



McKinleyville Multimodal Connections Project
Project Task Force (PTF) Meeting Minutes
Monday, November 8th, 2021 1:30 – 3:30 p.m.

Participants

- Bonnie Oliver, Community member
- Mitchell Higa, Humboldt Bay Bike Commuters Association
- Alexis Kelso, Caltrans
- Mary Burke, McKinleyville Municipal Advisory Committee
- Colin Fiske, Coalition for Responsible Transportation Priorities
- Consuelo Espinoza, Humboldt Transit Authority
- Sandra Rosas, Community member
- Tom Mattson, Humboldt County Public Works
- Ben Winker, Area 1 Agency on Aging
- Tiffany Maher - Morris Elementary School Principal
- Suresh Ratnam, Caltrans
- John Miller, Humboldt County
- Lisa Hockaday, Caltrans
- Pat Kaspari, McKinleyville Community Services District
- Stevie Luther, Humboldt County Association of Governments
- Supervisor Steve Madrone, Humboldt County Supervisor
- Jenny Weiss, Redwood Community Action Agency
- Ashley Shannon, Redwood Community Action Agency
- Paul Martin, Mark Thomas & Associates
- Jae Riddle, Mark Thomas & Associates
- Maya Conrad, McKinleyville Municipal Advisory Committee
- Amanda, Turner Road Resident
- Brett Gonemeyer, Caltrans
- Greg Pratt, Humboldt Transit Authority
- David Morgan, Caltrans
- Melody Mallick, Humboldt County Public Health
- Supervisor Mike Wilson, Humboldt County Supervisor

Intended Outcomes:

1. Understanding of current engagement activities
2. Review Community Engagement and Input to Date
3. Understanding of conceptual improvement recommendations
4. Discussion on prioritization criteria
5. Understanding of second round of engagement activities and next steps

Current Project Engagement Activities:

1. English and Spanish flyer indicating a Call for Photos open from Nov.1-20th asking participants for visual representation of community concerns for safe walking, bicycling, or access to transit within the identified project area

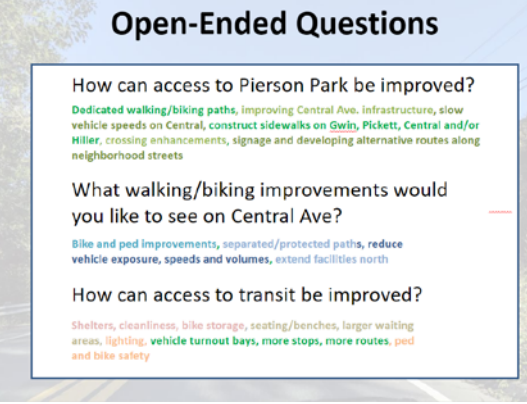
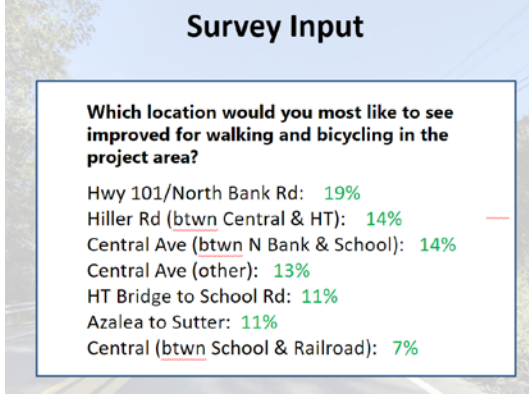
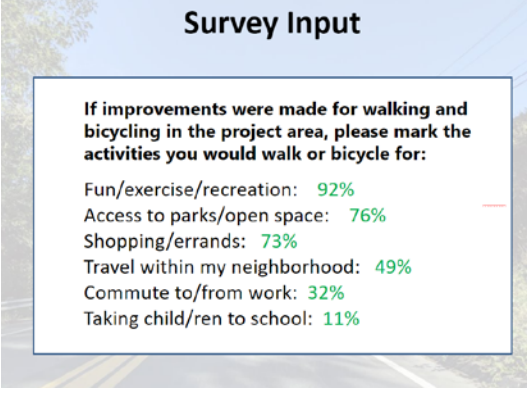
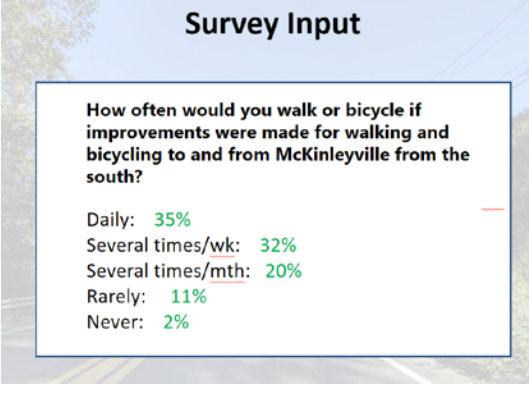
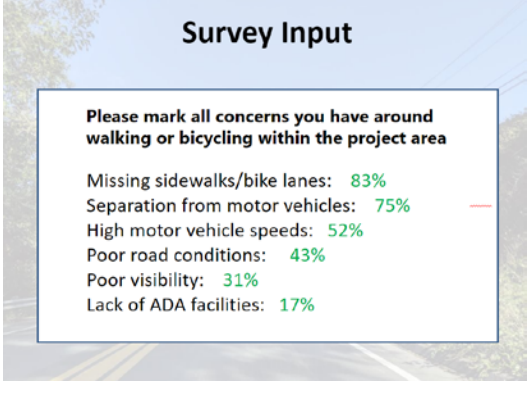
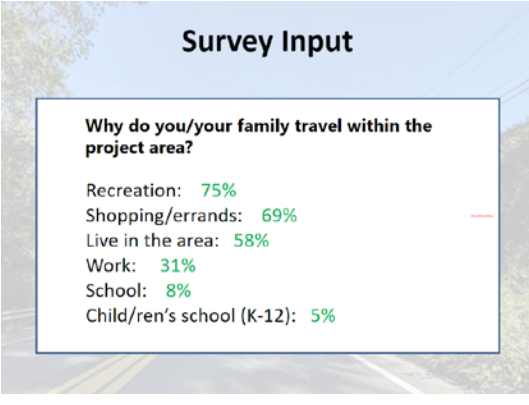
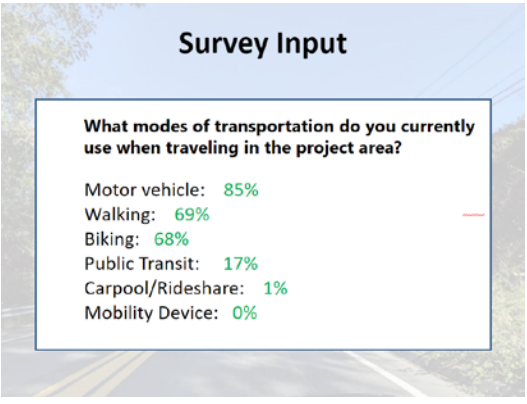
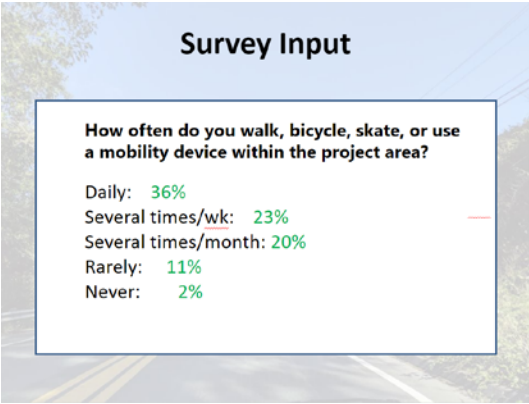
Engagement Activities to date:

1. Walking tours: Occurred at 3 locations Central Ave, Hiller rd., Wymore rd. on August 16th, with a final debrief at Pierson Park. The debrief ran for 3 hours where maps, general input, and top concerns were collected. The top concerns identified were:
 - Walking and biking restrictions
 - Inability to cross street comfortably/ safely
 - a. Observations Specific to Central Ave:
 - Significant ADA access issues
 - Lack of safe street crossing opportunities
 - Lack of bicycle facilities
 - Sidewalk gaps
 - Missing ramps on sidewalks and busy streets
 - Tight spaces make wheelchair access impossible
 - Vegetation blocking use of entire sidewalk
 - ADA Ramp issues
 - Positive response to bridle path, it allowed participants to feel safer as they appreciate the buffer between pedestrians and the cars
 - Northwest crossing corner of Railroad and Central is extremely dangerous
 - Participants advocated for extending the green bike lane
 - Pickett Ave: needs a better cross walk and a bicycle facility
 - Bike lanes are too narrow and dangerous when near fast cars
 - b. Observations Specific to Hiller Rd.:
 - Pavement needs improvements, bad for bicyclists and motorists
 - Sidewalks need improvement, presents challenges for wheelchair and scooter pedestrians
 - Need bike lanes, wants a bike lane specifically to Hammond trail
 - A need for bike lockers
 - There need to be defined sidewalks on Hiller Rd.
 - Area near HWY 101 has serious vegetation encroachment causing lack of safe walking space
 - c. Observations Specific to Wymore Rd.:
 - Lack of awareness of trail access due to poor signage, recommends signs be improved
 - Bridge needs improvement
 - Dangerous to cross on North Bank rd. due to freeway, needs signage for drivers to be aware of pedestrians and bicyclists
 - Needs landscape maintenance, hard to see past vegetation encroachment
2. Online community workshop in August 2021:
 - a. 26 people attended a meeting led by the consultant team & RCAA, public participation via Mentimeter polling

The questions and top responses were:

- What is your top mode priority?
 - Cycling and rolling
 - Walking and mobility

- Access to transit
 - While walking or biking, what concerns do you have?
 - Ability to cross
 - Separation from motor traffic
 - Concern about traffic safety
 - Visibility in dark lighting
 - Personal safety related to criminal activity
 - Travel path clarity
 - Traffic noise
 - Protection and comfort from weather at bus stops
 - While walking or biking, what other concerns do you have?
 - Car speed
 - Bus stop overhands needed
 - Visibility issues
 - Overhang at bus stops
 - High speed limits
 - Driving less
 - What is your top connection priority for this project?
 - Improve walking and biking connections on Central Ave - 4.3%
 - Improve connection of HWY 101 crossing Mad River – 4.2%
 - Provide new infrastructure improvements within McKinleyville – 3.6%
 - Improve access to Hammond Trail – 3.3%
 - Improve walking and biking along Azalea Ave – 2.7%
3. English & Spanish Survey just closed that was running during Summer 2021
- 79 online participants
 - 5 physical participants
 - 70% McKinleyville
 - 22% Arcata
 - 5% Eureka
 - Ages of Survey Participant:
 - 20-29: 11%
 - 30-39: 15%
 - 40-49: 25%
 - 50-59: 20%
 - 60-69: 20%
 - 70 and over: 10%
 - Race of Survey Participants:
 - White/Caucasian: 74%
 - Hispanic or Latino: 10%
 - Multiracial: 9%
 - Asian or Pacific Islander: 4%
 - Native American or Alaska Native 3%
 - Hmong 0%
 - Black or African American 0%
4. Survey Questions & Results:



5. What/who might be missing?
- Senior input
 - Youth input

Conceptual Recommendations

1. Hiller Rd. and Hammond Trail:
 - Repair and repave Hiller Rd
 - Provide bicycle lockers and racks at Hiller Park
 - Construct sidewalks on the northerly side of Hiller Road
 - Install crosswalks at additional locations to cross Hiller Road
 - Consider using intersection murals and place making strategies
 - Implement speed management to slow drivers
 - Enhance the bicycle and pedestrian facility on HWY 101 overpass
 - Construct bicycle facility on Hiller Road to connect Hammon Trail
 - Install lighting to improve visibility
 - Install signage for wayfinding and to altern motorists of pedestrian and cyclist
 - Modify Hiller Road McKinleyville Ave intersection
 - More frequent landscaping maintenance
2. Central Ave, Railroad Drive to Bella Vista Road:
 - Enhance bicycle accommodations
 - Enhance pedestrian crossing at intersections
 - Widen sidewalks and address conflicts with ADA compliance
 - Implement speed management strategies to slow drivers
 - More frequent landscaping maintenance
3. Central Avenue and Bella Vista:
 - Improve access to transit stops
 - Consider speed management strategies
4. Central Avenue and N Bank Road, Bella Vista Road to Azalea Road 101 Mad River Bridge Bike Path:
 - Install lighting
 - Enhance and improve the 101 Mad River Bridge Bike Path
 - Provide dedicated facility to access the 101 Mad River Bridge Bike Path
 - Implement noise reduction features
 - Install more signage
 - More frequent landscaping maintenance
 - Speed management strategies
 - Implement transverse rumble strips to slow vehicle speeds
5. Azalea Avenue, Hewitt Road to N Bank Road:
 - Investigate and potentially limit heavy truck traffic
 - Implement speed management to slow drives
 - Provide dedicated facilities for bicyclists and pedestrians through widening
 - Improve Azalea Avenue/ Cochran Road intersection where narrow right of way introduces conflict
 - This route presents challenges with topography
6. Washington Avenue:
 - Implement speed management to slow drivers
7. School Road to McKinleyville Avenue:
 - Provide bicycle and pedestrian connections
8. Boyd Draw:
 - Provide dedicated facility connecting Wymoore Road to Heindon Road
9. Central Avenue, Airport to Railroad Drive:
 - Conduct planning study to identify improvements

- Consider crossing improvements on Central Avenue between Bates and Sutherland for student access to McKinleyville Middle School
- 10. Bates Road:
 - Conduct planning study to reduce conflict between bicyclists and on-street parking
- 11. Pickett Road and Gwin Road:
 - Implement speed management strategies to slow drivers
 - Provide new bicycle facility and pedestrian crossing opportunities on Pickett
 - Provide sidewalk continuity, curb ramps, and crosswalks for ADA access around Pierson Park
- 12. Sutter Road:
 - Conduct planning study to identify improvements
- 13. Hiller Avenue and Ocean Drive, Fischer Avenue to School Road:
 - Consider advisory shoulders or other bicycle and pedestrian improvements
- 14. N Bank Road, Azalea Avenue to HWY 299:
 - Conduct planning study to identify improvements
- 15. Mad River and HWY 101 Crossing Opportunities:
 - Potential routes under considering in the prioritization process
 - Suggested levee improvements
- 16. Community Wide Improvement:
 - Public art strategies
 - Provide appropriate loading zones at all transit stops
 - Provide separated or enhanced facilities for bikeways
 - More frequent landscaping to increase visibility
 - Plan for multi-modal connections to existing and future affordable housing
 - Implement motorist speed management strategies throughout McKinleyville
 - Reduce auto-centric transportation network and promote bicycle and pedestrian travel
 - Construct improvement similar to the Central Avenue bridle path with landscaping and soft surface material (dirt, decomposed granite, etc)
- 17. General Feedback:
 - Most natural idea is to improve Central Ave in the north south direction
 - All have issues with property ownership or crossing water, more conversations with homeowners within the project boundaries need to occur
 - Green paint is not enough to provide confidence to bicyclists
 - There needs to be a significant separation between bikes and cars if there is going to be more cycling overall

Prioritization Metrics Discussion

1. Mentipoll of prioritized metrics for community input:
 - a. Rating 1-5:
 - Topography changes - 2.6%
 - Route directness - 4.1%
 - Bikeway level of stress - 4.4%
 - Intersection crossings - 3.7%
 - b. Rating 1-5:
 - ROW or easement required - 3.3%
 - Capital costs - 3.1%
 - Operations & maintenance costs - 3.7%

- Environmental impacts - 4.4%
- Engineering design complexity - 2.5%
- c. Are there additional criteria you would suggest for consideration in the prioritization metrics?:
 - Equity
 - VMT reduction potential
- d. Prioritization Metrics Feedback:
 - There were concerns from participants on how these ratings will be prioritized in the grand scheme of the project, they feel as though the ranking while important is not representative enough. There was a push for more landowner involvement in the project.

Second Round of Engagement Activities

1. Youth engagement at Morris Elementary & McKinleyville High
2. Additional 1 on 1 meetings
3. Community Meeting #2
4. Pop up Temporary Infrastructure Demonstration (a form of tactical urbanism) that provides real on the ground understanding and ability to see the change in action.
 - a. Provided photographic examples in presentation slides (photo of I street in Eureka)
 - b. Mentipoll of potential locations to determine PTF preference (Central Ave & Hiller Ave just west of Central, Pickett Rd. on the north side of Pierson Park, Gwin Rd. on the south side of Pierson Park, Central Ave bikeway temporarily closing one travel and bike lane, Hiller Ave bikeway)
 - 45% bikeway on Hiller Ave Bikeway
 - 0% crosswalk on Pickett Rd Crosswalk
 - 5% crosswalk on Gwin Rd Crosswalk
 - 50% bikeway on Central Ave Bikeway
 - c. Feedback on Pop Up:
 - Participants are concern over traffic implications during the windows of 8 am and 5 pm, density will be too high to do this type of demonstration on Central Ave
 - While a Saturday or Sunday would be less dense in traffic on a road like Central, it would not be representative of the effect on traffic on a normal day
 - Public Works vocalized hesitation toward the suggestion involving angled parking on Central, believes there are significant safety concerns with this idea
 - Participants expressed concern that the pop-up may leave the public unenthusiastic about the idea if there is not ample advertisement for the event. If people are properly prepared they may be more receptive to the idea.
 - County Planning and Building acknowledges Public Works concerns over the angled parking, they are having internal meetings to address safety concerns and want to establish their own pop-up event with Public Works concern in mind and in conjunction with the McKinleyville Municipal Advisory Committee
 - McKinleyville Municipal Advisory Committee is seriously considering the potential of the angled parking alternative and expressed concern towards the opposition to the idea even in just a pop up, expressed interest in wanting to be a part of the outreach efforts to educate the community on the idea of a pop up to generate more support for the idea

Next Steps

1. Photovoice and Videovoice Activity running through November 2021
2. Pop-up infrastructure in Spring 2022
3. Engagement with youth through schools/ youth centers in Spring 2022
4. Engaging input from senior communities Spring 2022
5. Share call for photo submissions
6. Presentation to MMAC
7. Please share outreach materials and input opportunities with your organization list when they become available

Thank you!