. Injuries from motor vehicle crashes are a major public health concern in Humboldt as they are the leading cause of death for people aged 15 to 24 years (Humboldt County Community Health Assessment 2018). The average annual mortality rate for Humboldt County residents due to vehicle collisions is 15.7 per 100,000 people, over twice as high as the California rate of 7.5 per 100,000 (2009-2011, Humboldt County Automated Vital Statistics System). Humboldt County ranks the second highest among all California counties in pedestrian-involved collisions (Office of Traffic Safety, 2016). Pedestrians under the age of 15 killed or injured in Humboldt ranked the third highest in the state. Humboldt County also ranks 4th highest for alcohol involved collisions and highest for collisions in which the driver was between 21-34 years of age and had been drinking. Bicyclists killed or injured in Humboldt County ranked 8th out of all California counties. Traffic safety data for Humboldt County pointedly shows that investment in walking and biking facilities and efforts to reduce driving under the influence could have marked public health benefits. Forty four bike- or ped-involved collisions have occurred in the project area between 2009-2018 including three fatalities. In addition to these ten years of data, there was an additional high profile hit and run pedestrian fatality in the project area at the southern entrance to McKinleyville on Central Avenue at Bella Vista Road on May 18, 2019 – the day after the County learned that this proposal's previous iteration was not funded through the 2018-19 grant cycle. The roadways on which these collisions have occurred are along the main routes for people traveling to residences or commercial areas within the project area with freight moving in and out of the area regularly. This project also addresses a housing and transportation need by planning for safe walking and biking connectivity from affordable housing in McKinleyville to Humboldt State University (HSU) located five miles south of McKinleyville in Arcata. Part of the California State University Campus, HSU had an enrollment of 7,774 students in fall 2018, 74% of whom lived off-campus and 91% of whom were full time students. 52% of students are low income and 52% are first generation college students. Due to a housing shortage in Arcata where HSU is located, many students are forced to live in McKinleyville where housing is more affordable and available. Carless students are forced to walk, bike, or use public transit as a means of getting to and from school. The dangerous conditions caused by a lack of walking and bicycling facilities puts a further burden on this disadvantaged population. It is critical to address the lack of safe walking and biking connectivity now, as new housing is planned in McKinleyville and housing costs become less affordable in Arcata.

The project will creatively involve community members and students to create a community-based plan for safe walking and biking connectivity through bilingual outreach, walking tours, one-on-one engagement at key community gathering places, community workshops, partnering with County Public Health on classroom engagement through a Safe Routes to School program, intercept surveys and an interactive online survey, and a pop-up temporary infrastructure demonstration. This project will then analyze community input to develop a range of non-motorized facilities and traffic calming through the south entrance to McKinleyville while preserving freight and motor vehicle access. Key products will be outreach performance measures, conceptual design alternatives, a phasing strategy and identification of potential implementation funding. The project will encourage mode shift to support greenhouse gas reduction goals while increasing safety and fostering transportation equity.

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2B. Disadvantaged Communities Justification: Explain how the project area or portions of the project area are defined as a disadvantaged community, including Native American Tribal Governments and rural communities, as well as how the proposed project addresses the needs of the disadvantaged community. The tools in the Grant Application Guide (Pages 11-14) are intended to help applicants define a disadvantaged community. Please cite data sources, the tools used, and include a comparison to the statewide thresholds that are established in each tool. Also describe how disadvantaged communities will benefit from the proposed planning project.

Do not exceed the space provided. (5 points):

The unincorporated community of McKinleyville is the fastest growing community in Humboldt County and is a disadvantaged community as assessed by the median household incomes of census tracts within the project area in comparison to the statewide median income. The Project Area includes five census tracts in south McKinleyville and north Arcata (census tracts 105.01, 105.02, 11.01, 12, and 13) all of which are disadvantaged communities with median household incomes below \$54,191.20, which is 80% of California's median household income of \$67,739 (US Census American Fact Finder).

Median Household Income (MHI) by Census Tract from 2012-2016 American Community Survey

Census Tract 105.02 - \$48,981 MHI (southeast McKinleyville)

Census Tract 105.01 - \$50,445 MHI (southwest McKinleyville)

Census Tract 13 - \$34,236 MHI (Arcata Bottoms between north Arcata and McKinleyville)

Census Tract 12 - \$40,814 MHI (includes Valley West)

Census Tract 11.01 - \$34,609 MHI (northwest Arcata)

The Humboldt Housing and Homelessness Coalition reported 121 homeless individuals living in McKinleyville per the January 2019 Point in Time Count. Many of these individuals and others living in McKinleyville are dependent upon non-motorized transportation within and connecting to McKinleyville. Improving connections between neighborhoods in south McKinleyville to north Arcata is also a priority because northern Arcata, particularly the Valley West neighborhood, is one of the most densely populated neighborhoods in Arcata and has a very high percentage of Latino and low-income community members. In addition, providing connectivity from south McKinleyville and north Arcata to Humboldt Bay will help residents access work, school and public spaces for recreational opportunities in areas identified as deficient for recreational and park opportunities.

2C. Disadvantaged Communities Engagement: Applicants should describe how the proposed effort would engage disadvantaged communities, including Native American Tribal Governments and rural communities. Include specific outreach methods for involving disadvantaged communities. Also describe how disadvantaged communities will continue to be engaged during the next phases after the proposed planning project is complete, including project implementation. See Grant Application Guide, Pages 25-26, for best practices in community engagement.

Do not exceed the space provided. (5 points):

Community participation, particularly from vulnerable populations (e.g. low income households, Spanish-speaking households and youth) most impacted by the lack of walking and biking facilities within and connecting to McKinleyville, will be integral to ensure equity in the planning process and an effective project. RCAA will facilitate a variety of accessible community engagement activities at different times of day to encourage diverse participation including one-on-one engagement at local gathering places, up to two community walk/bike & observation events, intercept surveys with people currently walking and biking in the project area, small group workshop design sessions, online surveys, a pop-up temporary infrastructure demonstration, and youth engagement with County Public Health staff. Holding outreach activities close to transit stops and providing refreshments and childcare at public meetings will help make these events more accessible to lower income residents. In addition, to ensure participation from Spanish speaking residents, language interpretation and translation services will be utilized for all outreach materials and community engagement events. The project team will also set performance targets for participation from these vulnerable populations and will measure the engagement through demographic survey questions during outreach. Outreach strategies will be refined to fit the context of the diverse McKinleyville community with the assistance of a Project Task Force comprised of representatives from key community sectors, Caltrans, and also, utilizing relationships with County Public Health and the McKinleyville Family Resource Center, representatives of these vulnerable communities. Community partners such as the McKinleyville Municipal Advisory Committee which initiated this project through public meetings will continue to ensure that robust community dialogue and engagement of vulnerable populations continues beyond this project's planning phase.

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3. Grant Specific Objectives: Explain how the proposed project addresses the grant specific objectives of the Sustainable Communities grant program. Applicants should integrate the following Grant Program Considerations (Pages 5-16) in the responses for 3A-G below, as applicable:

- California Transportation Plan (CTP) 2040
- 2017 RTP Guidelines and Promoting Sustainable Communities in California
- Complete Streets and Smart Mobility Framework
- Climate Ready Transportation
- Addressing Environmental Justice and Disadvantaged Communities
- California Sustainable Freight Action Plan
- 2017 Climate Change Scoping Plan Update, Appendix C
- Planning for Housing

3A. Explain how the proposal encourages local and regional multimodal transportation, housing and land use planning that furthers the region's RTP SCS (where applicable). Applicants should demonstrate how the proposed effort would coordinate transportation, housing, and land use planning components of the project to inform one another (i.e., regular coordination meetings between responsible entities, joint community meetings, letters of commitment from all relevant implementing agencies, etc. Also explain how the proposed effort would contribute to shifts in land use towards more sustainable and equitable communities, such as more affordable housing near transit or more compact regional development patterns. See Pages 19-21 for example project types. **Do not exceed the space provided. (5 points):**

This project will integrate planning efforts for a new mixed-use Town Center development, housing, and economic development in McKinleyville. The County of Humboldt is currently planning policy changes to support more mixed-use development in the heart of the project area. The McKinleyville Municipal Advisory Committee and Community Services District have specifically prioritized mixed-use development and multi-modal connectivity in the project area. The area has residential, commercial, recreational and agricultural properties that lie between more densely developed communities, and the area is criss-crossed by roadways including highway on/off ramps that motorists traverse at high speeds. Some multimodal transportation facilities exist on the borders of the proposed project area, or exist in segments within/ abutting the project area, but lack connectivity and a planning approach that brings all stakeholders together. McKinleyville continues to be one of the most rapidly developing areas of the County and region, with frequent construction of new housing and commercial areas, and a strong community interest in active transportation modes and connectivity. McKinleyville is a key location for affordable housing and student housing. The project scope includes a strong emphasis on methods to communicate, inform and seek input about multi-modal transportation, planning and land use in the greater McKinleyville area.

3B. Explain how the proposal contributes to the State's GHG reduction targets and advances transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.) **Do not exceed the space provided. (5 points):**

This project will support planning to connect multiple areas that already include some multi-modal facilities, making them more usable for commuters who travel between the McKinleyville area and Arcata or Eureka on a regular basis. The project area is surrounded by existing or planned multi-modal facilities, and relatively concentrated connectivity improvements could result in many thousands of trips made each year via active means instead of individual motorized vehicle trips. As housing demand and development increases in McKinleyville, especially for students, faculty and staff of Humboldt State University in Arcata, the need to commute will increase, too. Further to the south, the Class 1 Humboldt Bay Trail will soon link Arcata to Eureka, the County seat, employment and population center of the County. Therefore, filling the less than 5 mile "gap" in infrastructure between McKinleyville and Arcata will encourage and support mode shift and accessibility, is a promising and meaningful opportunity for regional greenhouse gas reduction, and will help support region-wide sustainability. Coordination between the County of Humboldt, McKinleyville Community Services District, McKinleyville Municipal Advisory Committee, Humboldt State University, K-12 schools, and City of Arcata are key to ensure coordination with future employment growth and residential land use development, and all of these entities will be invited to the Project Task Force.

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3C. Explain how the proposal supports other State goals, including but not limited to, State planning priorities (Government Code Section 65041.1), climate adaptation goals (Safeguarding California), and the goals and best practices cited in the 2017 RTP Guidelines, Appendices K and L. **Do not exceed the space provided. (5 points):**

Use of climate adaptation goals: support active modes of transportation and recreation and lessen motorized vehicle trips; improve efficiency of goods movement; decrease environmentally harmful activities such as dumping; include stormwater- and habitat-friendly features; include environmental group stakeholders to recommend climate adaptation and resilience ideas. Use of other best practices: incorporate Caltrans guidance for highway improvements, signals and maintenance within/ near project area to meet transportation system management and operations objectives; review and use all local planning documents; focus on enhanced livability by planning for strollers, disabled users, needs of seniors, safe routes to schools and transit stops, multi-modal linkages to Mad River, trails, shopping/ services, and visitor-serving uses; plan for emerging technologies, such as driverless vehicles, electric buses, electric scooters; focus on preserving local economic uses and accessibility, including shared use of some areas with farm vehicles/ slow-moving tractors; consider future land use development strategies that include financing for public infrastructure; incorporate public health data at start of planning.

3D. Explain how the proposal encourages stakeholder involvement. Applicants should list the stakeholders involved in the planning effort (e.g., first responders, community-based organizations, local housing and public health departments, transit agencies, and partners including State, federal, local agencies), as well as how they will be involved throughout the project. **Do not exceed the space provided. (5 points):**

The proposal encourages stakeholder involvement by including the development of a Project Task Force (PTF) composed of diverse local stakeholders, including representatives from Caltrans District 1, Humboldt County Association of Governments, McKinleyville Community Services District, McKinleyville Chamber of Commerce, McKinleyville Family Resource Center, McKinleyville schools, the McKinleyville Municipal Advisory Committee, the Countywide Safe Routes to School Task Force, County public health staff, local businesses, local cycling organizations, and mobility advocates who will meet regularly to guide and provide input on public engagement methods and review draft project deliverables. Additionally, input from residents, local tribal representatives and under-represented community groups will be actively gathered through intercept surveys, walking/ biking observations in the project area, one-on-one engagement through social service organization partners, community design workshops, online input tools such as surveys and voting on visual preferences, participation in multiple pop-up infrastructure demonstrations, and through tabling at local gathering locations and events in or near the project area.

3E. Explain how the proposal involves active community engagement. Applicants should describe the specific public outreach methods/events that will be employed throughout the project, as well as how public input will inform the project. Also describe how the effort will survey the public at the end of each outreach event to gauge effectiveness of these activities for the planning effort. **Do not exceed the space provided. (5 points):**

The project will actively and creatively involve residents and students through bilingual outreach, walking and biking tours that invite community observation, intercept surveys with people currently walking and biking in the project area, community workshops, partnering with County Public Health on classroom engagement through a Safe Routes to School program, an interactive online survey, social media usage, tabling at local events and gathering places, one-on-one or small group meetings with stakeholders who are unlikely or unable to attend other events, and pop-up temporary infrastructure demonstration(s) to model possible improvements, providing an opportunity for robust resident engagement towards a community-based plan for safe walking and biking connectivity. This project will analyze community input at the end of each outreach event and track demographics of participants in order to gauge effectiveness of these activities for the planning effort and develop a range of roadway, bicycle, and pedestrian safety improvement alternatives for the project area focused on improving active transportation connectivity while preserving freight, farm vehicle and motor vehicle access. If needed, the project team will utilize new and additional methods based on Project Task Force suggestions to reach even more residents and community members. The project will also aim to engage a broader audience by inviting community partners and trail user groups to cross-share key opportunities for input with their stakeholders at additional meetings and events.

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3F. Explain how the proposal assists in achieving the Caltrans Mission and Grant Program Overarching Objectives on Page 4): Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity, as applicable. Do not exceed the space provided. (5 points):

The project would meet the following overarching objectives as indicated: Sustainability – encourages active transportation, connects residential areas with key destinations including school, work, recreation and commercial businesses. Preservation – supports enjoyment and appreciation of natural areas and resources, farmland and agricultural land uses, promotes energy conservation by providing an alternative to driving within and connecting to McKinleyville. Mobility – connects growing residential neighborhoods to key destinations with support for those using mobility devices, strollers, or connecting to transit. Safety – current safety issues include exposure to high-speed traffic and truck/farm traffic with no safe alternative route, as well as some presence of dumping, illegal camping and unwanted activity due to its underutilization by the general public. Innovation – online tools, engaging students and use of new planning technologies as well as use of pop-up infrastructure will make the planning phase innovative, and design will include consideration of emerging transportation technologies. Economy – connects people to local businesses, gives ranch and farm workers an alternative way to get to work, and supports appreciation of working ranch and farmlands. Health – supports people in choosing an active mode and helps them get to their destination safely. Social Equity – will include engagement of low-income individuals and families, speakers of languages other than English, and houseless individuals, and will connect neighborhoods of all income levels to key destinations.

3G. Explain how the proposal ultimately results in funded and programmed multimodal transportation system improvements. Applicants should discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort. Do not exceed the space provided. 5 points:

The scope of work for this project includes the development of 30% designs, cost estimates, a final report and implementation plan which will include next steps for funding and programming, input from key decision-makers, and the adoption of these documents by local government. The project area is listed as a "top 5" regional priority by HCAOG, which increases its likelihood of seeing broad support. Also Caltrans District 1 staff will actively collaborate on outreach for this project which may help further opportunities for potential improvements in state right-of-way in the project area. This planning phase will support next steps for applying for or programming this project for final design, right-of-way and construction. The proposal has broad support from local governments and partnering organizations, which will aid in adoption and implementation. The applicants also have a strong history of working with local, qualified consultant firms to conduct planning and design projects to be fundable and regionally supported, and have high rates of past success. One of the primary goals of the planning process is to engage vulnerable community members and stakeholders to create a vision of transportation improvements that truly reflect their wishes for their community, so that they can continue to advocate for implementation and see the value of the recommendations that come out of this process. Also depending upon the recommendations that come from this project, some short term solutions could be implemented with a County of Humboldt program to cost-share with community-based groups to implement rural transportation solutions within County jurisdiction.

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Application Signature Page

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

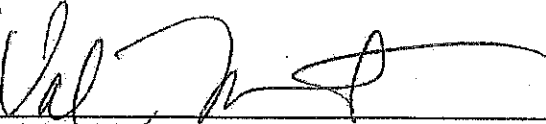
To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.



Signature of Authorized Official (Applicant)

Public Works Director

Title



Signature of Authorized Official (Sub-Applicant)

Executive Director

Title

Tom Mattson

Print Name

10/2/19

Date

Val Martinez

Print Name

10/1/19

Date

Signature of Authorized Official (Sub-Applicant)

Print Name

Title

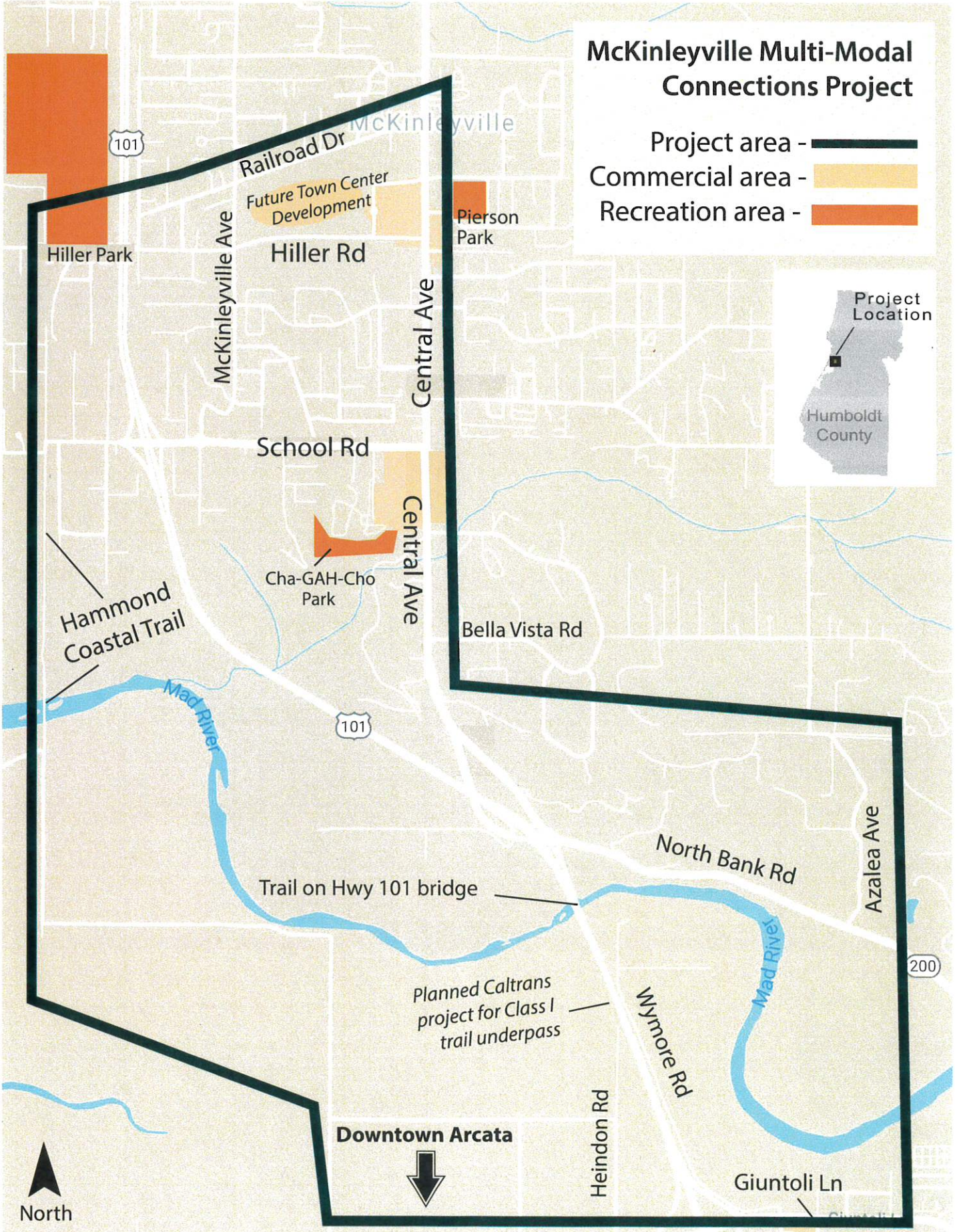
Date

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4. Project Management (30 points): See Scope of Work and Project Timeline samples and checklists for requirements (Grant Application Guide, Pages 54-60), also available upon request.
4A. Scope of Work in required Microsoft Word format (15 points)
4B. Project Timeline in required Microsoft Excel format (15 points)

McKinleyville Multi-Modal Connections Project

- Project area -
- Commercial area -
- Recreation area -



SCOPE OF WORK

Grantee: County of Humboldt

Project Title: McKinleyville Multimodal Connections Project

Introduction:

The County of Humboldt and Redwood Community Action Agency (RCAA) will collaborate with community members, schools, social service organizations and Caltrans to robustly engage the diverse McKinleyville community and create a plan and concept designs for safe walking and bicycling connectivity between McKinleyville, the fastest growing community in Humboldt County, and employment, school, and community destinations to the south around Humboldt Bay. Non-motorized facilities are lacking in the project area (i.e. adjacent to proposed Town Center mixed-use development and connecting across the Mad River to Arcata) forcing people either to navigate a complex highway interchange or travel County roads lacking walking and biking facilities to access the Hammond Trail – 2.5 miles out of direction to Arcata.

The unincorporated community of McKinleyville has largely been a bedroom community located north of the cities of Arcata and Eureka off of Highway 101 in Humboldt County, but momentum has grown to create better access within town for quality of life and employment. While McKinleyville offers more affordable housing than Arcata and other areas around Humboldt Bay, the community is separated from Arcata by the Mad River and hindered by previous land use decisions which did not require walking and biking facilities be built during development. This proposal focuses on the routes into and out of McKinleyville from the south (namely the Hammond Trail and Central Avenue/Highway 101) and the County roads that connect neighborhoods to these potential routes – Railroad Avenue, Hiller Road, and School Road.

This proposed project was shaped by prior Complete Streets planning efforts by the County of Humboldt and the Humboldt County Association of Governments (HCAOG) as components of this project are priorities listed in both HCAOG's Regional Transportation Plan VROOM, (2017) and in the Humboldt Regional Bicycle Plan (2018). The proposal was also informed by outcomes of a walkability assessment in the project area (along Hiller, Central and Railroad) in May 2019 conducted by County Public Health, McKinleyville Middle School, and RCAA. The final scope of proposal was determined through public meetings of the McKinleyville Municipal Advisory Committee in summer 2019.

The project will integrate transportation and housing planning efforts as in 2020 the County will be planning ordinance updates for the proposed McKinleyville Town Center development proposed adjacent to the existing Shopping Center bracketed by Hiller Road and Railroad Avenue. The Town Center is envisioned to comprise mixed-use development, including a range of housing types, in the heart of McKinleyville and this proposal's project area where currently walking and biking facilities are lacking. Addressing walking and biking facility deficiencies is a high community and County priority in McKinleyville but

there has not been funding to plan potential improvements and robustly engage the community. If this project is not funded, housing will continue to be built expanding the population without planning for active transportation improvements to safely connect McKinleyville to the majority of employment and school destinations to the south. If funded, this project would be part of a larger effort of the County to complete the Humboldt Bay area's regional trail network to ensure all residents have the mobility and access they need to get to work, school, and appointments regardless of if they have access to a vehicle. The County of Humboldt and RCAA have successfully partnered on many multimodal transportation projects and community engagement efforts – most recently on a Community Walk & Observation in Redway, the Humboldt Bay Trail South project, and the Lafayette Elementary Safe Routes to School project.

Project Area Demographics:

The unincorporated community of McKinleyville is the fastest growing community in Humboldt County and is a disadvantaged community as assessed by the median household income of census tracts in the project area as compared to the statewide median income. The Project Area includes five census tracts in south McKinleyville and north Arcata (census tracts 105.01, 105.02, 11.01, 12, and 13) all of which are disadvantaged communities with median household incomes below \$54,191.20, which is 80% of California's median household income of \$67,739 (US Census American Fact Finder). (See breakdown of median household income by census tract under this proposal's Supporting Data.) The vulnerable populations this project will target through diverse outreach strategies include low income households, youth, homeless individuals and families, and Latino community members.

The Humboldt Housing and Homelessness Coalition reported 121 homeless individuals living in McKinleyville per the January 2019 Point in Time Count. Many of these individuals and others living in McKinleyville are dependent upon non-motorized transportation within and connecting to McKinleyville.

In addition, youth in McKinleyville exhibit high rates of walking and biking within their community. McKinleyville Middle School, located within the project area at Central Avenue and Railroad Avenue, has some of the highest walking and biking rates of any school in Humboldt County. According to Student Travel Tallies by classroom in February 2019 (<https://www.hcaog.net/documents/safe-routes-school-whats-happening-humboldt>) 14% of students walked or biked in the morning and more than a third of students (34%) walked or biked home in the afternoon. Students traveling to school within McKinleyville often utilize the same cross-town routes (e.g. Railroad Avenue, Hiller Road, and School Road) that non-motorized commuters use to reach the two routes that lead south out of McKinleyville.

Better connecting neighborhoods in south McKinleyville to north Arcata is also a priority because northern Arcata, particularly the Valley West neighborhood, is one of the most densely populated neighborhoods in Arcata and has a very high percentage of Latino and low-income community members. In addition, providing connectivity from south McKinleyville and north Arcata to Humboldt Bay will help community members access

work, school and public spaces for recreational opportunities in areas identified as deficient in parks and recreation.

The project applicants are well experienced in working with low-income, vulnerable, and disadvantaged populations. Redwood Community Action Agency staff have designed and facilitated dozens of multi-lingual meetings, one-on-one engagements and walking tours which genuinely involve key community populations often left out of public decision-making processes.

Responsible Parties:

Humboldt County Public Works Department with assistance from Redwood Community Action Agency (RCAA) (a non-profit based in Eureka with decades of experience leading community outreach, non-motorized transportation planning and Safe Routes to School efforts) and a consulting firm with expertise in trail and multimodal transportation design (to be selected through an RFP process) will perform the tasks outlined in this scope work. The County of Humboldt and RCAA will be the entities responsible for the management and completion of this project. The County and RCAA will follow identified procurement procedures to select a consulting firm to assist with specific tasks as outlined in the project scope. The County will ensure that consultant fees do not exceed the budget allocated in this grant request.

Overall Project Objectives:

- Completion of a *McKinleyville Multimodal Connections Project* Plan to identify options for enhanced safety and connectivity for walking and biking between McKinleyville and north Arcata and to the proposed Town Center mixed-use development
- Identification of conceptual design alternatives for improved walking and biking connectivity between McKinleyville and key destinations around Humboldt Bay
- Robust engagement of diverse McKinleyville residents, students, businesses and community organizations through public observations, workshops, one-on-one engagement, intercept surveys, and online engagement
- Setting of performance targets for participation in the project by vulnerable populations and measurement of progress
- Consideration of environmental justice in the planning process so that all residents have an opportunity for meaningful involvement with respect to the environment and community health outcomes
- Involvement of middle school-aged youth in providing input and feedback on pedestrian and cyclist needs through an existing Safe Routes to School program led by Humboldt County DHHS Public Health
- Setting of baselines and measurement of potential impacts of the proposed project on multimodal mobility, equity, safety and preservation
- Quantification of the potential reduction of greenhouse gas emissions through improved safety for and encouragement of non-motorized transportation modes

- Utilization of best practices in planning for context-sensitive "complete streets" design for small town streetscapes
- Application of low-impact development design features where possible in the plan
- Planning for enhanced safety for walking, biking and access to transit within McKinleyville and between McKinleyville and north Arcata/Valley West
- Identification of priority project components for further study and implementation
- Identification of potential implementation funding sources
- A plan to increase commuting by walking and bicycling within and from McKinleyville

The scope of work below outlines the proposed tasks and deliverables to successfully complete the *McKinleyville Multimodal Connections Project*.

Task 1: Project Coordination & Fiscal Management

Task 1.1: Project Kick-Off Meeting and Project Management

- Host a project kickoff meeting with Caltrans District 1 staff and project applicants to finalize scope of work, approach, team roles and intended outcomes.
- Manage project tasks, timelines, and deliverables.
- Maintain regular communication between co-applicants and with project consultants.
- Manage consultant contract: tasks, timelines, deliverables, and invoices.

Responsible Party: Humboldt County Public Works and RCA

Task 1.2: Subcontractor Procurement & Contracting

- Develop proposed scope of work for a Transportation Planning Consultant with input from Caltrans.
- Disseminate RFP for consultant selection.
- Set criteria for consultant selection which could include such metrics as experience working within Caltrans right-of-way and a solid understanding of best practices for context-sensitive complete streets design
- Form selection committee with staff from Humboldt County Public Works, RCA, HCAOG, Caltrans District 1, and a representative from the McKinleyville Community Trails Group to select consultant firm following all County and Caltrans procurement policies.
- Finalize and execute contract.

Responsible Party: Humboldt County Public Works

Task 1.3: Invoicing

- Prepare and submit monthly invoices to the assigned Caltrans Project Manager
- Track local matching funds and third party in-kind contributions for each project invoice.

Task 1.4: Progress Reports

- a. Prepare and submit quarterly progress reports to the Caltrans Project Manager
- b. Prepare final project recommendations, evaluation and next steps report. The final report will acknowledge Caltrans’ active and financial participation on the title page.

Responsible Party: County and RCAA

Task	Deliverable
1.1	Final scope of work
1.2	Consultant RFP, copy of procurement procedures and executed contract
1.3	Monthly invoices
1.4	Quarterly progress reports, final project report

Task 2: Assess Existing Conditions

Task 2.1: Assemble GIS Data and Multimodal Transportation Data

- a. Assemble existing transportation, land use and mapping data for the Project Area such as:
 - Average Daily Traffic volumes on roadways within the Project Area;
 - Bicycle and pedestrian counts on Highway 101;
 - Roadway rights-of-way information including for Highway 101;
 - Existing roadway standards;
 - Level of Traffic Stress (LTS) Assessment for McKinleyville (draft LTS completed by Humboldt State University student in May 2019);
 - Transportation safety and collision data (e.g. through TIMS, SWITRS, and Street Story through UC Berkeley SafeTrec);
 - Land uses, proposed housing developments and zoning;
 - Existing water bodies/wetland locations;
 - Public and nonprofit land trust lands;
 - Caltrans’ 2018 State Highway Operation and Protection Program (SHOPP) project plans for constructing a Class I bikeway under Highway 101 through Boyd Draw; and
 - Transit route and transit stop data.
- b. Incorporate data sets into a map to be used for planning and community engagement. Test map features with Project Task Force (see Task 4.2) and adapt mapping accordingly.

Responsible Party: Humboldt County Public Works and Consultant

Task 2.2 Review Key Local Planning Documents Pertaining to Trails, Walking, Biking and Housing

- a. Review and compile relevant policies, community priorities, and outcomes from key local planning documents such as:

- i. Humboldt County Draft Ordinances for the McKinleyville Town Center (anticipated spring 2020)
- ii. McKinleyville Middle School Walkability Assessment Report(May 2019)
- iii. Humboldt County General Plan Circulation Element (2017)
- iv. Humboldt County Regional Trails Master Plan (2011)
- v. HCAOG's VROOM Regional Transportation Plan (2014)
- b. McKinleyville Community Services District Recreation Plan (2019)
- i. Mad River Parkway Visioning (2007)
- viii. Humboldt County Capital Improvement Program
- b. Review any housing development project submissions to the County of Humboldt near or within the Project Area, and encourage housing projects to connect to and support the development of walking/biking/trail facilities within their development that connect to adjacent trails/non-motorized facilities/parks/neighborhoods

Responsible Party: Consultant, RCAA

Task 2.3 Gather Additional Multimodal Data to Set Baselines and Measure Impacts

- a. Gather and estimate key multimodal transportation data to set baselines:
 - i. Bicycle and pedestrian counts at two key locations on County roads in project area per Caltrans Local Assistance's Office Bulletin 19-02 Interim ATP Count Guidance
 - ii. "Destination Density" along both the Central Avenue and Hiller Road/Hammond Trail routes in the project area
 - iii. Total Vehicle Miles Traveled (VMT) and VMT per capita within project area (i.e. utilizing Streetlight or other program)
 - iv. Current greenhouse gas emissions from transportation entering and leaving McKinleyville
- b. Measure potential impacts of proposed project plan on:
 - i. Smart Mobility Performance Measures such as Mobility, Equity, Safety, Preservation
 - ii. Potential GHG reductions with implementation of project plan
 - iii. Potential VMT and VMT per capita with implementation of project plan

Responsible Party: Consultant

Task 2.4 Conduct field reconnaissance along public rights-of-way within the Project Area

- a. Seek encroachment permit for field reconnaissance within Caltrans right-of-way
- b. If deemed appropriate, seek right-to-enter for key private parcels for field reconnaissance
- c. Conduct field observation for existing opportunities and constraints within the Project Area including the Central Avenue interchange at the southern end of McKinleyville, Central Avenue from the interchange to Railroad Ave, along North Bank Road/Highway 200 to Azalea Road, along the Mad River Bridge trail to

Wymore Road, and roadways connecting central McKinleyville to the Hammond Coastal Trail (e.g. School Road, Hiller Road, and Railroad Avenue).

- d. Take relevant photos and GPS points to assist analysis of existing conditions
- e. Incorporate into the field reconnaissance technical memo community observations and experiences voiced during the walking workshops in the Project Area planned under Task 4.4

Responsible Party: Humboldt County Public Works, RCAA and Consultant

Task 2.5 Conduct Opportunities and Constraints Analysis for Walking and Biking Connectivity and Traffic Calming

- a. Utilize existing data and direct observation to assess existing facility and multimodal traffic conditions within the Project Area
- b. Identify gaps in the multimodal network and areas with significant safety concerns
- c. Identify key public rights-of-way within the Project Area
- d. Identify high-level environmental constraints without conducting natural features inventory;
- e. Analyze non-motorized routes between McKinleyville and Arcata by Level of Traffic Stress, Access, Route Directness, and Destination Density along the route
- f. Compile multimodal opportunities and constraints into a technical memo and map/rendering.

Responsible Party: Consultant

Task	Deliverable
2.1	GIS database and compilation of multimodal data
2.2	Technical memo analyzing current and proposed plans for transportation improvements and housing in project area
2.3	Memo detailing baseline measurements of multimodal data
2.4	Memo detailing findings
2.5	Technical memo and map of opportunities and constraints

Task 3: Community Outreach

The primary purpose of the public engagement will be to solicit feedback on safety concerns and ideas for improved walking and biking connectivity between McKinleyville and Arcata including the southern entrance to McKinleyville at the Central Avenue/Highway 101/North Bank Road interchange and connections between Central Avenue and the Hammond Coastal Trail. County and RCAA staff, with coordination with Caltrans District 1 staff, will facilitate a series of public input opportunities utilizing different strategies and times-of-day to encourage diverse participation including one-on-one engagement. A local gathering place, such as Six Rivers Brewery, will be selected to conduct a community observation at the Bella Vista area of McKinleyville, the south end of Central Avenue, and along the Mad River Bridge

on Highway 101 to Wymore Road. Another local gathering place, such as the McKinleyville Family Resource Center on Hiller Ave and/ or Hiller Park, will provide an opportunity for a formalized community walk & observation in the northern part of the project area. RCA will also be involved in student/youth engagement with County DHHS Public Health at public schools and/or youth centers, administering intercept surveys of people currently walking and biking in the project area, hosting an online survey, and installing a pop-up temporary infrastructure demonstration if deemed appropriate by the community and the County. It is the mission of RCA to provide leadership and advocacy designed to enable low-income/disadvantaged persons to gain the necessary skills, education, and motivation to become self-sufficient. Along those lines, RCA will work to include voices traditionally left out of planning processes including non-English speakers, single parents, and carless households. All public outreach strategies will be publicly noticed, included in a diversity of local media, and distributed in both English and Spanish. RCA is experienced in holding bilingual workshops and walking assessments therefore Spanish language interpretation and translation will be provided at meetings and workshops to further reach residents. In addition, RCA will schedule input opportunities at varying times to accommodate people who traditionally work during the day ensure childcare is provided to allow for participation from parents who have previously been unable to attend similar meetings because they have had to care for their children. RCA will also set a performance target for participation from vulnerable populations (e.g. low income households, unsheltered community members, monolingual Spanish speakers, Latino community members, and youth) and will measure engagement of these populations utilizing demographic questions on intercept surveys and an optional anonymous survey at all outreach events (in the manner of Caltrans' Title VI efforts). RCA and the County of Humboldt have strong relationships with local media, community-based organizations and local businesses in order to publicize the events and reach key populations within the Project Area.

Task 3.1: Refine Public Engagement Strategy and Set Performance Targets for Outreach

- a. Develop a community engagement strategy and marketing plan to encourage participation in the project in several potential ways:
 1. One-on-one engagement and surveying at McKinleyville businesses and services, schools, recreation centers, and other community events and gathering places
 2. Intercept surveys and one-on-one engagement with people currently walking and biking in the project area
 3. Online engagement including an online survey
 4. Classroom engagement in local schools and/or youth centers
 5. Community walk & observation of the Project Area
 6. Community workshops with small group design tables
 7. Pop-Up Temporary Infrastructure Demonstration
- b. Set performance targets for participation in the project by vulnerable populations (e.g. low income households, unsheltered community members, monolingual Spanish speakers, Latino community members, and youth). Set targets for outreach with vulnerable populations as a percentage of project participants. Utilize

demographic data from the American Communities Survey and Humboldt Housing and Homelessness Coalition Point in Time Count. Utilize Caltrans and Project Task Force to inform target setting.

- c. Measure engagement of vulnerable populations utilizing demographic questions on intercept surveys and an optional anonymous survey at all outreach events (in the manner of Caltrans' Title VI efforts).
- d. Collaborate with Caltrans to develop and refine outreach activities as per consultation with District 1 staff during creation of this proposal
- e. Refine and confirm public engagement strategy with Project Task Force (Task 3.2)

Task 3.2: Form Project Task Force and Hold Project Task Force Meetings

- a. Form a Project Task Force (PTF). Identify potential PTF members representing McKinleyville community members, local businesses, Caltrans District 1 staff, Humboldt County Association of Governments (HCAOG), County of Humboldt, McKinleyville Family Resource Center, McKinleyville Municipal Advisory Committee, Humboldt County DHHS Public Health, local schools and youth centers, social service organizations, Safe Routes to School Task Force, local cycling organizations, and mobility and senior advocates. RCAA will also utilize existing relationships with key organizations in McKinleyville working with vulnerable populations (e.g. County Public Health and the McKinleyville Family Resource Center) to invite participation in the PTF from low income families and middle school youth. The PTF will be engaged early on in the project kick-off to allow for genuine input into public outreach strategies.
- b. Create a written collaboration agreement with PTF members which outlines roles and expectations for the project
- c. Establish an online information sharing system for use by PTF and project team.
- d. Convene at least three Project Task Force (PTF) meetings throughout the term of the project to 1) review existing conditions and invite feedback on project approach and public engagement methods, 2) review community feedback from workshops and engagement activities, and 3) review concept designs

Task 3.3: Solicit Engagement in the Project

- a. Work with community organizations and neighborhood advocates that organize within the Project Area to plan appropriate community engagement activities.
- b. Encourage fun and engaging methods for online participation through the Humboldt County website, social media, and partner organizations' websites
- c. Create a visually-appealing, legible and color-blind friendly flyer detailing public engagement opportunities
- d. Promote the project and public input opportunities through written and radio PSAs, press releases, social media, local blogs and outreach via partner stakeholder groups
- e. Send direct mailers to organizations, businesses and key properties in the Project Area
- f. Solicit community involvement through direct interaction at key neighborhood and school events and gathering places
- g. Meet with key community leaders and organizations in the Project Area
- h. Collect and compile online and in-person feedback from engagement activities

Task 3.4: Conduct First Series of Public Engagement Activities

- a. Host a Kick-off Community Workshop. During this workshop, the project's objectives, schedule, and input opportunities will be shared and small-group community design sessions will gather initial input from residents. The primary objective of the workshop will be to gather community concerns and identify highest priority needs. The kick-off workshop will be held in a convenient location close to transit, in the evening, will include English-Spanish interpretation, will be child-friendly, and will include food.
- b. Engage people walking and biking along current travel routes in the project area through intercept surveys with similar community design questions as presented at the Kick-off Workshop and optional demographic questions to track participation of vulnerable populations. Ascertain how far out of direction to their destination people are willing to travel along a safe walking and biking route.
- c. Engage community members at key gathering places and through partner organizations, such as the McKinleyville Family Resource Center and County Public Health, with similar community design questions as presented at the Kick-off Workshop. Staff will conduct up to four of these smaller listening sessions throughout McKinleyville. Simultaneous Spanish-interpretation will be utilized.
- d. Facilitate two community observation events and workshops in the Project Area, with one in the southern portion of the project area near the Highway 101/Central interchange, and one in the area of Hiller Road. The community observations will include at least one walking observation (commonly called a "walk audit") and one more observation that will be held either by bicycle or walking. The community observations will be held on a day/time most likely to encourage resident participation. Simultaneous Spanish-interpretation will be provided. Staff experienced in leading walkability assessments will plan the walking routes to promote safety while also allowing participants to experience firsthand the conditions for walking and biking in the project area. The community walk & observations will help to validate travel behaviors and allow participants to share their first-hand experiences walking and biking in the project area with Public Works and Caltrans staff. Participants will be asked to validate the Level of Traffic Stress for biking in the project area compiled under Task 2.1.
- e. Work with County Public Health to follow up with participants from the May 2019 Safe Routes to School project that engaged middle school aged youth via youth center activities, in classroom activities, or through after-school programs. This could include engaging the McKinleyville Middle School student council and school staff and families who participated in the walk audit.
- f. Compile community input on the project from a variety of sources including survey responses, verbal input, written input, comments on tabletop maps and workshop posters, etc. Provide a compilation and summary of community input to project team. All community input will be sought in both English and Spanish.

Task 3.5: Conduct Second Series of Public Engagement Activities

- a. Following the first series of community input opportunities and synthesis of community needs and potential concept designs by the project team, host a

community workshop and also return to key community gathering places and organizations to solicit feedback on conceptual design alternatives. The pop-up engagement events will be held in convenient locations close to transit and during different times of day.

- b. If deemed appropriate by the public and County Public Works, implement a one-day temporary infrastructure demonstration using temporary materials to demonstrate what one potential concept design(s) could look and feel like on the ground.
- c. Outreach for the workshop and engagement opportunities (and pop-up demonstration(s) if appropriate).
- d. Compile public input from second series of public engagement.

Responsible Party: RCAA

Task	Deliverable
3.1	Community engagement strategy memo
3.2	PTF stakeholder list, compilation of PTF input
3.3	Outreach materials, brief memo of outreach activities, project website
3.3	Presentation and pop-up event materials and compilation of public input
3.5	Public engagement materials, documentation of temporary infrastructure demonstration if appropriate and compilation of public input

Task 4: Develop Concept Design Alternatives

Task 4.1: Develop Concept Design Alternatives

- a. Utilizing feedback from the public engagement and Project Task Force, produce:
 - 1. Concept design alternatives for the priority east/ west non-motorized connection between Central Avenue and the Hammond Coastal Trail
 - 2. Concept design alternatives for traffic calming and a walking and biking facility at the south McKinleyville interchange with Highway 101
- b. For concepts that may overlap with Caltrans right-of-way, ensure adequate time for review by Caltrans staff
- c. Develop illustrative renderings of concepts to engage participants in the concepts
- d. Invite specific input from Caltrans District 1 on draft concept designs, particularly if designs

Task 4.2: Finalize Concept Designs

- a. Following second series of public outreach finalize concept designs based upon preferred alternative. Concepts will include fully rendered concept level (30%) engineering designs.
- b. Ensure adequate time for review of concept designs by Caltrans staff
- c. Develop order-of-magnitude cost estimates and a description of maintenance considerations for each.

Responsible Party: Consultant

Task	Deliverable
4.1	Concept design alternatives with renderings
4.2	Finalized concept designs with cost estimates

Task 5: Prepare Report

Task 5.1: Prepare Draft Report

- a. Refine concept alternatives based on the second series of community engagement opportunities

- b. Incorporate a project overview, compilation of technical memos and baselines and potential project impacts from Task 2, a discussion of community input and preferences, and concept design alternatives into a draft McKinleyville Multimodal Connections Project Report. A discussion of potential applicable funding sources and phasing strategies should also be included. The report should help facilitate future grant funding and implementation of project phases by the County.
- c. Solicit community and PTF feedback on the draft McKinleyville Multi-modal Connections Project Report. Comments will be incorporated or addressed in the final report.
- d. Ensure draft report is consistent with *VROOM* (HCAOG's Regional Transportation Plan) and adopted County plans and design standards.

Responsible Party: Consultant

Task 5.2: Present to County Board of Supervisors, HCAOG, and McKinleyville Municipal Advisory Committee (MAC)

- a. County staff, RCAA and the project consultant will conduct two presentations to share the draft Plan and design concepts: to the County Board of Supervisors (BOS) during a public BOS meeting, and to HCAOG during a public meeting. Project staff will also present at three MAC meetings during the course of the project.
- b. The presentation will provide an overview of the project, results from the community engagement and next steps for concept selection and project development.

Responsible Party: Consultant, Humboldt County Public Works and RCAA

Task 5.3: Prepare Final Report and Implementation Plan

- a. Review and incorporate feedback from County staff, the County Board of Supervisors, HCAOG, the McKinleyville Municipal Advisory Committee, and public comments.
- b. Prepare a final report and implementation plan that will serve as the McKinleyville Multi-modal Connections Project Final Report.

Responsible Party: Consultant

Task	Deliverable
5.1	Draft Report
5.2	Presentation materials and meeting minutes
5.3	Final Report and Implementation Plan

**California Department of Transportation
Sustainable Transportation Planning Grants
Fiscal Year 2020-21**

PROJECT TIMELINE

Grantee:		County of Humboldt					Project Title: McKinleyville Multimodal Connections Project																				
Task Number	Responsible Party	Fund Source				FY 2020/21				FY 2021/22				FY 2022/23				Deliverable									
		Total Cost	Grant Amount	Local Cash Match	Local In-Kind Match	J	A	S	O	N	D	J	F	M	A	M	J		J	A	S	O	N	D	J	F	M
1 Project Coordination & Fiscal Management																											
1.1	Project Kick-Off Meeting and Project Management	County and RCAA	\$2,824	\$2,500		\$324																					Final scope of work
1.2	Subcontractor Procurement & Contracting	County	\$2,259	\$2,000		\$259																					Consultant RFP, copy of procurement procedures and executed consultant contract
1.3	Monthly Invoicing	County and RCAA	\$3,389	\$3,000		\$389																					Monthly invoices
1.4	Quarterly Progress Reports to Caltrans	County and RCAA	\$2,259	\$2,000		\$259																					Quarterly progress reports, final project report
2 Assess Existing Conditions																											
2.1	Assemble GIS and Multimodal Transportation Data	County and Consultant	\$4,518	\$4,000	\$518																						GIS database and compilation of multimodal data
2.2	Review Key Local Planning Documents Pertaining to Trails, Walking, Biking and Housing	Consultant, RCAA	\$2,259	\$2,000	\$259																						Technical memo analyzing current and proposed plans for transportation improvements and housing in project area
2.3	Data to Set Baselines and Measure Impacts	Consultant	\$6,777	\$6,000	\$259	\$518																					Memo detailing baseline measurements of multimodal data
2.4	Conduct Field Reconnaissance...	County, RCAA, Consultant	\$13,555	\$12,000	\$1,235	\$320																					Memo detailing findings
2.5	Constraints Analysis for Walking and Biking Connectivity and Traffic Calming	Consultant	\$33,887	\$30,000	\$3,887																						Technical memo and map of opportunities and constraints
3 Community Outreach																											
3.1	Refine Public Engagement Strategy and Set Performance Targets for Outreach	RCAA	\$1,807	\$1,600		\$207																					Community engagement strategy memo
3.2	Form Project Task Force and Hold Project Task Force Meetings	RCAA	\$3,502	\$3,100		\$402																					PTF stakeholder list, compilation of PTF input
3.3	Solicit Engagement in the Project	RCAA	\$5,648	\$5,000		\$648																					Outreach materials, brief memo of outreach activities, project website
3.4	Conduct First Series of Public Engagement Activities	RCAA	\$11,296	\$10,000		\$1,296																					Presentation and pop-up materials and compilation of public input
3.5	Conduct Second Series of Public Engagement Activities	RCAA	\$11,296	\$10,000	\$516	\$780																					Presentation materials, documentation of temporary infrastructure demonstration if appropriate, and compilation of public input
4 Develop Concept Design Alternatives																											
4.1	Develop Concept Alignment/Design Alternatives	Consultant	\$33,886	\$30,000	\$3,406	\$480																					Concept design alternatives with renderings
4.2	Finalize concept designs	Consultant	\$28,239	\$25,000	\$3,239																						Finalized concept designs with cost estimates
5 Prepare Report																											
5.1	Prepare Draft Report	Consultant	\$33,886	\$30,000	\$3,886																						Draft Report
5.2	Present to County Board of Supervisors, HCAOG and MMAC	Consultant, County and RCAA	\$3,954	\$3,500		\$454																					Presentation materials and meeting minutes
5.3	Prepare Final Report and Implementation Plan	Consultant	\$16,943	\$15,000	\$1,943																						Final Report and Implementation Plan
TOTALS			\$222,185	\$196,700	\$19,149	\$6,336																					

* RCAA = Redwood Community Action Agency
 * RCAA labor rates and in-kind rates are \$80/hour, County of Humboldt Public Health in-kind labor rates are \$50/hour
 * Consultant estimated at an average of \$160/hour
 * Project management/administration line items are under Task 1 which equal less than 5% of the grant amount requested

Reimbursement of indirect costs is allowable upon approval of an Indirect Cost Allocation Plan for each year of project activities. Provide rate if indirect costs are included in the project budget. Approved Indirect Cost Rate: NA

McKinleyville Multimodal Connections Project

Project Area Demographics

The unincorporated community of McKinleyville is the fastest growing community in Humboldt County and is a disadvantaged community as assessed by the median household income of census tracts in the project area as compared to the statewide median income. The Project Area includes five census tracts in south McKinleyville and north Arcata (census tracts 105.01, 105.02, 11.01, 12, and 13) all of which are disadvantaged communities with median household incomes below \$54,191.20, which is 80% of California's median household income of \$67,739 (US Census American Fact Finder).

Median Household Income (MHI) by Census Tract from 2012-2016 American Community Survey

Census Tract 105.02 - \$48,981 MHI (southeast McKinleyville)

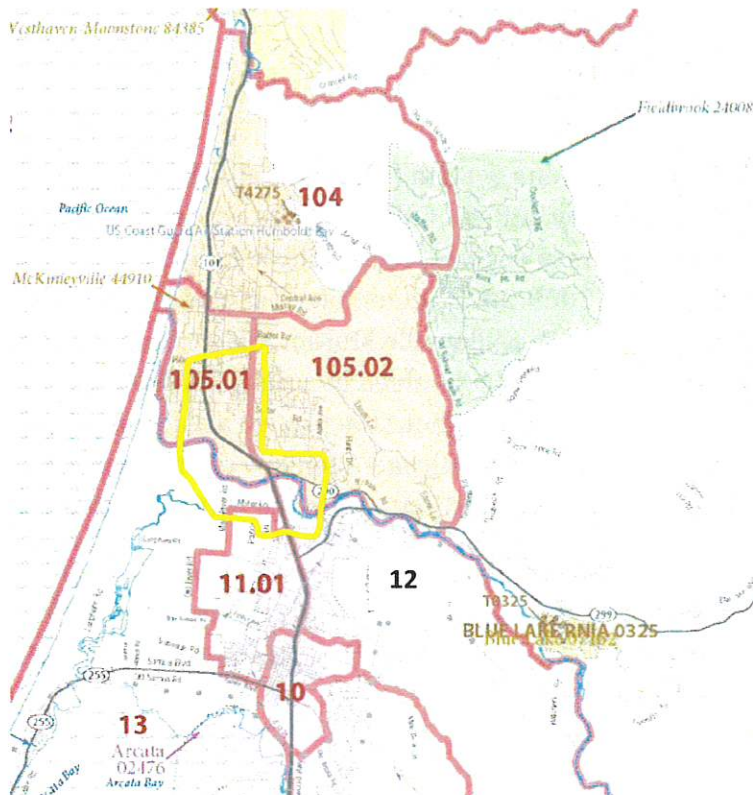
Census Tract 105.01 - \$50,445 MHI (southwest McKinleyville)

Census Tract 13 - \$34,236 MHI (Arcata Bottoms between north Arcata and McKinleyville)

Census Tract 12 - \$40,814 MHI (includes Valley West)

Census Tract 11.01 - \$34,609 MHI (northwest Arcata)

Census Tract Map with Project Area Shown in Yellow



The Humboldt Housing and Homelessness Coalition reported 121 homeless individuals living in McKinleyville per the January 2019 Point in Time Count. Many of these individuals and others living in McKinleyville are dependent upon non-motorized transportation within and connecting to McKinleyville.

In addition, youth in McKinleyville exhibit high rates of walking and biking within their community. McKinleyville Middle School, located within the project area at Central Avenue and Railroad Avenue, has some of the highest walking and biking rates of any school in Humboldt County. According to Student Travel Tallies by classroom in February 2019 (<https://www.hcaog.net/documents/safe-routes-school-whats-happening-humboldt>) 14% of students walked or biked in the morning and more than a third of students (34%) walked or biked home in the afternoon. Students traveling to school within McKinleyville often utilize the same cross-town routes (e.g. Railroad Avenue, Hiller Road, and School Road) that non-motorized commuters use to reach the two routes that lead south out of McKinleyville.

Better connecting neighborhoods in south McKinleyville to north Arcata is also a priority because northern Arcata, particularly the Valley West neighborhood, is one of the most densely populated neighborhoods in Arcata and has a very high percentage of Latino and low-income community members. In addition, providing connectivity from south McKinleyville and north Arcata to Humboldt Bay will help community members access work, school and public spaces for recreational opportunities in areas identified as deficient in parks and recreation.

Transportation Safety Data

The Transportation Injury Mapping System (TIMS), established by researchers at the University of California Berkeley, utilizes California Statewide Integrated Traffic Records System (SWITRS) data in order to analyze traffic collisions by jurisdiction. According to TIMS over the last ten years (2009-2018) there have been 44 bicycle or pedestrian-involved injury collisions in the McKinleyville Multimodal Connections Project Area. 23 collisions involved pedestrians and 21 involved bicyclists. As shown in the Collision Diagram collisions have occurred throughout the project area along US 101, Central Avenue, School Road, Hiller Road and Railroad Avenue – the routes that connect McKinleyville residents south to key destinations in the Humboldt Bay region.

Of these 44 collisions involving non-motorized users three were fatal each involving pedestrians (one fatality occurred on Central Avenue, one at the interchange of US 101/Central/North Bank Road and another on US 101 south of the Mad River).

In addition to non-motorized user collisions being high in the immediate project area, Humboldt County ranks second of all California counties for the number of pedestrian-collisions per capita and eighth for bicycle-collisions (Office of Traffic Safety Collision Ranking Results 2016).

In addition to these data covering ten full years, there was an additional high profile hit and run pedestrian fatality at the southern entrance to McKinleyville on Central Avenue at Bella Vista Road on May 18, 2019 – the day after the County received word that this proposal’s previous iteration was not funded through the 2018-19 grant cycle

(<https://kymkemp.com/2019/05/18/one-dead-in-mckinleyville-after-reported-hit-and-run-collision/>).

The photo to the right shows the memorial to this individual directly in front of the Welcome to McKinleyville sign.



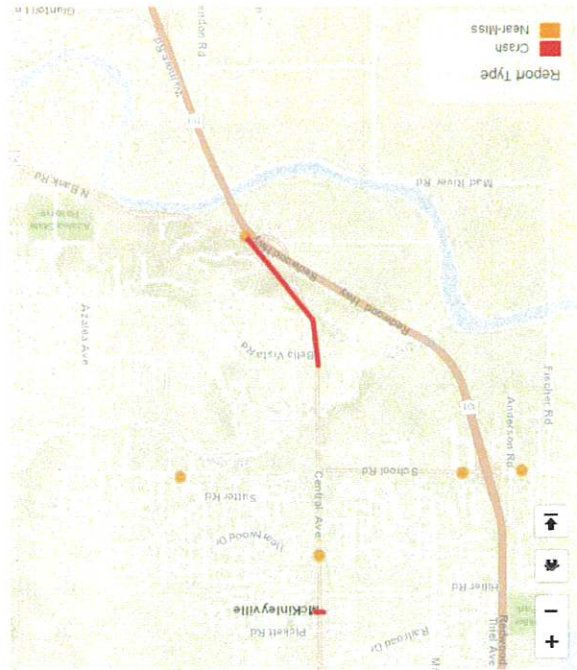
The roadways on which these collisions occurred are currently the routes for people walking and biking south from McKinleyville to Arcata and key destinations in the Humboldt Bay Area. This compelling data highlights the need for improved walking and biking safety between McKinleyville, the fastest growing community in Humboldt County, and employment centers and community destinations in Arcata and around Humboldt Bay.

Street Story, a community engagement platform managed by Berkeley SafeTREC, has also provided insight into the places in McKinleyville participating community members have indicated they have had crashes/near-misses or feel are hazardous. Street Story (<https://streetstory.berkeley.edu/>) is an online community engagement tool that allows individuals, groups, and agencies to collect information about transportation collisions, near-misses, general hazards and safe locations to travel. As collisions in rural communities are often under-reported to law enforcement, this tool utilizes crowdsourcing to get a more complete picture of the feeling of transportation safety in a community. The below graphic from Street Story shows community input on crashes/near-misses and hazards in this proposal’s project area. The southern end of Central Avenue and intersection with Highway 101 has been marked by community members as hazardous or having had a crash or near-miss as well as other locations in the project area such as the shared-use section of the Hammond Coastal Trail on Fischer Rd and intersections on Railroad Avenue, Central Avenue, and School Road.

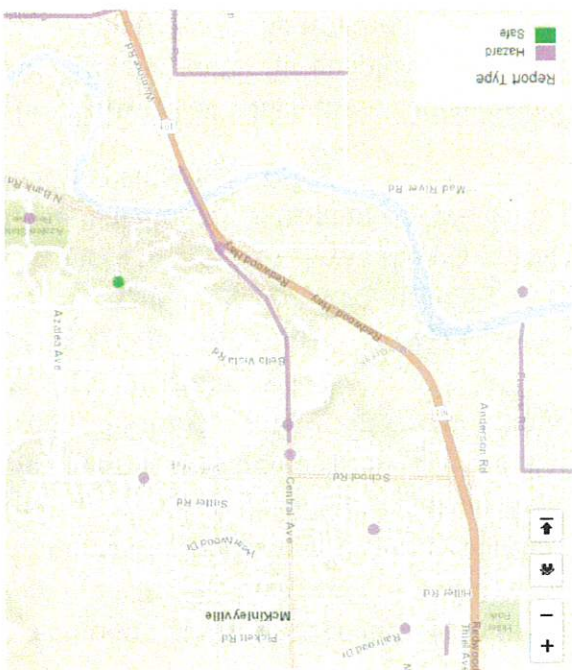
To learn more about Street Story, please see the [Street Story Starter Guide](#) or visit our [information page](#).
For qualitative data please contact: katerbeck@berkeley.edu.

Report Map

Crashes / Near-misses



Hazards / Safe places



[Download Data](#)

McKinleyville Multimodal Connections Project Graphics _ Page 1



The Highway 101 exit to McKinleyville approaching from the south and the trail on the Highway 101 bridge over the Mad River connecting to Wymore Road.



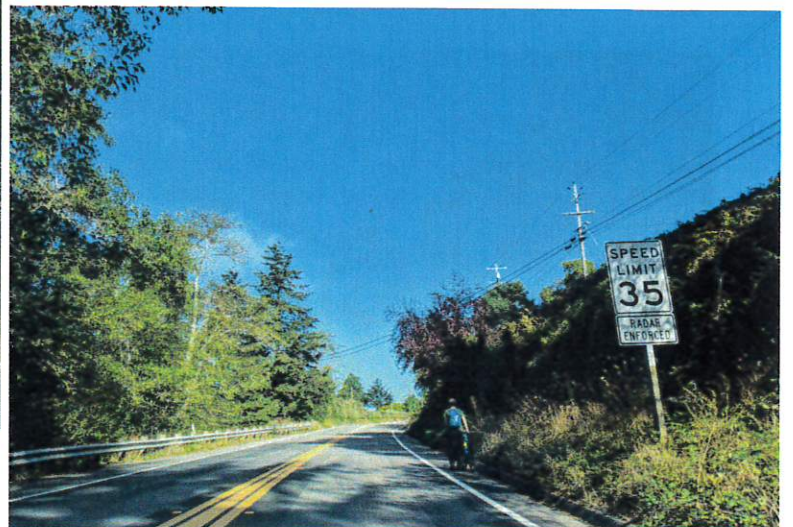
The interchange at the southern end of Central Avenue at the junction of North Bank Road (Highway 200) lacks pedestrian and bicycle facilities.



North Bank Road (Highway 200) heading east has no walking or bicycling facilities and very narrow shoulder.



A cyclist heading south traveling the wrong way on Central Avenue in order to access the Mad River Bridge trail to Wymore Road.

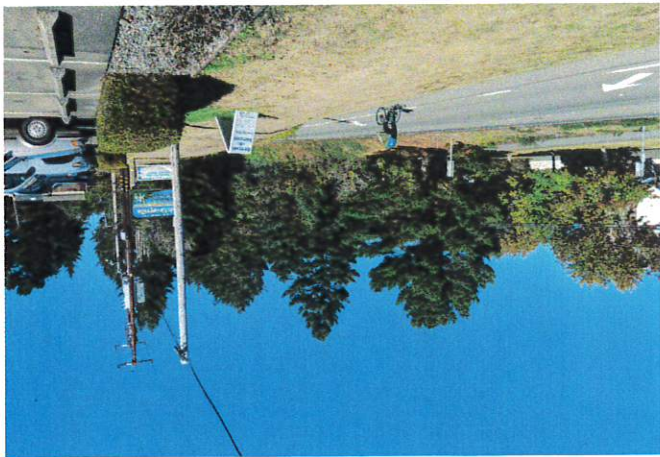


Central Avenue heading north towards Bella Vista has a narrow, dangerous shoulder.

Mckinleyville Multimodal Connections Project Graphics _ Page 2



The Bella Vista area of Central Avenue has many businesses & destinations, lacks sidewalks and bike lanes, and has no curbed ramp or formalized waiting area for the bus stop.



Shared-use roadway portion of the Hammond Trail along Fischer Road.



Pedestrians navigate Hiller Road without walking facilities.



A person biking navigates the wide intersection of Hiller and Mckinleyville Avenue.

Participants in the May 2019 Mckinleyville Middle School Walkability Assessment travel along the narrow Hiller Road shoulder.



**Mckinleyville Multimodal Connections Project
Graphics – Page 3**

Location of Caltrans proposed Class I trail under Boyd Draw connecting Heindon and Wymore Roads.



A cyclist travels south along Wymore Road after riding south the wrong way along Central Avenue to access Wymore Road.



Wymore Road access from the trail on the Highway 101 bridge over the Mad River. Wymore Road connects the trail on the Highway 101 bridge to Giuntoli Lane and north Arcata.



Pedestrians using Wymore Road accessed via the trail on the Highway 101 bridge over the Mad River.



California Department of Transportation
Transportation Planning Grants

Third Party In-Kind Valuation Plan

Task	Activity	Title	Name of In-Kind Match Provider	Fair Market Value Determination	Fair Market Value or Hourly Rate	Number of Hours	Estimated Cost
1.1	Project Kick-Off Meeting and Project Management	Donated in-kind staff labor	RCAA	The County researched average project manager labor rates in Humboldt County.	\$80	4	\$ 320.00
		Copies and printing	RCAA	Average copy costs	\$0.25	16 copies and prints	\$ 4.00
1.2	Subcontractor Procurement & Contracting	Copies and printing	RCAA	Average copy costs	\$0.25	76 copies and prints	\$ 19.00
		Donated in-kind staff labor	RCAA	The County researched average project manager labor rates in Humboldt County.	\$80	3	\$ 240.00
1.3	Monthly Invoicing	Donated in-kind staff labor	RCAA	The County researched average project manager labor rates in Humboldt County.	\$80	4.86	\$ 388.80
1.4	Progress Reports	Donated in-kind staff labor	RCAA	The County researched average project manager labor rates in Humboldt County.	\$80	3.24	\$ 259.20
2.3	Gather Additional Multimodal Data to Set Baselines and Measure Impacts	Donated in-kind staff labor	RCAA	The County researched average project manager labor rates in Humboldt County.	\$80	6.48	\$ 518.00
2.4	Field Reconnaissance...	Donated in-kind staff labor	RCAA	The County researched average project manager labor rates in Humboldt County.	\$80	4	\$ 320.00
3.1	Refine Engagement Strategy and Set Performance Targets for Outreach	Donated in-kind staff labor	RCAA	The County researched average project manager labor rates in Humboldt County.	\$80	2.5	\$ 200.00
		Copies and printing	RCAA	Average copy costs	\$0.25	29 copies and prints	\$ 7.25
3.2	Form Project Task Force and Hold Project Task Force Meetings	Donated in-kind staff labor	Public Health	The County assessed the average weighted rates of Public Health employees to be involved in the project.	\$50	8	\$ 400.00
		Copies and printing	RCAA	Average copy costs	\$0.25	8 copies and prints	\$ 2.00
3.3	Solicit Engagement in the Project	Donated in-kind staff labor	Public Health	The County assessed the average weighted rates of Public Health employees to be involved in the project.	\$50	8.9	\$ 445.00
		Copies and printing	RCAA	Average copy costs	\$0.25	800 copies and prints	\$ 203.00
3.4	Conduct First Series of Public Engagement Activities	Donated in-kind staff labor	Public Health	The County assessed the average weighted rates of Public Health employees to be involved in the project.	\$50	17	\$ 850.00
			RCAA	The County researched average project manager labor rates in Humboldt County.	\$80	5.576	\$ 446.00
3.5	Conduct Second Series of Public Engagement Activities	Donated in-kind staff labor	RCAA	The County researched average project manager labor rates in Humboldt County.	\$80	6	\$ 480.00
			Public Health	The County assessed the average weighted rates of Public Health employees to be involved in the project.	\$50	4	\$ 200.00
		Copies and printing	RCAA	Average copy costs	\$0.25	400 copies and prints	\$ 100.00
4.1	Develop Concept Alignment/Design Alternatives	Donated in-kind staff labor	RCAA	The County researched average project manager labor rates in Humboldt County.	\$80.00	6	\$ 480.00
5.2	Present to County Board of Supervisors, HCAOG and MMAOC	Donated in-kind staff labor	RCAA	The County researched average project manager labor rates in Humboldt County.	\$80	5.67	\$ 453.60
Total In-kind Match:							\$ 6,336

Explain how the third party in-kind match will be documented for accounting purposes: RCAA, as the grant sub-applicant and also a third party in-kind services provider, will robustly document in-kind staff time and materials for the appropriate tasks and submit a statement and backup documenting these in-kind services with its invoices to the County. County DHHS Public Health will also serve as a third party in-kind provider and will submit a statement for in-kind labor services to County Public Works with the value of the service rendered for each task. Weighted rates = salary or hourly wage plus standard benefits.

McKinleyville Municipal Advisory Committee

September 26th, 2019
Thomas Mattson, Director
Public Works Department
County of Humboldt
1106 2nd Street
Eureka, CA 95501

Re: Support for the McKinleyville Multimodal Connections Project

Dear Mr. Mattson,

On behalf of the McKinleyville Municipal Advisory Committee (MMAC), we appreciate the opportunity to extend our enthusiastic support for the McKinleyville Multimodal Connections Project application submitted to the Caltrans Sustainable Transportation Planning Grant Program. The proposed planning study will allow for the robust gathering and documentation of community input, determination of top priorities, and identification of potential improvements to create a safer walking and bicycling route between McKinleyville, the most populated unincorporated community in Humboldt County, and the major employment centers and school destinations south around Humboldt Bay.

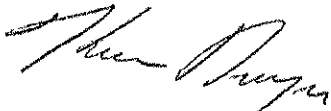
The MMAC provides a consistent and inviting community forum for McKinleyville residents to hear about and advise the Planning Commission and Board of Supervisors on local community issues. After receiving many requests for multimodal safety improvements on McKinleyville's south gateway (Central Avenue/Highway 101) and along Hiller Road which connects neighborhoods to the Hammond Coastal Trail, the MMAC formed an ad hoc Committee for Active Transportation (CAT) to further examine concerns for walking and biking. These CAT meetings were publicly noticed, involved residents and MMAC members and County Public Works staff, and provided a forum to prioritize and solidify the scope of this proposal.

The outcomes from this project will include robust community engagement and concept designs for prioritized multimodal connections between McKinleyville and northern Arcata and also within McKinleyville to support non-motorized travel to the Hammond Coastal Trail and a proposed mixed-use McKinleyville Town Center on Hiller Road. Multimodal planning in McKinleyville is particularly exciting at this time as our unincorporated community is growing in the number of residents and businesses, and the County and community will soon be developing new land use ordinances to guide the development of the mixed-use Town Center.

MMAC appreciates that this project includes collaborators who have extensive experience conducting robust and innovative community engagement. This project will provide benefits for public health, increased recreational opportunities, as well as reduce greenhouse gases and traffic congestion in McKinleyville.

The MMAC strongly supports the McKinleyville Multimodal Connections Project proposal which will increase opportunities for all residents and visitors to more safely travel and recreate in McKinleyville and help prioritize non-motorized travel to the proposed McKinleyville Town Center.

Sincerely,



Chair, McKinleyville Municipal Advisory Committee
Kevin Dreyer



HCAOG

Regional Transportation
Planning Agency

611 I Street, Suite B
Eureka, CA 95501
707.444.8208
Fax: 707.444.8319
www.hcaog.net

September 25, 2019

Mr. Thomas Mattson, Director
Public Works Department

County of Humboldt
1106 2nd Street
Eureka, CA 95501

Re: Support for the McKinleyville Multimodal Connections
Project

Dear Mr. Mattson,

On behalf of the Humboldt County Association of Governments (HCAOG), we appreciate the opportunity to extend our full support for the McKinleyville Multimodal Connections Project application submitted to the Caltrans Sustainable Communities Program. Your leadership is key in not only the planning process but also in future efforts to secure funding to make the community vision a reality. The proposed planning study will allow for the gathering and documentation of community input, determination of top priorities, and identification of potential improvements to create safer walking and bicycling routes between McKinleyville, the most populated unincorporated community in Humboldt County, and the major employment centers and school destinations south around Humboldt Bay.

Ensuring transportation equity and safety within Humboldt County is a priority for HCAOG, and this project will benefit all McKinleyville residents, particularly those that rely on walking and biking as their primary mode of transportation. The fact that the need for this planning effort has been identified by the McKinleyville Municipal Advisory Committee (MMAC) and through a walkability assessment conducted with McKinleyville Middle School, is recognized as one of the County's short term bike priorities outlined in HCAOG's Regional Bike Plan (2018), and has generated broad community support will only ensure a successfully implemented project in the future. Improvements within this project area are included as priorities in HCAOG's Regional Transportation Plan, Variety in Rural Options of Mobility (VROOM) 2017. We look forward to adding more projects and assist with securing funding for implementation.

Mr. Thomas Mattson

September 25, 2019

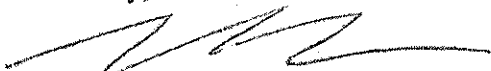
Page 2

The outcomes from this project will provide much needed planning for multimodal connections between McKinleyville and northern Arcata and also within McKinleyville to support non-motorized travel to a proposed mixed-use McKinleyville Town Center on Hiller Road. The project area has an elevated collision history, limited bicycle facilities connecting east-west through McKinleyville, and requires pedestrians and cyclists traveling south out of McKinleyville to either navigate a dangerous interchange and narrow shoulder alongside speeding traffic or travel west on surface streets with no bicycle facilities to access the Hammond Coastal Trail – the latter of which requires over 2.5 miles of out-of-direction travel. Multimodal planning in McKinleyville is particularly exciting, as this unincorporated community is growing in the number of residents and businesses and the County and community are currently developing new land use ordinances to guide the development of the mixed-use Town Center.

The proposed project will address an important gap in bicycle and pedestrian infrastructure between the fastest growing residential area in Humboldt County and employment centers on Humboldt Bay, and provide low-income neighborhoods more options for safe travel. In addition, this project will provide benefits for individual health, increased recreational opportunities, as well as reduced greenhouse gases and traffic congestion in McKinleyville.

HCAOG strongly supports the McKinleyville Multimodal Connections Project proposal to increase safety for all modes of travel into McKinleyville and plan for upcoming land use changes at the McKinleyville Town Center.

Sincerely,



Marcella Clem
Executive Director

MMAC appreciates that this project includes collaborators who have extensive experience conducting robust and innovative community engagement and who have supported pedestrian and bicycle education through MCSD's recreation programs. This project will allow families to

The outcomes from this project will include robust community engagement and concept designs for prioritized multimodal connections between McKinleyville and northern Arcata and also within McKinleyville to support non-motorized travel to the Hammond Coastal Trail and between MCSD's largest recreation facilities - Hiller Park in the west and Pierson Park and the Teen Center in the east.

The MCSD provides water, wastewater, open space, and parks and recreation services throughout the community of McKinleyville. The two largest parks in McKinleyville, Hiller Park and Pierson Park, are connected by Hiller Road which lacks complete walking and biking infrastructure, limiting the ability of families to walk or bike to these community destinations. MCSD supports active transportation as a healthy and critical travel mode and recognizes that current routes from McKinleyville to key destinations around Humboldt Bay lack safe active transportation infrastructure and force people to walk or bike along dangerous highway on/off-ramps or require long out of direction travel.

On behalf of the McKinleyville Community Services District (MCSD), I am writing in support of the McKinleyville Multimodal Connections Project application submitted to the Caltrans Sustainable Transportation Planning Grant Program. The County of Humboldt seeks planning funds to allow for the robust gathering and documentation of community input, determination of top priorities, and identification of potential improvements to create a safer walking and bicycling route between McKinleyville, the most populated unincorporated community in Humboldt County, and the major employment centers and school destinations south around Humboldt Bay.

Dear Mr. Mattson,

Re: Support for the McKinleyville Multimodal Connections Project

Thomas Mattson, Director
Public Works Department
County of Humboldt
1106 2nd Street
Eureka, CA 95501

September 20, 2019

PHYSICAL ADDRESS:
1656 SUTTER ROAD
MCKINLEYVILLE, CA 95519

MAILING ADDRESS:
P.O. BOX 2037
MCKINLEYVILLE, CA 95519



mckinleyvillecad.com

MAIN OFFICE:
PHONE: (707) 839-3251
FAX: (707) 839-8456

PARKS & RECREATION OFFICE:

PHONE: (707) 839-9003
FAX: (707) 839-6964

shift more short trips within McKinleyville to walking and biking reducing greenhouse gas emissions, and will also provide increased recreational opportunities. MCSD is looking forward to collaborating with the County and RCAA on this multimodal planning effort.

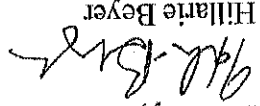
MCSD supports the McKinleyville Multimodal Connections Project proposal to increase opportunities for all community members to recreate and travel safely in McKinleyville.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gregory Orsini', with a stylized flourish extending to the right.

Gregory Orsini
General Manager

Ph: 707.840.0905
Fax: 707.840.0906
PO Box 2668, 1450 Hillier Rd, McKinleyville, CA, 95519

Hillarie Beyer
Executive Director
Sincerely,


The McKinleyville Family Resource Center strongly supports the McKinleyville Multimodal Connections Project proposal to increase opportunities for all community members to recreate and travel safely in McKinleyville.

This project will bring a robust group of residents and community members together to share the challenges of non-motorized travel in the project area and communicate important ideas and opportunities. We look forward to participating in the process and believe this is very much in line with our vision for the community and residents' priorities.

The McKinleyville Family Resource Center serves thousands of community members each year and helps support families to access resources essential to their health and well-being. We recognize the importance of safe routes of travel for all modes, including for our clients and our greater eastern McKinleyville and provides access to the Hammond Coastal Trail which provides a non-motorized route to Arcata. However, Hillier Road lacks walking and biking facilities though many community members traverse the road on foot and by bike.

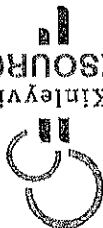
I am writing in support of the McKinleyville Multimodal Connections Project application submitted to the Caltrans Sustainable Transportation Planning Grant Program. We support the County of Humboldt to seek planning funds to allow for public outreach, planning for improvements to our community's infrastructure, and prioritization of key opportunities that will support people in walking, biking or using mobility devices in McKinleyville.

Dear Mr. Mattson,

Re: Support for the McKinleyville Multimodal Connections Project

Thomas Mattson, Director
Public Works Department
County of Humboldt
1106 2nd Street
Eureka, CA 95501

McKinleyville
FAMILY RESOURCE CENTER



HUMBOLDT STATE UNIVERSITY
Housing & Residence Life

10/7/2019

Thomas Mattson, Director
Public Works Department
County of Humboldt
1106 2nd Street
Eureka, CA 95501

Re: Support for the McKinleyville Multimodal Connections Project

Dear Mr. Mattson,

As the Off-Campus Housing Coordinator for Humboldt State University, I am writing in support of the McKinleyville Multimodal Connections Project application submitted to the Caltrans Sustainable Transportation Planning Grant Program. The County of Humboldt seeks planning funds to allow for the robust gathering and documentation of community input, determination of top priorities, and identification of potential improvements to create a safer multimodal travel route between McKinleyville, the most populated unincorporated community in Humboldt County, and the major employment centers and school destinations south around Humboldt Bay.

McKinleyville is often an affordable housing location for many Humboldt State University (HSU) students; however, there are many transportation challenges getting from McKinleyville to the HSU campus in Arcata. HSU supports its students to know their housing rights and be able to find affordable housing in order to further their education and engage fully in their classes. The Off-Campus Housing Coordinator position is the first of its kind in the 23-campus California State University system – an important role as 19 percent of students reported being insecure at HSU in 2018. Improved multimodal transportation opportunities between Arcata and McKinleyville will greatly benefit the safety and public health of students and other community members commuting between these two towns.

The outcomes from this project will include robust community engagement and concept designs for prioritized multimodal connections between McKinleyville and northern Arcata and also within McKinleyville to support non-motorized travel to the McKinleyville Shopping Center and between the community's largest recreation facilities – Hiller Park in the west and Pierson Park and the Teen Center in the east. The project area has an elevated collision history, limited bicycle facilities connecting

east-west through McKinleyville, and requires pedestrians and cyclists traveling south out of McKinleyville to either navigate a dangerous interchange and narrow shoulder alongside speeding traffic or travel west on surface streets with no bicycle facilities to access the Hammond Coastal Trail – the latter of which requires over 2.5 miles of out of direction travel.

I strongly support the McKinleyville Multimodal Connections Project proposal to increase opportunities for students to safely travel to Humboldt State University

Sincerely,

Chant'e Marie Catt

Chant'e Marie Catt | Off-Campus Housing Coordinator

Office: 1.707.826.5509 | Fax: 1.707.826.5316 | housingliaison@humboldt.edu

Sometimes, when we look up to another, we create a facade that they are a deity, yet they are human. The problem in calling another a SUPERHERO is that we often forget. C.C.

McKINLEYVILLE MIDDLE SCHOOL

2285 Central Avenue, McKinleyville, California 95519
(707) 839-1508 • FAX (707) 839-2548



October 8, 2019

Thomas Mattson, Director
Public Works Department
County of Humboldt
1106 2nd Street
Eureka, CA 95501

Re: Support for the McKinleyville Multimodal Connections Project

Dear Mr. Mattson,

On behalf of McKinleyville Middle School, I am writing in support of the McKinleyville Multimodal Connections Project application submitted to the Caltrans Sustainable Transportation Planning Grant Program. The County of Humboldt seeks planning funds to allow for the robust gathering and documentation of community input, determination of top priorities, and identification of potential improvements to create a safer multimodal travel route between McKinleyville, the most populated unincorporated community in Humboldt County, and the major employment centers and school destinations south around Humboldt Bay.

The outcomes from this project will include robust community engagement and concept designs for prioritized multimodal connections between McKinleyville and northern Arcata and also within McKinleyville to support non-motorized travel to the Hammond Coastal Trail and between the community's largest recreation facilities – Hiller Park in the west and Pierson Park and the Teen Center in the east. This includes travel in areas that students and their families use to access the school and important community facilities that support health and well-being. The project area has an elevated collision history and requires pedestrians and cyclists to travel within a dangerous narrow shoulder alongside speeding traffic. The project would also connect to the Caltrans planned Class I trail under Highway 101 connecting Wymore Road to Heindon Road, providing even more connectivity to the south end of Mad River Bridge and into northern Arcata.

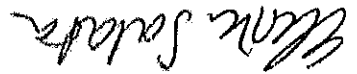
McKinleyville Middle School is an active partner and participant in local Safe Routes to School efforts. We have one of the highest percentages of students who walk or bike to school on a regular basis in Humboldt County. In May 2019, the school and our partners completed a walk audit and recommendations. Multiple needs within this proposed project area were identified using this community process, including needs to improve walking facilities along Hiller Avenue to support families walking, using strollers, and accessing the school, Hiller Park, shopping areas and the planned McKinleyville Town Center. In 2019-2020, 65.9% of students at McKinleyville Middle School were eligible for free or reduced priced meals, up 10% from the previous school year). Ensuring transportation equity and safety for all students is a priority and this project will benefit all McKinleyville youth and adults, regardless of their socio-economic status or mode of transportation. Planning for and developing safe walking and bicycling environments for students not only enables our local youth to safely get the physical activity they need to be healthy, it also significantly improves traffic congestion and contributes to a cleaner environment by reducing greenhouse gas emissions.

Continuing to engage students in the planning process for safe walking and biking facilities will be a valuable learning experience, and the outcomes from this project will support McKinleyville Middle School's efforts to engage in healthy Safe Routes to School programming by providing much needed

planning along a busy McKinleyville interchange and corridor. McKinleyville Middle School appreciates the opportunity to collaborate with community partners who have extensive experience conducting robust and innovative community engagement and with whom we have worked on previous projects that have benefitted the health and safety of students.

McKinleyville Middle School strongly supports the McKinleyville Multimodal Connections Project proposal to increase opportunities for all community members to recreate and travel safely in McKinleyville.

Sincerely,



Elwira Salata, Principal
McKinleyville Middle School



Northern Humboldt Union High School District

2755 McKinleyville Avenue, McKinleyville, CA 95519-3400
TELEPHONE: (707) 839-6470 • FAX: (707) 839-6477
www.nohum.k12.ca.us

ROGER MACDONALD
District Superintendent

CINDY VICKERS
Director of Fiscal Services

MELANIE SUSAVILLA
Director of Student Services

September 23, 2019

Thomas Mattson, Director
Public Works Department
County of Humboldt
1106 2nd Street
Eureka, CA 95501

Re: Support for the McKinleyville Multimodal Connections Project

Dear Mr. Mattson,

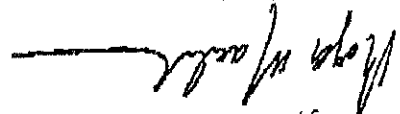
On behalf of Northern Humboldt Union High School District (NHUHSD), I am writing in support of the McKinleyville Multimodal Connections Project application submitted to the Caltrans Sustainable Transportation Planning Grant Program. We understand that County of Humboldt seeks planning funds to allow for the robust gathering and documentation of community input, determination of top priorities, and identification of potential improvements to create a safer multimodal travel route between McKinleyville, the most populated unincorporated community in Humboldt County, and the major employment centers and school destinations south around Humboldt Bay. This includes travel in areas that students and their families use to access the school and important community facilities that support health and well-being. The project area has an elevated collision history and requires pedestrians and cyclists to travel within a dangerous narrow shoulder alongside speeding traffic. The project would also connect to the Caltrans planned Class I trail under Highway 101 connecting Wymore Road to Heindon Road, providing even more connectivity to the south end of Mad River Bridge and into northern Arcata.

Northern Humboldt Union High School District is an active partner and participant in local Safe Routes to School efforts. Ensuring transportation equity and safety for all students is a priority and this project will benefit all McKinleyville youth and adults, regardless of their socio-economic status or mode of transportation. Planning for and developing safe walking and bicycling environments for students not only enables our local youth to safely get the physical activity they need to be healthy and increase their independence, it also significantly improves traffic congestion and contributes to a cleaner environment by reducing greenhouse gas emissions.

Continuing to engage students in the planning process for safe walking and biking facilities will be a valuable learning experience, and the outcomes from this project will support NHUHSD's efforts to support Safe Routes to School by providing much-needed planning along multiple busy McKinleyville interchanges and corridors. NHUHSD appreciates the opportunity to collaborate with

community partners who have extensive experience conducting robust and innovative community engagement and with whom we have worked before on community health and safety projects. Northern Humboldt Union High School District (NHUHSD) strongly supports the McKinleyville Multimodal Connections Project proposal to increase opportunities for all community members to recreate and travel safely in McKinleyville.

Sincerely,



Roger Macdonald
Superintendent

September 30, 2019

Thomas Mattson, Director
Public Works Department, County of Humboldt
1106 2nd Street
Eureka, CA 95501

Re: Support for the McKinleyville Multimodal Connections Project

Dear Mr. Mattson,

Currently there is no safe, direct, non-motorized access at the southern entrance and exit of McKinleyville. Hence I am writing on behalf of the McKinleyville Organizing Committee (MOC) in support of the McKinleyville Multimodal Connections Project application submitted to the Caltrans Sustainable Transportation Planning Grant Program.

We are aware that the County of Humboldt is seeking funds for gathering and documenting a wide range of community input, determining top priorities, and identifying improvements that would create a safer multimodal travel route between McKinleyville, the most populated unincorporated community in Humboldt County, and the major residential, business and recreational centers to the south. Once this connection is complete, it will allow for the population engaged in non-motorized transportation to access the variety of trails and routes to points further east, south and west. As it is today, this project area has a high collision history and requires pedestrians and cyclists to travel within a dangerous narrow shoulder alongside speeding traffic.

Within McKinleyville, the project will consider connections in the community to support non-motorized travel to the Hammond Coastal Trail and Hiller Park to the west, and the community's recreation facilities, Hiller Park, Pierson Park and the Teen Center, in the center of town. With the discussion of the newly developing concept of a Town Center, modes of non-motorized transportation are likely to increase, and safety and excellent planning will be of utmost concern.

The McKinleyville Organizing Committee has worked hard over the years to bring community members together to discuss and address various challenges in our area. We focused for several years on the re-design of Central Avenue, working closely with Public Works. We often hear from the community how safety for pedestrians and bicyclists is a serious concern. The MOC appreciates that this project includes collaborators who have extensive experience conducting robust and innovative community engagement. This project will provide benefits for individual health and safety, increased recreational opportunities, reduced greenhouse gases and traffic congestion in southern McKinleyville.

The McKinleyville Organizing Committee strongly supports the McKinleyville Multimodal Connections Project proposal to increase opportunities for all community members to recreate and travel safely in McKinleyville and move toward respectable long term environmental goals.

Sincerely,
Linda Doerflinger
For The McKinleyville Organizing Committee

**BOARD OF SUPERVISORS
COUNTY OF HUMBOLDT**

825 5TH STREET, ROOM 111
EUREKA, CALIFORNIA 95501 PHONE: (707) 476-2390



Thomas Mattson, Director
Public Works Department
County of Humboldt
1106 2nd Street
Eureka, CA 95501

Re: Support for the McKinleyville Multimodal Connections Project

Dear Mr. Mattson,

I appreciate the opportunity to extend my enthusiastic support for the McKinleyville Multimodal Connections Project submitted to the Caltrans Sustainable Transportation Planning Grant Program. The proposed planning study will allow for the robust gathering and documentation of community input, determination of top priorities, and identification of potential improvements to create a safer walking and bicycling route between McKinleyville, the most populated unincorporated community in Humboldt County, and the major employment centers and school destinations south around Humboldt Bay.

The MAC provides a consistent and inviting community forum for McKinleyville residents to hear about and advise the Planning Commission and Board of Supervisors on local community issues. After receiving many requests for multimodal safety improvements on McKinleyville's south gateway (Central Avenue/Highway 101) and along Hiller Road which connects neighborhoods to the Hammond Coastal Trail, the MAC formed an ad hoc Committee for Active Transportation (CAT) to further examine concerns for walking and biking. These CAT meetings were publicly noticed, involved residents and MAC members and County Public Works staff, and provided a forum to prioritize and solidify the scope of this proposal.

The outcomes from this project will include robust community engagement and concept designs for prioritized multimodal connections between McKinleyville and northern Arcata and also within McKinleyville to support non-motorized travel to the Hammond Coastal Trail and a proposed mixed-use McKinleyville Town Center on Hiller Road. Multimodal planning in McKinleyville is particularly exciting at this time as our unincorporated community is growing in the number of residents and businesses, and the County and community will soon be developing new land use ordinances to guide the development of the mixed-use Town Center.

I appreciate that this project includes collaborators who have extensive experience conducting robust and innovative community engagement. This project will provide benefits for public health, increased recreational opportunities, as well as reduce greenhouse gases and traffic congestion in McKinleyville.

I strongly support the McKinleyville Multimodal Connections Project proposal which will increase opportunities for all residents and visitors to more safely travel and recreate in McKinleyville and help prioritize non-motorized travel to the proposed McKinleyville Town Center.

Sincerely,

Steve Madrone, 5th District Supervisor



September 25, 2019

Thomas Mattson, Director
Public Works Department
County of Humboldt
1106 2nd Street
Eureka, CA 95501

Re: Support for the McKinleyville Multimodal Connections Project

Dear Mr. Mattson,

On behalf of the Coalition for Responsible Transportation Priorities, I am writing in support of the McKinleyville Multimodal Connections Project planning application submitted to the Caltrans Sustainable Transportation Planning Grant Program. The County of Humboldt seeks planning funds to gather community input, hear priorities, and identify potential improvements to create safer walking and bicycling opportunities within McKinleyville and key southern destinations around Humboldt Bay.

The mission of the Coalition for Responsible Transportation Priorities is to promote transportation solutions which protect and support a healthy environment, healthy people, healthy communities and a healthy economy on the North Coast of California. To achieve that mission, we advocate for infrastructure improvements which encourage local residents to drive less and to walk, bike, and use public transit more. Improving bicyclist and pedestrian safety and comfort in McKinleyville directly supports these efforts.

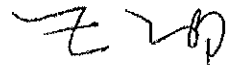
This project will provide much needed planning for an important corridor between southern McKinleyville and northern Arcata. The project area has an elevated collision history and requires pedestrians and cyclists to travel within a dangerous narrow shoulder alongside speeding traffic. In addition, the project will include robust community engagement and concept designs for prioritized multimodal connections between McKinleyville and northern Arcata and also within McKinleyville to support non-motorized travel to the Hammond Coastal Trail and a proposed mixed-use McKinleyville Town Center on Hiller Road.

The Coalition for Responsible Transportation Priorities appreciates that this project includes collaborators who have extensive experience conducting active and innovative community engagement. This project will provide benefits for individual health, increased recreational

opportunities, as well as reduce greenhouse gases and traffic congestion in southern
Mckinleyville.

The Coalition for Responsible Transportation Priorities strongly supports the McKinleyville
Multimodal Connections Project, which will increase opportunities for all residents and visitors
to more safely travel and recreate in McKinleyville using non-motorized methods.

Sincerely,



Colin Fiske

Executive Director

Coalition for Responsible Transportation Priorities
collin@transportationpriorities.org



Our goal: To improve and encourage bicycle commuting

P.O. Box 9054, Eureka, California 95502-9054

Thomas Mattson, Director
Public Works Department
County of Humboldt
1106 2nd Street
Eureka, CA 95501

September 30, 2019

Re: Support for the McKinleyville Multimodal Connections Project

Dear Mr. Mattson,

On behalf of the Humboldt Bay Bicycle Commuters Association (HBBCA), I am writing in support of the McKinleyville Multimodal Connections Project application submitted to the Caltrans' Sustainable Communities Grant Program for planning funds to obtain community input, highlight priorities, and identify potential improvements to create safer walking and bicycling opportunities within McKinleyville and to major employment and school destinations south around Humboldt Bay.

HBBCA's goal is to improve and encourage bicycle commuting throughout the Humboldt Bay region. HBBCA has many members who live in McKinleyville and has received feedback from members about safety concerns for bicycling through this project area. The proposed project will address an important gap in bicycle and pedestrian infrastructure, one which prevents residents from considering bicycle commuting from McKinleyville to places of employment and education around Humboldt Bay.

This project will produce concept designs for improved non-motorized travel connections between southern McKinleyville and northern Arcata key destinations and within McKinleyville to the Hammond Coastal Trail and the proposed McKinleyville Town Center on Hiller Road. The project area has an elevated collision history and requires pedestrians and cyclists to travel within a narrow shoulder or share the traffic lane alongside a heavily traveled roadway.

The Humboldt Bay Bicycle Commuters Association strongly supports the McKinleyville Multimodal Connections Project proposal, which will increase opportunities for residents and visitors alike to choose bicycle commuting to and from McKinleyville.

Sincerely,

Rick Knapp, President

MCKINLEYVILLE

October 7, 2019

Thomas Mattson, Director Public Works Depart-
ment County of Humboldt

1106 2nd Street

Eureka, CA 95501

Re: Support for the McKinleyville Multimodal Connections Project

Dear Director Mattson,

On behalf of the McKinleyville Chamber of Commerce, I am writing to express support for the McKinleyville Multimodal Connections Project application, submitted to the Caltrans Sustainable Transportation Planning Grant Program. The County of Humboldt seeks planning funds to gather community input, hear priorities, and identify potential improvements to create safer walking and bicycling opportunities in McKinleyville, the highest populated incorporated community in Humboldt County, to major employment centers and school destinations south around Humboldt Bay.

McKinleyville Chamber of Commerce is a non-profit organization which seeks to facilitate business growth, promote public and community service while maintaining the area's unique atmosphere, history and sense of community for all residents. The outcome from this project will offer residents and visitors safe, non-motorized options to access businesses throughout our community. In particular, the focus on the southern end of McKinleyville is of great importance as the roads are narrow and visibility is low for people who are traveling by foot or bicycle to the businesses at that end of town. The project area has an elevated collision history and requires pedestrians and cyclists to travel within a dangerous narrow shoulder alongside speeding traffic. The project includes concept designs for prioritized multimodal connections between McKinleyville and northern Arcata, which would allow people to use alternative forms of transportation to access the McKinleyville business community safely. The project also includes active community engagement and concept designs for connections within McKinleyville to support multimodal travel to the Hammond Coastal Trail and a proposed mixed-use McKinleyville Town Center on Hiller Road. Multimodal planning is particularly essential in McKinleyville at this time as our unincorporated community is growing and having non-motorized options to connect residents to business destinations will be key.

The McKinleyville Chamber of Commerce appreciates that this project includes collaborators who have extensive experience conducting robust and innovative community engagement. This project will provide benefits for the McKinleyville business community, residents and visitors. In addition, traffic congestion and greenhouse gas emissions will be reduced. Your consideration in supporting this project would be greatly appreciated and will support positive growth in our local businesses and community. The McKinleyville Chamber of Commerce strongly supports the McKinleyville Multimodal Connections Project, which will increase opportunities for all residents and visitors to more safely travel and shop in McKinleyville.

Sincerely,



Cyndi Bainbridge
President/CEO

P.O. BOX 2144 ~ 1640 CENTRAL AVE. MCKINLEYVILLE, CA 95519 ~ (707)839-2449
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SMALL BATCH CRAFT BEER • RESTAURANT



Thomas Mattson, Director
Public Works Department
County of Humboldt
1106 2nd Street
Eureka, CA 95501

Re: Support for the McKinleyville Multimodal Connections Project

Dear Mr. Mattson,

As one of the owners of Six Rivers Brewery, I am writing in support of the McKinleyville Multimodal Connections Project application for the Caltrans Sustainable Transportation Planning Grant Program. I understand that The County of Humboldt seeks planning funds to allow for the robust gathering and documentation of community input, selection of top priorities, and identification of potential improvements to create a safer multimodal travel route between McKinleyville, the most populated unincorporated community in Humboldt County, and major destinations to the south near Arcata.

Six Rivers Brewery is located in the proposed project area on the southern end of Central Avenue. The outcomes from this project will provide important planning for a key corridor in the community. Six Rivers Brewery patrons and staff experience first-hand the safety concerns of this heavily traveled corridor. With a narrow shoulder, low visibility, and high speeds, this corridor is unsafe for all modes of travel accessing our business, especially pedestrians and bicyclists. Increasing the connectivity for pedestrians and bicyclists between southern McKinleyville, neighborhoods west of highway 101, and the northern portion of Arcata is important to us and would be beneficial for our business and customers.

Six Rivers Brewery appreciates that this project includes collaborators who have extensive experience conducting robust and innovative community engagement. This project will provide benefits for McKinleyville businesses, as well as the individual health of all community members, by increasing recreational opportunities and reducing vehicle emissions in southern McKinleyville.

Six Rivers Brewery fully supports the McKinleyville Multimodal Connections Project, which will increase opportunities for all residents and visitors to more safely travel, recreate, and shop in McKinleyville. We look forward to participating in public outreach opportunities to make McKinleyville a more safe, thriving and connected community.

Sincerely,


Meredith Maier, co-owner
Six Rivers Brewery

