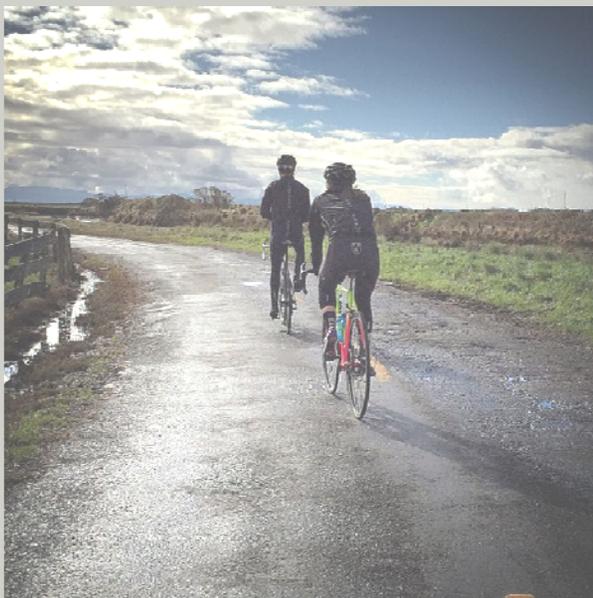




The County of Humboldt



Welcome

*Manila Non-Motorized
Transportation
Improvement Project*





The Purpose of Our Meeting



Welcome and thank you for your participation!
We would like to share the following information
with you:

- County and State Efforts
- Serve as Follow up to Feasibility Study
- Explain the ***Active Transportation Program***
- Overview of Improvements Considered
- Request Feedback from the Community
- Outline the Plan Moving Forward





Active Transportation Program



Humboldt - 255



Active Transportation Program



Consolidation of Federal and State Programs

- Transportation Alternatives Program (TAP)
- Bicycle Transportation Account (BTA)
- State Safe Routes to School (SR2S)

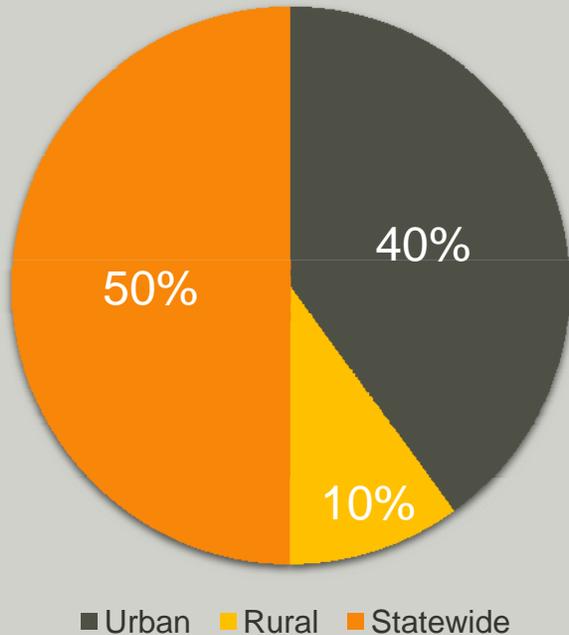
Goals

- Increase the proportion of trips accomplished by biking and walking
- *Increase safety and mobility for non-motorized users*
- Advance greenhouse gas reduction efforts
- Enhance public health
- *Ensure that disadvantaged communities fully share in the benefits of the program*
- Provide a broad spectrum of projects to benefit many types of active transportation users





Active Transportation Program



Distribution

Rural communities are eligible for 60% of funds

Types of Projects

- Bikeways/walkways
- Safe routes to school
- Education Programs

Cycle 1

- 265 projects statewide, \$368 million
- 5 projects in Humboldt County, \$7.86 million
 - Humboldt Bay Trail in Arcata
 - Waterfront Trail in Eureka



Bikeway Class I

“Multi-Use Path”

Design Criteria (HDM)

Signage

Width

Separation

Grade

Speed

Stopping Sight Distance



Bikeway Class II

“Bike Lane”

Design Criteria

Signage

Marking

Width

Separation

Grade

Speed



Bikeway Class III

“Bike Route”

Design Criteria

Signage

Marking

Width

Separation

Grade

Speed





Overview of Improvements Developed

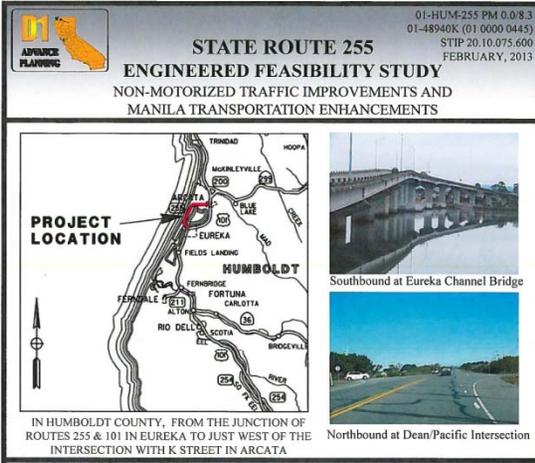


Types of Improvements:

- Class I Bike Path located along R/W fence
- Class I Bike Path meandering along roadside
- Class I Bike Path parallel to highway

- Class III Rural Bike Lane
3 miles unmarked/colorized shoulder
- Class III Rural Bike Lane
<1 mile unmarked/colorized shoulder

- Street Lights at Intersection of Dean/Pacific

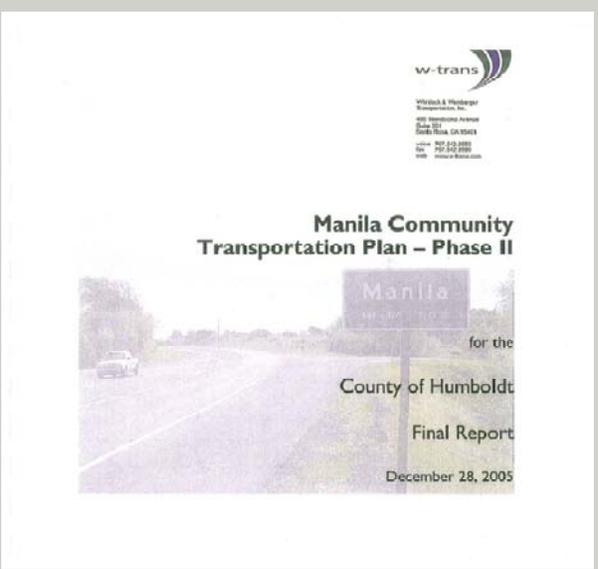


Why These Improvements?

- Ties to 2012 Engineered Feasibility Study and 2005 Transportation Plan – Phase II
- Fits the *Active Transportation Program*

Other Improvements Considered

- Crosswalks
- Left Turn Pocket at Dean



All Class I Bike Paths Alternatives

PROS

- Tsunami Evacuation Route
- Increased Separation
- Alternative Route

CONS

- Environmental Impacts
- Maintenance Agreement



Alternative IA
Path Along Fence



Alternative IB
Meandering Path



Alternative IC
Parallel Path

Alternative IA

PROS

- Best Separation



Alternative IA
Path Along Fence

CONS

- Greatest Environmental Impact \$\$\$
- Security
- Dune Grading
- Privacy Concerns
- Drainage improvements required
- Greatest Cost

Alternative IB

PROS

- Least Environmental Impact \$
- Aesthetics

CONS

- Design Standard Exception



Alternative IB
Meandering Path

Alternative IC

PROS

- Meets Design Standards

CONS

- Environmental Impacts \$\$



Alternative IC
Parallel Path



Class III Rural Bike Lanes



Alternative 3A

T – Intersection near Samoa Bridge to Mad River Slough

Alternative 3B

500' South of Dean/Pacific to 500' North of Lupin

Widen Shoulders

Colorize shoulders

PROS

- Alert Drivers
- Future Class II Bike Lane

CONS

- Less Separation
- Constructability \$\$\$





Alternative 2



Combination of Alternatives

3B & 1B

Rural Class III Bike Lane

and

Class I Bike Path along Roadside





Street Lights



**Dean/Pacific
Intersection Illumination
Power Supply
State Funded
Encroachment Permit**





Comparison of Costs



| | Alt 1A | Alt 1B | Alt 1C | Alt 2 | Alt 3A | Alt 3B |
|-----------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Post Mile Limits | 3.64/4.14 | 3.64/4.14 | 3.64/4.14 | 3.55/4.14 | 2.02/5.13 | 3.55/4.14 |
| Length | 2,657' | 2,704' | 2,657' | 3,115' | 16,420' | 3,115' |
| Preliminary Cost Estimates | \$\$ | \$ | \$ | \$\$\$ | \$\$\$\$ | \$ |

Construction & Environmental

\$700,000 - \$2,000,000

Construction, Environmental
& Support

\$1,100,000 - \$3,000,000



SAFE ROUTES TO SCHOOL GOALS

- Where it's safe, get children walking and biking
- Where it's not safe, make changes



BENEFITS OF SR2S

- Improve walking and bicycling conditions
- Increase physical activity
- Decrease air pollution



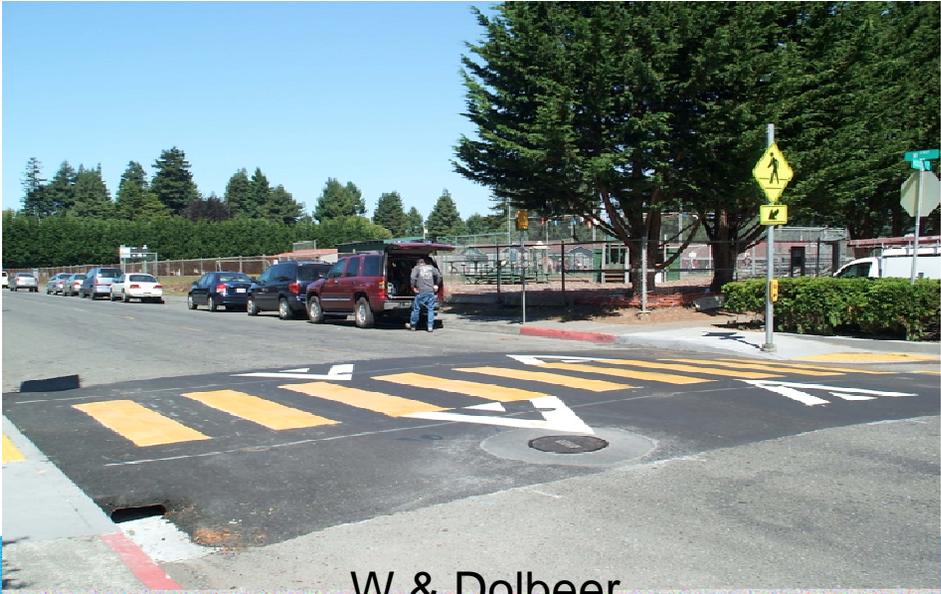
- Improves school performance and ability to concentrate
- Increase child's sense of freedom and independence

- Reduce congestion around schools
- Teaches lifelong pedestrian and bicyclist safety skills

SAFE ROUTES TO SCHOOL ENGINEERING STRATEGIES



W & Dolbeer
before



W & Dolbeer
after

SAFE ROUTES TO SCHOOL EDUCATION

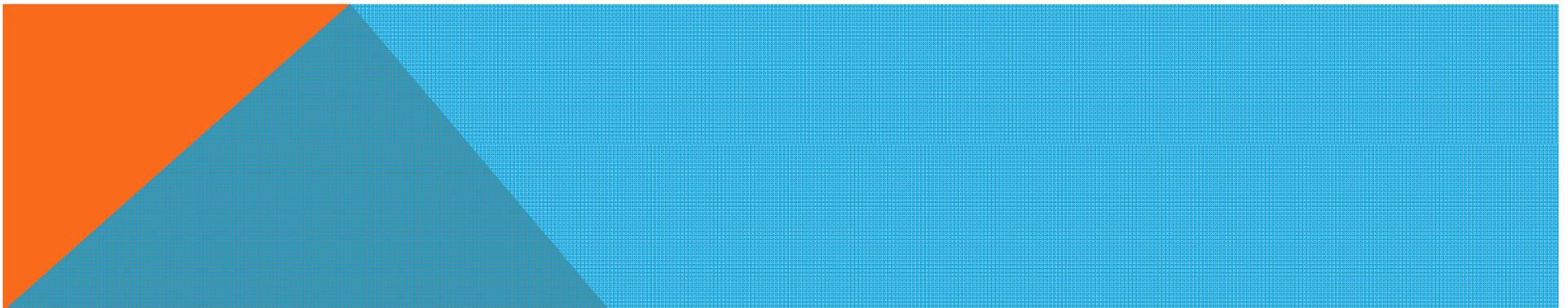
- Pedestrian and bicycle education
- Skill-building through bike rodeos and family workshops



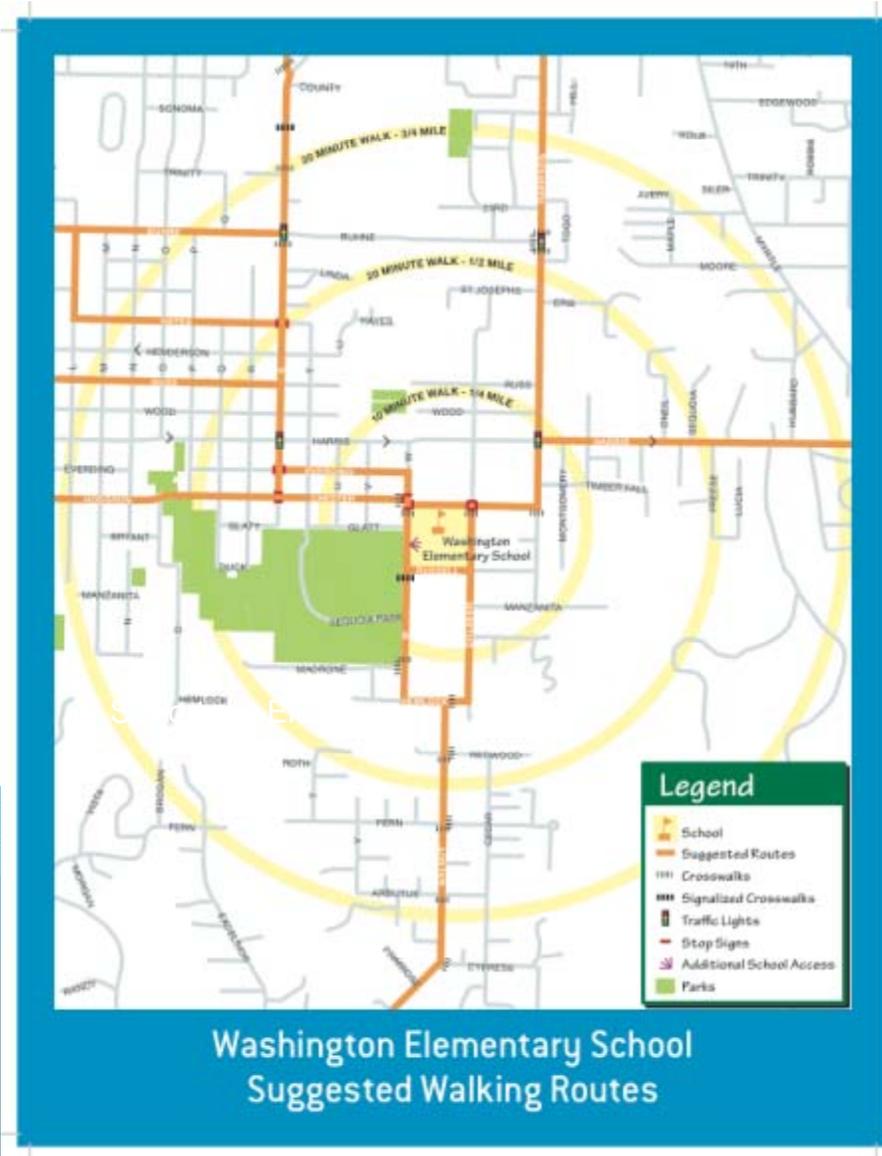
SAFE ROUTES TO SCHOOL EDUCATION



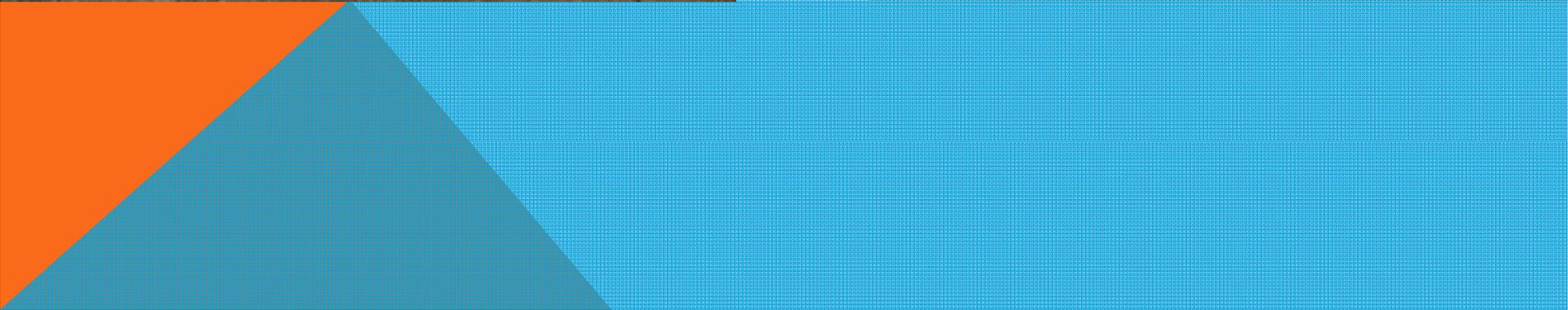
S. Fortuna Elementary



SAFE ROUTES TO SCHOOL EDUCATION AND ENCOURAGEMENT



SAFE ROUTES TO REDWOOD COAST MONTESSORI AND MANILA COMMUNITY CENTER



SAFE ROUTES TO REDWOOD COAST MONTESSORI AND MANILA COMMUNITY CENTER



OPPORTUNITIES FOR:

- Traffic calming
- School zone signage
- Improved walking infrastructure
- Education



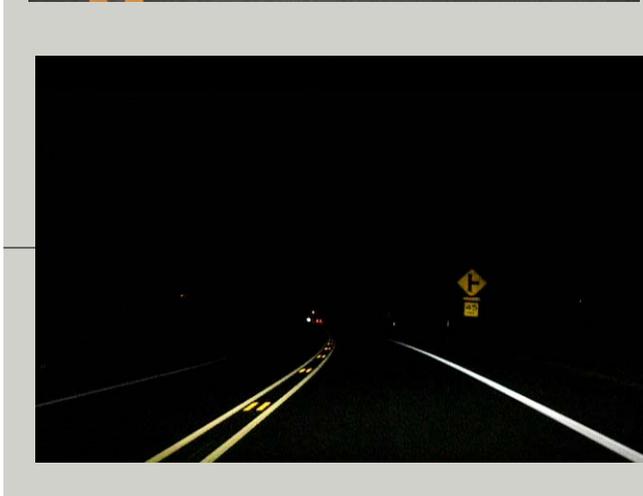
Feedback from the Community



**Improvements in Feasibility Study
Constructed with 2012 Paving Project**

Recommendations for Other Improvements

Questionnaire



Manila Non-Motorized Transportation Improvement Project

Open House Feedback Questionnaire



Thank you for taking the time to help improve bicycle and pedestrian transportation in your community. The information we gather will not only help us determine which alternative Manila residents prefer, but it also helps us develop a more complete application package.

Please consider your walking and/or biking trips in Manila. # of trips

| | |
|---|----------------------|
| How many times per week do you currently walk, bike, or run within the community? → | <input type="text"/> |
| How many of these trips cross highway 255? | <input type="text"/> |
| How many weekly trips would you make if there were a path dedicated to walking or biking? | <input type="text"/> |

Please list your top three walking or biking destinations.

Examples: nature center, beach, park, school, community center, bus stop, etc.

| | |
|-----------------|----------------------|
| 1 st | <input type="text"/> |
| 2 nd | <input type="text"/> |
| 3 rd | <input type="text"/> |

What prevents you from walking or biking more often in Manila?

| | |
|--|--|
| Check all that apply | Please explain with specific examples/locations: |
| <input type="checkbox"/> Destination too far | <input type="text"/> |
| <input type="checkbox"/> Lack of paths or trails | |
| <input type="checkbox"/> Not enough time | |
| <input type="checkbox"/> Bad driver behaviors | |
| <input type="checkbox"/> Safety concerns | |
| <input type="checkbox"/> Unreliable weather | |
| <input type="checkbox"/> Other: <input type="text"/> | |

Please share your reaction to the proposed alternatives.

Refer to the diagram on the other side of this page.

| | Like | → | Neutral | → | Dislike |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 1A → Separated path along fence | <input type="checkbox"/> |
| 1B → Separated path meandering along roadside | <input type="checkbox"/> |
| 1C → Separated path adjacent to roadway | <input type="checkbox"/> |
| 2 → Combination of path and colorized shoulders | <input type="checkbox"/> |
| 3A → Colorized shoulders | <input type="checkbox"/> |
| → → Samoa Bridge Intersection to Mad River Slough Bridge | <input type="checkbox"/> |
| 3B → Colorized shoulders | <input type="checkbox"/> |
| → → Northbound Pacific Approach to Southbound Lupin Approach | <input type="checkbox"/> |
| → → Installing street lighting at Dean/Pacific intersection → | <input type="checkbox"/> |

Which alternative would most encourage walking and biking in Manila? 1A 1B 1C 2 3A 3B

Choose one:

| | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|

Please share your comments. Attach additional pages if necessary.



Feedback from the Community



Instructions

Please take a few moments to fill out the questionnaire on the other side of this page. If you or a neighbor would like more information, please visit: <http://www.dot.ca.gov/dist1/d1projects/manila-atp/>

Please return your completed form to the Manila Community Service District Office at 1901 Park Street, or mail it to the address below by **May 1st 2015**. If you would like to complete the survey online, please visit: <https://www.surveymonkey.com/s/PLRBY9W>

Thank you for your input!

----- fold here for mailing -----



PLACE
STAMP
HERE

<http://tinyurl.com/ManilaATP>

BRIAN SIMON, P.E.
ADVANCE PLANNING
CALTRANS DISTRICT 1
P.O. BOX 3700
EUREKA, CA 95502-3700



Planning Ahead



- Improvement Feasibility
- ATP Cycle 2
- Other Funding Opportunities
- Traffic Count Baseline

Hum - 255



Questions



Humboldt - 255