

**McKinleyville Municipal Advisory Committee's
Committee for Active Transportation (CAT)
Minutes / Meeting Notes**

April 17, 2025

1:00 - 2:00 pm

1. Attendees: Bonnie Oliver, Lisa Dugan, Megan Blumenstein, Colin Fiske (CRTP), Emma Haskett (Project Manager Life Plan Humboldt), Dale Romanini (community member)
2. Agenda approved with addition of discussion of Town Center Ordinance DEIR.
3. The Minutes of the February 12, 2025 CAT Meeting were approved.

4. **Discussion of the proposed Quick Build Project for Hiller Road from Central to McKinleyville Avenue:**

The committee discussed the "in progress" slides provided by Tom Mattson of County Public Works for his presentation of the project proposal to the MMAC on April 23. The following is a summary of comments on each area of focus indicated on the slides:

Site 1 (Hiller-McKinleyville Ave) Concerns with a roundabout w/out additional ped or bike design considerations (perhaps a protected island on every corner) that doesn't require ped/bike merging with traffic, particularly kids who don't know how to navigate. Community guests both agree as regular walkers and bicyclists on Hiller. No protected intersections yet in Humboldt, one on Broadway going in this summer. Broadway will be signalled protected intersections. Arcata is putting in separate side paths for ped/bike in their Sunset project. Community member input was there's a lot of space for separate paths at the Hiller intersection. Input to Public Works: We would like side paths w/corner islands for ped/bike safety. Or alternatively make crosswalks raised to slow traffic speed table style with rubber.

Site 2 (In front of Sea Goat) - Concerns about a chicane there because of reduced parking in front of businesses (church events, farmstand events, family events) that expect needing more parking. Remove chicane and replace with a raised crosswalk (speed table) where the mid-town trail will be entering Hiller just to the east of the Head Start buildings. Bike lane s/b adjacent to sidewalk, with parked cars between traveling cars and bicyclists. Some parking w/b eliminated next to driveways for visibility. Megan will begin conversations with Sweet Spot owners to talk about shared parking for events.

Site 3/4 - Include 2 ft buffer and vertical bollards the way down the street. We measured and w/10-foot lanes there seems to be enough pavement. We want bike lane next to curb on north side (adjacent to old BofA/Mattress store), separated from travel lanes by car parking. Suggestion to reprogram lights at intersection for longer cross time for pedestrians, (automatic recall for pedestrians). Right turn lane on Hiller turning south on Central, talked about different ideas for that including elimination, no right on red, or signage that peds have right of way. West parking lot of old BofA is that needed? Unnecessary access points causing problems for bike traffic and could be eliminated.

Site 4 @ Nursery Rd, consider a speed table crosswalk as this will become a major pedestrian zone in the future as LPH develops. Why can't we extend the 2-way buffered bike lanes shown in Site 3.

Bonnie will send a summary of these comments and input to Tom Mattson by Friday afternoon (4-18). We also discussed the community art portion of the project, including the following questions and comments:

Where will the community art be? Buffer zones, protected intersections, crosswalks.

How do we coordinate art program?

Do we need to fund raise or can HCOG contribute? MFRC coordination? Megan has grant info for \$50K from T-Mobile - deadline June 30. Need a non-profit sponsor. Maybe MFRC or Ink People, Chamber, HAF, CCCU Community Investment Program, Life Plan Humboldt? Need letters of support from LPH, Sea Goat, CRTP, MMAC, MFRC, MCSD, McK Schools, What about 3-D art, i.e. sculpture at unpaved right-of-way with minimal ground disturbance?

5. Conversation about Town Center Ordinance DEIR:

Bonnie asked why did they not include the traffic study in the DEIR (rather than as an attachment). Was it because it didn't reflect increased ped and bike traffic? Colin says it's not used in CEQA, except for noise analysis and air quality. Colin reminded us that the traffic study attached to the DEIR is not all that useful for our purposes. Changes they recommend to reduce congestion create more danger for ped/bike travelers. The only unmitigable thing in the DEIR is noise on Railroad Ave. Colin: They only surveyed a limited scope of things, they didn't consider traffic calming and noise is directly affected by traffic speed.

6. Public Comments on Items not on Agenda: none

7. Next meeting: To be determined, in the week of May 12-16.

8. Meeting adjourned at 2:00 pm.