

From: **Chris Gonzalez**

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Subject: McKinleyville Multimodal Connections Project

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First off, I must say thank you for facilitating this community forum centered around McKinleyville, unfortunately I have yet to see any advertising of this effort in direct mailers to addresses.

The irony of this project is apparent in the opening slide of the presentation. It shows one of the worst areas needing improvement within the scope of this project, Wymore to Anna Sparks Wy/School Rd is one of the most fragmented and lacking areas in the entire scope!

The lane of travel for pedestrians and bikes is painfully both wide and narrow within this stretch. Ask anyone who has actually utilized the Wymore connection from Arcata to McKinleyville and they will tell you it's scary. Why this area which actually connects two decent facilities is not garnering more attention is beyond me. The Central Ave/Northbank Rd interchange needs a huge improvement to encourage the slowing of vehicles from both directions. I would encourage the use of transverse rumble strips to alert drivers to crossing/signage along both the 101N exit and the yield intersection of North Bank Rd.

As someone with experience working with the California Transportation Commission as an Active Transportation Program grant evaluator for cycles 2 and 3 , I have intimate knowledge of the process. In previous grants, connecting infrastructure is more often than not preferable to breaking new ground on multi-modal facilities, I behoove you to look into connecting Wymore to School Rd infrastructure. **I would encourage the project to focus on a raised cycle track/pedestrian right of way with pedestrian-scale lighting.** Even a measly sidewalk would be acclaimed in the area.

Now, back to the proposal of a street diet along Central Avenue.

Cycling or walking along Central Ave is not an enjoyable experience even with the existing infrastructure. The list of barriers to comfort is numerous: overgrown hedges making crossing mid-block driveways dangerous, the bike lanes which more often than not are only 1 ft wide due to storm drains or uneven road surfaces due to paving mistakes.

As a resident living between Bartow and School Rd I can assure you the speeds of vehicles traveling down Central Ave is **too fast**. Please consider reducing speed limits further from 35 down to 25.

Reducing traffic lanes and speeds along Central Avenue is the only way forward to help make this town see the utility in multimodal travel. The regular users of the pedestrian and cycling facilities in town can likely be counted less than 30 individuals.

I firmly believe the street diet should be extended and planned to include Murray Rd to the top of the hill at Bella Vista. Reducing traffic lanes on Central from 5 to 3 should not just be around the proposed Town Center.

If not a lane number reduction, at least one lane in each direction should be a designated shared bus-bike only transit lane, conflicts of use in these applications are not likely to occur due to our bus volume and could be categorized as a high-comfort bicycle facility.

Anybody care to claim why the green painted bike path ends between Pickett and Railroad?

I would also like to encourage the use of curb extensions along Central Ave specifically at Heartwood, Hiller, Gwin, Pickett and Railroad to help facilitate the creation of the bus-bike transit lane. These would increase visibility at crossing facilities at these intersections.

Ultimately, I would like to state my support for the road diet and traffic calming along any and all roads within McKinleyville.

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