900 Northcrest Drive, PMB 16
Crescent City, California 95531
www.dnltc.org

Del Norte Local Transportation Commission

Tamera Leighton, Executive Director
Tamera@DNLTC.org
Desk: (707) 465-3878
Cell: (707) 218-6424

TECHNICAL ADVISORY COMMITTEE
AT 2 P.M. ON AUGUST 28, 2018
WASTE WATER TREATMENT PLANT COMMUNITY ROOM
210 BATTERY STREET, CRESCENT CITY, CA 95531

1. **Call Meeting to Order**
2. **Introductions**
3. **Public comment period**
   Public comments are welcome and encouraged; however, no proposed action can be taken on any item not appearing on the agenda. Public Comments are limited to three minutes.
4. **Minutes of June 26, 2018**
5. **Consider request for $28,402 in RSTP funds for Harding Avenue culvert replacement.**
   Staff recommendation: Recommend DNLTC adopt resolution 2018 17 approving the City's request for up to $28,402 of RSTP funding for the Harding Avenue culvert replacement project.
6. **Consider proposal for Elk Valley Cross Road Corridor Plan.**
   Staff recommendation: Review the proposal and recommend DNLTC award a contract.
   Alternative: Recommend reposting the RFP and extending the deadline for submissions in an attempt to secure additional proposals.
7. **Short Range Transit Plan work element amendment**
   Staff recommendation: Consider an amendment to the cost and scope to the Short Range Transit Plan work element to include a chapter on a Consolidated Transportation Service Agency Program Implementation Plan.
8. **Discussion**
   - Commonplace data and information reporting
   - Information sharing by TAC members
9. **Adjourn to the next regular meeting of September 25, 2018 at 2 p.m.**

Anyone requiring reasonable accommodation to participate in the meeting should contact the Executive Director Tamera Leighton, at (707) 465-3878, at least five (5) days prior to the meeting. For TDD use for speech and hearing impaired, please call (707) 464-2226.

MINUTES
TECHNICAL ADVISORY COMMITTEE
AT 2:00 P.M. ON JUNE 26, 2018

Present: Rosanna Bower, County
Heidi Kunstal, County, Vice Chair
Suresh Ratnam, Caltrans
Joe Rye, RCTA, via telephone
Nacole Sutterfield, City

Absent: Charlie Helms, Harbor
Brandi Natt, Yurok Tribe
Eric Taylor, City
Eric Wier, City

Also Present: Susan Brown, Rural Approaches
Tamera Leighton, DNLTC

1. **CALL MEETING TO ORDER**
   Chair Sutterfield called the meeting to order at 2:09 p.m.

2. **INTRODUCTIONS**
   Introductions were made by the Committee.

3. **PUBLIC COMMENT PERIOD**
   Public comments are welcome and encouraged; however, no proposed action can be taken on any item not appearing on the agenda. Public Comments are limited to three minutes.
   The following person(s) addressed the Committee: None

4. **MINUTES OF MAY 29, 2018**
   Rosanna Bower noted a correction; Chad Bell is a County Intern, not City. Heidi Kunstal noted a name misspelled; Howland Hill not Holland Hill, and Joe Rye noted a change stating Dial-a-Ride and Route 4 were underrepresented.
   Heidi Kunstal moved to approve the minutes of May 29, 2018 with the noted changes, seconded by Joe Rye, and unanimously carried; the Technical Advisory Committee approved the minutes of May 29, 2018.

5. **REQUEST FOR $81,040.45 IN RSTP FUNDS FOR BESS MAXWELL SAFE ROUTES TO SCHOOLS**
   Staff recommendation: Recommend DNLTC adopt resolution 2018 08 approving the County's request for up to $81,040 of RSTP funding for the Bess Maxwell Safe Routes to Schools project.
   Tamera Leighton discussed the County's request for matching CDBG funds to fully fund this project. Tamera also noted that she changed the request to eliminate the .45 and recommends that $81,040 of RSTP funds be allocated for the Bess Maxwell

Safe Routes to Schools project. Rosanna Bower explained the base project is primarily around El Dorado and she also explained the various project alternatives. Alternative 1 would fix all the big dips, Alternative 2 would complete the sidewalks on Harding, Alternative 3 would install a bus shelter and pullout between Cooper and Pacific, Alternative 4 would be to overlay the block between Hamilton and Del Norte High School. The County nixed the paving, and installing the bus shelter would be quite expensive -- about $44,000. The County's request is to include the pedestrian improvements on Harding.

Public Comment: None
Joe Rye moved to approve recommending DNLTC adopt resolution 2018 08 approving the County's request for up to $81,040 of RSTP funding for the Bess Maxwell Safe Routes to Schools project, seconded by Heidi Kunstal, and unanimously carried; the Technical Advisory Committee recommend DNLTC adopt resolution 2018 08 approving the County's request for up to $81,040 of RSTP funding for the Bess Maxwell Safe Routes to Schools project.

6. REVIEW AND SCORE PROPOSALS FOR AUDITING SERVICES

Staff recommendation: Recommend DNLTC award three-year auditing contract to top scoring auditing firm.
Tamera Leighton explained that all of the proposals met the minimum criteria. The Commission has worked with two of the proposing firms; the Commission has not worked with Harshwal & Co. Tamera also noted that the Commission's audit has always run behind schedule and it doesn't seem to matter which firm has been performing the audits; the Transportation Commission is not a major priority for most auditing firms. Rosanna Bower suggested that an evaluation is performed at the end of the contract to note performance of the contractor. This information would become a public record for public view. Tamera Leighton suggested that an evaluation component be added to the Request for Proposals. The TAC went through the scoring for all three proposals and the scoring indicated that Harshwal & Co. LLP is the top scoring firm.
Public comment: None
Rosanna Bower moved to approve recommending DNLTC award three-year auditing contract to top scoring auditing firm; Harshwal & Co. LLP, seconded by Nacole Sutterfield, and unanimously carried; the Technical Advisory Committee recommend DNLTC award three-year auditing contract to top scoring auditing firm; Harshwal & Co. LLP.

7. REVIEW AND SCORE PROPOSALS FOR WEBSITE, CROWDSOURCING AND SOCIAL MEDIA

Staff recommendation: Recommend DNLTC award three-year contract to top scoring consulting firm.
Tamera Leighton explained that six proposals were received; however three of the proposals were incomplete or late submissions. Malhar Infoway proposal was sent to the TAC for scoring but they did not follow through sending an electronic copy

as requested and were non-responsive after a second request. Tamera recommends the TAC pull Malhar Infoway out of the scoring process as well.
Nacole Sutterfield moved to omit Malhar Infoway out of the scoring process due to an incomplete submission, seconded by Suresh Ratnam, and unanimously carried; the Technical Advisory Committee omitted Malhar Infoway out of the scoring process due to an incomplete submission.
The TAC went through the scoring for the remaining two proposals and the scoring indicated that Green Dot was the top scoring consultant. Continued discussion included asking the consultant to include quarterly reports for Common Place and to include comments that were posted to the site. Tamera Leighton will need to work with Green Dot to develop the necessary reports.
Public Comment: None
Rosanna Bower moved to approve recommending DNLTC award three-year contract to top scoring consulting firm; Green Dot, including adjustments to the contract regarding the reports that are needed for the Commonplace site, seconded by Heidi Kunstal, and unanimously carried; the Technical Advisory Committee recommend DNLTC award three-year contract to top scoring consulting firm; Green Dot including adjustments to the contract regarding the reports that are needed for the Commonplace site.

8. DISCUSSION

- **Last Chance Grade**
  Tamera Leighton reported that the public information mailer has been sent to each household in the county, which totals about 8,000 households. Nacole Sutterfield asked about the information in the mailer. Tamera stated that the information included project info, timeline, and facts about the project.
- **Information sharing by TAC members**
  Nothing to report

9. ADJOURN TO THE NEXT REGULAR MEETING OF JULY 31, 2018 AT 2:00 P.M.

With no further business to come before the TAC, the Chair adjourned the meeting at 3:00 p.m., to the next regularly scheduled meeting on July 31, 2018, at 2:00 p.m.

Respectfully submitted,

_____
Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

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Del Norte Local Transportation Commission

Tamera Leighton, Executive Director
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Item 5 Staff Report

DATE: **AUGUST 28, 2018**
TO: **TECHNICAL ADVISORY COMMITTEE**
FROM: **TAMERA LEIGHTON, EXECUTIVE DIRECTOR**
SUBJECT: **HARDING AVENUE FUNDING REQUEST**

PROPOSED ACTION: Recommend Del Norte Local Transportation Commission award $28,402 in RSTP funds for Harding Avenue cost overruns:

BACKGROUND: The attached letter request from the City of Crescent City provides an explanation of the cost overruns resulting in this request.

City of Crescent City
Where the Redwoods Meet the Sea
377 J Street. Crescent City. CA 95531 • 707.464.7483 • Fax 707.465.4405 • www.crescentcity.org

August 21, 2018

Ms. Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive, PMB 16
Crescent City, CA 95531

Re: Request for funding for Harding Avenue Repair

Dear Ms. Leighton:

The City of Crescent City (the City) is respectfully requesting that the Del Norte Local Transportation Commission (DNLTC) allocate $28,402 of funding to cover cost overruns on the completed repair of the Harding Ave culvert replacement project.

The DNLTC originally approved $165,000 for the project, to include: temporarily bypassing utilities, removing and replacing the failing culvert, and installing curbs, gutters and sidewalks to close a gap in pedestrian facilities on both the north and south sides of the project area. The total funding was estimated to cover all project expenses, excluding City staff time, and included 12 days of Del Norte County (County) Road Department staff time and equipment.

Problems arose during the excavation to remove the original culvert, situated 15 feet below the surface of Harding Avenue, when soils were discovered to be extremely unstable. An onsite meeting was held to determine whether work could proceed, or whether additional equipment and a more robust dewatering system would be needed. City and County crews continued working; however, mitigating the unstable subgrade caused substantial delays to the project, and required the County to rent a larger excavator to complete the work. After all County staff and equipment time was fully tabulated, staff time far exceeded the 12 days estimated, and equipment rentals surpassed expectations.

The final project cost is $193,402; $28,402 over the current approved funding. The overrun is due to the additional time and equipment required by the County Road Department to stabilize unforeseen soil conditions. Please note that in addition to the funds requested, the City has dedicated over $50,000 of City staff and equipment time to the completion of this emergency project.

The City Council authorized this request at the August 20, 2018 Council meeting.

Thank you for your consideration.

Sincerely,

Eric Wier
City Manager
City of Crescent City

RESOLUTION NO. 2018 17

DEL NORTE LOCAL TRANSPORTATION COMMISSION RESOLUTION ALLOCATING UP TO $28,402 OF REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDS TO THE CITY OF CRESCENT CITY FOR HARDING AVENUE REPAIR AND SIDEWALK CONSTRUCTION

WHEREAS, the Del Norte Local Transportation Commission in its official capacity as the designated Regional Transportation Planning Agency (RTPA), is allocating Regional Surface Transportation Program funds for eligible purposes; and

WHEREAS, maintaining the existing transportation system is a primary goal in the 2016 Regional Transportation Plan; and

WHEREAS, appropriate pedestrian facilities in school zones is a priority in the 2016 Regional Transportation Plan; and

WHEREAS, Harding Avenue is classified as a Major Collector and it meets the requirements of the Regional Surface Transportation Program; and

WHEREAS, the Harding Avenue was at risk of a catastrophic failure due to a culvert failure that was well over its useful life; and

WHEREAS, the City of Crescent City contracted with the County of Del Norte to deliver the project, which provides cost savings to the region; and

WHEREAS, problems arose during the excavation to remove the original culvert, situated 15 feet below the surface of Harding Avenue, resulting in cost overruns of $28,402.

WHEREAS, there is sufficient Regional Surface Transportation Program funds, and

NOW, THEREFORE, BE IT RESOLVED THAT the DNLTC hereby allocates to the City of Crescent City on a reimbursement basis a sum not to exceed $28,402 for unforeseen expenses for Harding Avenue Repair as described in the letter request dated August 21, 2018.

PASSED AND ADOPTED by the Del Norte Local Transportation Commission on the 4th day of September 2018, by the following polled vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Chris Howard, Chair
Del Norte Local Transportation Commission

ATTEST:

_____
Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

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Del Norte Local Transportation Commission

Tamera Leighton, Executive Director
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Item 6

DATE: **AUGUST 28, 2018**
TO: **TECHNICAL ADVISORY COMMITTEE**
FROM: **TAMERA LEIGHTON, EXECUTIVE DIRECTOR**
SUBJECT: **CONSIDER PROPOSAL FOR ELK VALLEY CROSS ROAD CORRIDOR PLAN**

PROPOSED ACTION: Staff recommendation: Review the proposal and recommend DNLTC award a contract.
Alternative: Recommend reposting the RFP and extending the deadline for submissions in an attempt to secure additional proposals.

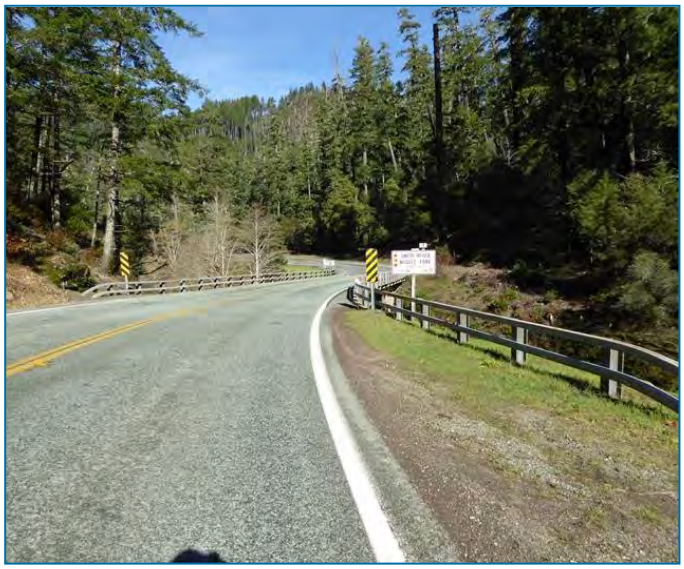
BACKGROUND: With the County of Del Norte, DNLTC posted, distributed and advertised a Request for Proposals for the Elk Valley Cross Road Corridor Plan. One proposal was submitted from GHD by Jim Damkowitch.

Under existing conditions, Del Norte Local Transportation Commission can contract with the sole source of submission. Alternative, Del Norte Local Transportation Commission can repost and redistribute the RFP in hopes of receiving additional proposals. If the TAC determines that the sole submission does not meet the mandatory requirements of the RFP, a reposting will be necessary. I have requested some clarification for this submission for the TAC and will share the response when it is received.

The request and the proposal are attached. The "Relevant Experience" sample of past work was included in a separate file that reduced to 23 MB. It will be sent separately because of the file size.

Del Norte Local Transportation Commission

Elk Valley Cross Road Corridor Plan



Jim Damkowitch
8-22-2018

August 22, 2018

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive, PMB 16
Crescent City, CA 95531

Re: Proposal for: Elk Valley Cross Road Corridor Plan

Dear Ms. Leighton:

GHD (formally Omni-Means) is a full service transportation planning and engineering firm that understands the importance of developing community mobility plans that provide enhanced active transportation connectivity and safety for advancing sustainability goals. GHD also understands the importance of, and experience with, applying performance-based approaches and analysis tools to better ensure the planning process yields the requisite quantitative rubrics to support improvement recommendations and inform applicable competitive funding grants to facilitate implementation.

Joining GHD will be Jeff Schwein of GreenDOT who specializes in rural area multi-modal community plans, local bicycle plans and Safe Routes to School Plans. GreenDOT will be providing technical support to GHD as well as leading the interagency consultation, stakeholder and public outreach support for the plan. Supplementing our multi-modal transportation planning experience, the following are additional key strengths of our team:

- Local Experience. Key staff of the GHD team all have direct experience working in Del Norte County and intimately understand the rural sensibilities and its' unique demographic makeup. We are also familiar with past applicable planning efforts that can help inform this study.
- Performance-Based Planning Experience. The GHD team provides direct experience developing system and project level performance metrics for supporting regional transportation plan/sustainable community strategy efforts. This includes application of analysis tools and software that inform competitive funding grants.
- Strong Public Outreach. The GHD team understands the importance of an effective and inclusive public outreach effort that includes traditional strategies such as focus groups and workshops but also non-traditional web-based tools and strategies (i.e., Commonplace platform). Both approaches will be designed to best ensure that the communities residing in or near Elk Valley Cross Road corridor are provided access to participate and help inform the plan.
- Proven Project Manager. Project Manager Jim Damkowitch (a recent hire by GHD) brings over 25 years of experience in regional and multi-modal transportation planning – including 15 years of direct RTPA/MPO experience. Jim specializes in assisting MPOs and rural regional transportation planning agencies in developing: multi-modal corridor plans that optimize the shared right-of-way environment for pedestrian, bicycles, and motorists.

Ability to Comply with Sample Professional Services Agreement: We have reviewed DNLTC's sample professional services agreement and can comply with the contract provisions as stated. As a Principal of this firm, I am authorized to negotiate and contractually bind the company. My contact information is: *Kamesh Vedula, 943 Reserve Drive, Suite 100, Roseville, CA 95678, (916) 782-8688.*

Sincerely,

GHD

Jim Damkowitch
Project Manager

Kamesh Vedula, PE, TE
Principal-in-Charge

Table of Contents

Proposed Course of Action

The goal of the Elk Valley Cross Road Corridor Plan is to identify multimodal infrastructure improvements and treatments that balance both the local and regional circulation needs of the area. For local residential users, the provision of safe low-stress connectivity and accessibility to and from key "nodes" representing residential areas/ neighborhoods, schools, and shopping opportunities particularly those that require crossing state routes is desired. Regional mobility needs include improved connectivity between US 101 and SR 199 and accessibility to major employment centers and distribution terminals/hubs (e.g., Pelican Bay Prison). Community input will play a key role to assist the consultant team to identify needs and to provide input on the types of improvement concepts that can be most supported by the community – including the four Tribal entities, the Del Norte County Unified School District, County of Del Norte, City of Crescent City, Caltrans and other stakeholders.

A detailed scope is provided in the RFP. Based on our detailed review of the RFP scope we offer the following proposed approach on only those RFP scope tasks that require consultant attention. These include Task 1, 2, 3, 4, 5, 7, and 8. The scopes for Task 6 and 9 do not require elaboration.

Initiate Coordination with Stakeholder Agencies: Task 1 of RFP Scope (Lead: GHD; Support Green DOT)

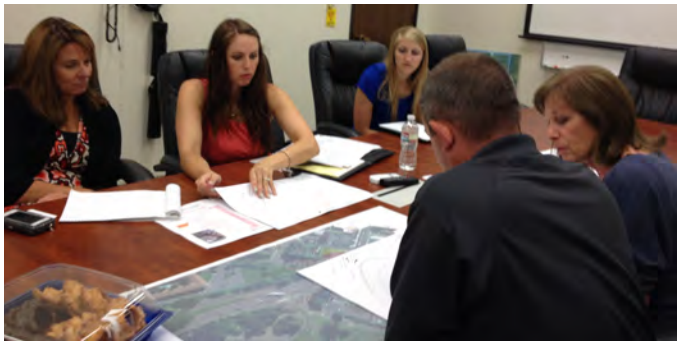
Initiate Coordination with Stakeholder Agencies

In an effort to establish a working relationship with the key stakeholder agencies involved, the GHD project team will perform the following five tasks at the project outset.

- The GHD project team will work with the County of Del Norte, DNLTC and Caltrans to determine a suitable date for a kickoff meeting. This meeting will address final scope adjustments, communication protocols, and administrative tasks.

- Our project team will meet with the County of Del Norte, DNLTC, and the Del Norte County Unified School District to discuss coordination between the school district and specific school sites likely to be affected by the project. This discussion will be protocols for the duration of the project. It is helpful for the project team to have an understanding of school district points of contact and best methods for communication and outreach.

- After discussing potential stakeholders with the County, DNLTC, and Caltrans in our kick off meeting we will identify and reach out to each individual stakeholder entity to ensure we have a point of contact. We will keep a master stakeholder list that will morph throughout the project. This list will include, agency/ organization, contact person, position, contact info, contact dates, comments, and other pertinent information.



- Summaries of all meetings will be prepared within two business days of the meeting date and distributed to the collective project team for review and comment. Also included will be sign in sheets and all meeting materials. Each meeting summary packet will become part of the project record which documents community outreach efforts.

The GHD project team will organize, announce, and facilitate a walking tour of the Elk Valley Cross Road segments pertinent to the project area/scope. This tour will begin with an introduction to roadway hazards, existing conditions observations and progressive design practices. The group will then walk the corridor segments and discuss the field conditions. Expert staff will be documenting existing conditions and comments from the appropriate stakeholder agencies.

Community Outreach: Task 2 of RFP Scope (Lead: Green DOT; Support GHD)

A variety of tools will be used to comprise a comprehensive community outreach program for the Elk Valley Cross Road Corridor Plan. Members of the community will have

several opportunities for delivering input relating to this project. The project website will have a feedback form which will allow any website visitor to write a comment that will be send to the consultant team via e-mail. The Commonplace platform allows community members to place geotagged comments directly on a map interface and that are stored in the Commonplace database and can be downloaded and analyzed at any time. A survey will be developed on SurveyMonkey and will be distributed via the project website and through social media. The consultant will facilitate project team meetings and prepare and distribute agendas as well as meeting minutes.

Project Website Content

Our project team will develop a simple additional page to the DNLTC website as a means of distributing information to the community and stakeholders regarding the Plan or will create a project specific website. We have the in-house abilities to build a website in a quick and cost-effective manner. This will also help with draft and final document distribution. The website will include meeting dates and times and will provide the option for interested parties to sign-up for an e-mail notification list that will be used to alert upcoming meetings. The project team primarily uses the platform Squarespace to develop websites, which has an automated form block tool which can be utilized to create a contact form, survey, signup form, poll, and more.

Commonplace

In addition to the project website, the project team will develop and/or manage a community input platform, such as Commonplace. Project team member Green DOT was responsible for assisting in the initial development of the existing Commonplace platform utilized by the DNLTC and continues to be involved in its management. Commonplace has proven to be an invaluable avenue of community input for the DNLTC and can be embedded or promoted on the project website.

Survey Monkey

To facilitate participation, an online survey will be administered with questions that the DNLTC and the project team agree upon in order to gauge the community concerns and needs. Data will be presented in the Plan. The survey will also be distributed at community workshops and promoted through the project website and through social media.

Social Media

The GHD team will develop a social media platform of sites including Facebook and Twitter. We will utilize the existing DNLTC Twitter account and will create and manage a Facebook page specific to the Plan. This will give exposure to the project making it easier for the public and other agencies to gain access to the documents and give insight to the project progress. Advertising for public workshops will be done through e–mail blasts to stakeholders, radio ads, newspaper ads and posting a meeting flyer to the project website.

Identify Affected Properties for Community Outreach

The GHD team will identify affected properties for targeted outreach using the County parcel shapefile and ESRI ArcGIS. A simple 300' buffer along Elk Valley Cross Road will be used to identify the directly affected parcels. The project team will coordinate with the DNLTC to identify residents who do not live within the Elk Valley Cross Road 300' buffer area but who must use Elk Valley Cross Road for access and connectivity, such as people who live on Lake Earl Drive or Wonder Stump Road who use Elk Valley Cross Road to reach Highway 101. We will then identify the affected parcels within the access area. The affected parcel mailing addresses will be exported from ArcGIS to Excel where they can easily be used for mailing labels.

Community Input Meetings (2)

GHD team will coordinate and facilitate a series of two community input meetings, including agenda development, facilitation, and follow up reporting. A facilitated process will ensure that the DNLTC is providing an opportunity for a robust learning exchange among the diverse community interests. The process will also facilitate creating informed opinions about the project and assist the project team with creating a context sensitive project.

DNLTC will be responsible for any costs associated with securing the public meeting venues and printing displays. The GHD team will facilitate, plan, and coordinate logistics for two community meetings. GHD team will develop informational materials about the project for each community meeting, which may include fact sheets, informational brochures, and comment cards. Following each public meet-

ing, GHD team will develop a summary of community input for use by the project team. The GHD team will provide a summary of the meeting and community feedback received to be posted on the project webpage.

- Public Meeting #1: This meeting will introduce the project to the community and will provide interactive exercises with the public to solicit input on what improvements the community wants to see on Elk Valley Cross Road. The project team will begin with an introduction to community design with many examples of projects our collective consulting team have worked on and other creative approaches from around the State, Country and world. The project team will then present a map showing existing conditions of the project area. From here we will dive into exercises with participants focused on extracting the individual and collective community concerns, travel patterns, problem locations, opportunities, ideas and overall vision for the future. This meeting will narrow down the most important topics and issues the community feels are pertinent, prioritize design elements and provide any recommendations they may have. The project team will emphasize social equity with input from the community.

- Public Meeting #2: This meeting will be held after the development of conceptual roadway improvements. The alternate improvements will be presented to the public and will be voted on to determine the preferred design alternative. The second meeting will also provide the opportunity for community members to give last-minute input that may be incorporated into the preferred roadway conceptual design. Community input at this meeting will focus on what improvements/ treatments the community can most support.

DNLTC will handle all fees related to securing the public meeting venues, including obtaining insurance certificates.

Communication Collateral

The GHD team will develop outreach materials to inform the community about the project. These materials may include meeting handouts such as information brochures, comment cards, fact sheets, and FAQ's. A template for each collateral item will be developed consistent with the project brand, easily updated, and either printed or distributed through electronic means. All collateral material will be developed in English and Spanish.

Public Information and Notification

Public Meetings

In coordination with DNLTC, the GHD team will develop and disseminate project information to notify the community-at-large about the upcoming public meetings. The GHD team will develop content to update the project webpage with details about the public meetings and create content for DNLTC to share on its existing social media channels. The GHD team will partner with the tribes, local community-based organizations and local agencies to leverage existing communications links and further promote the public meetings. DNLTC will be responsible for all fees related to printing notification materials, which may include but are not limited to flyers, posters, advertisements and signage.

Existing Conditions: Task 3 of RFP Scope (Lead: GHD; Support: Green DOT)

The GHD team will examine both systemic safety infrastructure based hazards (i.e., risk) as well has traditional collision hot-spot locations (collisions). These will be mapped in GIS relative to one another (i.e., both risk locations and hot-spot locations will be developed as unique GIS layers). The following tasks are required to inform this analysis:

1. Roadway network geometric attributes;
2. Intersection geometric attributes for pedestrian and bicycle crossing;
3. Signage inventory
4. Parking supply and utilization;
5. SWITRS collision data (5 most recent years of complete data available); and
6. Peak period behavior observations.
   A. The GHD team will strategically observe travel behavior of motorists, pedestrians and bicyclists. We will strategically place 4 team members during peak activity periods to do observations and count pedestrians and bicyclists using industry consistent methodologies. A key to this effort is to observe peak recreation demand relative to typical weekday conditions.

Both GHD and Green DOT own and operate drones for purposes of developing aerial images, verifying roadway network geometric attributes, and developing visual renderings. The GHD team will coordinate with the DNLTC on the use of drones to assist in developing the infrastructure data base. Based on the data collected, the GHD team will develop the land use and transportation infrastructure map which will be the basis for identifying key origins and destinations for the connectivity analysis. This will be the foundation for constructing existing travel behavior and projected travel patterns. The mapping of hazard locations (high risk locations based on infrastructure characteristics) and collision hot-spots will be overlaid on this transportation infrastructure base map. This will provide the requisite visual inputs for the circulation, operational, connectivity and safety assessments.

Field Data: Task 4 of RFP Scope (Lead: GHD; Support: Data Collection Vender)

The GHD team will prepare a traffic and mobility analysis based on the following information and data:

1. Existing traffic volumes (72-hr segment counts at four locations; AM/PM peak period turn movement counts at six intersections). All counts will include classification data including trucks, bicycles and pedestrians. Intersection counts will be performed with video and be oriented to capture back of queue and mid-block (uncontrolled) crossing activity by bicycles or pedestrians. If historical counts performed as part of the Del Norte County Travel Demand Model development and subsequent application for the DNLTC 2016 RTP.
2. Future traffic volumes will be gleaned from forecasts generated by GHD staff using the District 1 Del Norte County travel demand model for the DNLTC 2016 RTP update.
3. AM/PM peak hour instrumented vehicle speed surveys will be performed along four segments.
4. To supplement the instrumented vehicle speed surveys, twelve (12) months of free NPMRDS speed data (Inrix) will uploaded from the NPMRDS data website for use on these same segments. This will provide an annual average weekday speeds for passenger vehicles and heavy-duty trucks respectively. This data will be used to examine congestion and travel time reliability (buffer time index and buffer time) per the National Performance Management Rule.

Community Needs: Task 5 of RFP Scope (Lead: GHD; Support: Green DOT)

In order to develop the best conceptual design changes to the Elk Valley Cross Road corridor, it is critically important to understand the current and future needs of the corridor users. This will be comprehensively done by our project team through community input forums, direct stakeholder contact, analyzing future local and regional growth, and considering the future roadway purpose. In addition to the tasks described in the RFP scope, the following analyses will be performed as part of Task 5.

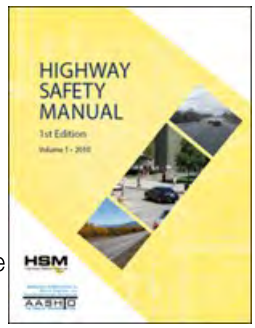
Level of Traffic Stress Analysis/Connectivity Assessment

The Elk Valley Cross Road Corridor Plan improvement recommendations will be informed by performing a connectivity analysis using Traffic Level of Stress (TLS) analysis developed by the Mineta Transportation Institute and described in the Low-Stress Bicycling and Network Connectivity report. LTS analysis provides

thresholds of cyclist tolerance for on-street bicycle facilities as determined by the roadway conditions of the shared route. The ultimate goal is to improve the overall connectivity of the low-stress bicycle network. The greater the access to the low-stress network and the greater number of origin and destination pairs it serves, the more attractive bicycling becomes as a modal option for a larger segment of the population.

Safety Assessment

The low-stress connectivity will be evaluated relative to pedestrian/bicycle-vehicle collision history using the most recent five years of SWITRS data. This traditional hot-spot analysis will identify locations in the bicycle network that have historically exhibited safety issues for cyclist. In addition, a systemic safety analysis approach will be performed that will map the degree of "risk" associated with the infrastructure characteristics within the study corridor. High risk locations which may or may not have any collision history, will be identified and considered for improvements.



The crash reduction potential (via crash modification factors from the Highway Safety Manual and FHWA) of identified improvements and infrastructure design treatments will be analyzed. Based on the contributing factors from the baseline collision hot-spot assessment describe above, Parts B and D of the HSM and principles from FHWA's Road Safety Audits will be applied to identify and incorporate location specific and corridor-wide low-cost countermeasures.

Parking Assessment

The existing parking inventory relative to existing and projected parking demand by time of day will be mapped to assess the impact of parking supply and its effect on the bicycling. This will include the travel behavior analysis and LTS connectivity assessment. Parking modifications that serve to promote walking and bicycle accessibility/connectivity without parking spill-over and neighborhood effects will be considered. This will also provide an opportunity to develop infrastructure for mobility impaired visitors and those walk/bike/transit dependent travelers.

Intersection Control Evaluation (Step 1)

The modern roundabout cost-effectively reduces conflicts, vehicle speeds, aggressive driving (due to congestion and traffic signal delay), and the number of lanes and lane changes at and near intersections where broadsides and most pedestrian crashes occur. In addition, older drivers benefit because roundabouts eliminate the left turn "gap" decisions and maneuvers which research identifies as the highest-risk operation for older drivers. Cyclists benefit because they clearly prefer yield control over Stop and Signal controls which require cyclists to stop and re-start. Cyclists also benefit from the reduced number of lanes, lane changes and vehicle speeds encountered when attempting to make a left turn on a multi-lane highway. A preliminary Step 1 Intersection Control Evaluation will be performed for candidate study are intersections by GHD. This analysis will be consistent with Caltrans Traffic Operations Policy Directive 13-02 (TOPD). Prior to joining GHD, Jerry Champa developed TOPD 13-02 at Caltrans. GHD specializes in ICE and has performed over 50 ICE evaluations on State facilities.

Control Type	Legend
Stop Sign	
Traffic Signal	
Roundabout	

Needs Assessment

The GHD project team will utilize known successful feedback methods for the Del Norte region. This will include the regional Commonplace community input tool, a targeted community survey, researching recent community input comments, and discussing transit and transportation needs with appropriate agencies and organizations in the community. The technical connectivity, safety, and operational analyses will be examined relative to input provided by the public and stakeholders. Specifically, to gauge how well the public's perception of where issues and needs are match the technical analysis results. Locations where the public's perceptions are not supported by the technical analysis will not be dismissed – rather they will be qualitatively examined and equally considered. Aligning and comparing the analysis results with the public's perceptions helps demonstrate transparency and elicits meaningful discussions for the consideration and prioritization of identified improvement needs.

Improvement Identification

Based on the technical work relative to public and stakeholder input – a list of improvement locations and needs will be developed. Improvement concepts will be developed to address the need. Identification of improvements will be coordinated with DNLTC, Caltrans and the County and other key stakeholders as appropriate.

Benefit Analysis

Monetizing project benefits is a two-step process that entails first quantifying a measure of effectiveness that can then be monetized using a societal cost factor. Active transportation improvement benefits will be quantified using analysis methods described in NCHRP 552 Guidelines for Analysis of Bicycle Infrastructure Investments. These benefits include the potential for mode share shifts, vehicle miles of travel (VMT) and vehicle trip reductions, and health benefits of activity. GHD staff has routinely applied the NCHPR 552 method to estimate new demand for bicycle improvements for clients pursuing ATP grant funding and/or developing bikeway plans. This method uses Census commute shares to extrapolate high, moderate and low total adult bicycling rate estimates based on the planning method described in Appendix A of NCRHP 552. Induced demand estimation then applies three distance buffers to estimate the "capture" for each demand group (commuters, non-commuters, and children), which are multiplied by likelihood factors (elasticities) developed as part of NCHRP 552 to estimate the number of induced bicyclist in each group as a result of a bicycle improvement.

Part C of the HSM will be applied to estimate the potential safety performance of each improvement. Results will allow the relative change in collisions to be determined. The estimated reduction in collisions by collision type will be monetized and included in the benefit/cost analysis.

All quantitative benefits will be annualized and projected to reflect a 20-year future condition (i.e., project design life).

Conceptual Improvements: Task 7 of RFP Scope (Lead: GHD)

GHD will develop high quality 2D conceptual graphics and planning level renderings to facilitate CIP costing and documentation of the draft and final plan (Task 9). Development of planning level project cost opinions is fairly straight forward. It entails the use of aerials, project renderings and planning level conceptual layouts relative to per unit cost estimates for quantities and project limits (lineal foot, cubic yard, etc.) plus ROW costs and contingencies to estimate a project cost. GHD will develop the conceptual renderings using aerials taken from our drone. These aerials will be used as a base for showing before-and-after renderings to assist the public and city officials understand the design intent of the solution.

Funding and Implementation Plan: Task 8 of RFP Scope (Lead: GHD)

GHD will identify the steps/phases necessary to finance and implement the proposed improvements proposed in the Elk Valley Cross Road Corridor Plan. This includes summarizing the level of planning, technical and environmental studies, design, engineering, permitting, right-of-

way acquisition, and construction that will be required. All implementation steps will be aligned with the proposed project phasing plan. Federal, state and local funding sources for transportation improvements will be examined including but not limited to the following:

Local Sources
HUTA/Gas Tax Subvention Funds
Development Impact Fees (DIF)
General Fund
State Funding Sources
SB-1 Grant: Sustainable Communities (SC)
SB-1 Grant: Local Partnership Program (LPP)
SB-1 State of Good Repair Program (SGR)
State Highway Operations and Protection Program (SHOPP)
State Transportation Improvement Program (STIP)
Highway Maintenance (HM)
ATP (Competitive)
Transportation Development Act (TDA) funds
Federal Funding Sources
Surface Transportation Block Grant Program (STBGP)
Highway Safety Improvement Program (HSIP)
High Priority Projects
BUILD (TIGER)
Community Development Block Grant (CDBG)
Federal Lands Access Program (FLAP)

The GHD team will assess and identify and link eligible funding sources, amounts, required actions (e.g., grant applications for competitive programs) and timelines to specific elements of the phasing plan. This will include the following elements:

- A phasing strategy for completing interdependent elements of the proposed improvement package – each phase must have independent utility;
- A community-based financial implementation strategy intended to organize local resources in addition to traditional transportation funding sources;
- A list of priorities and phasing for development of community and interagency partnerships including the four Tribal entities, the County, Caltrans, DNCUSD and DNLTC; and,
- A description of implementation measures, funding sources, key responsibilities among the stakeholders, organizations and the public sector in general, and identify whether the project or activity is near-, medium-, or long-term relative to funding.

Environmental Resources

GHD is one of the world's leading engineering and environmental consulting companies. Our multidisciplinary staff includes experts in all phases of environmental analysis pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), from the initial study/environmental checklist through preparation of environmental impact reports and statements, and on to the development and implementation of mitigation and environmental monitoring programs. We integrate the CEQA/NEPA and permit documentation efforts with predesign activities. Whenever possible, our staff will work with the engineering and design team to identify potential "fatal flaws" and environmental issues, as well as to develop projects that incorporate mitigation by design. GHD has completed extensive studies for:

- Public health & safety
- Wetland delineations
- Greenhouse gasses & Air quality
- Biological resources & restoration plans
- Cultural resources & historic preservation
- Hydrology & water quality
- Hazardous waste
- Noise
- Traffic

GHD has three consistent goals for project and clients.

1. Legally Defensible. The initial approach to any project is to understand the project needs from design through operation, and before beginning work, to prepare a strategy for CEQA/NEPA compliance. This strategy is developed to minimize environmental processing costs while providing valuable environmental benefits. Development of such a strategy requires a multi-disciplinary team that is experienced at working together and has a thorough understanding of CEQA and the Guidelines, NEPA, the federal Clean Water Act, the Porter-Cologne Act, the National Historic Preservation Act, the Endangered Species Act, and the California Fish and Game Code. Every document produced is subject to Quality Assurance by senior staff. GHD's CEQA/NEPA staff have a history of preparing successful environmental documents, none of which has been overturned by the courts (despite many attempts).
2. User Friendly. Projects implemented by municipalities must be sensitive to the public's concern for resource protection, visual impacts, and community disruptions.
3. Cost Efficient. We integrate the CEQA/NEPA compliance with engineering pre-design and focus on writing feasible mitigation plans, all of which means savings in time, money, and stress.

Select NEPA/CEQA project experience includes:

Jack McNamara Airfield RSA and Terminal Environmental Design - Crescent City. GHD prepared the original Environmental Assessment (EA) for the Master Plan of the Del Norte County Regional Airport, which served as the critical first step for future improvements at the facility. The County acquired a Federal Aviation Administration (FAA) grant for the construction of a new terminal building and related site improvements. Initial project tasks included an EA for NEPA compliance, as well as delineation and sensitive species surveys on 100 adjacent acres of forest, brushlands, and grasslands. Further biological work included a wetland delineation per multi-agency jurisdictional definitions of a proposed road access and mitigation area, and a regional-wide mitigation site study with conceptual mitigation plan for 60 acres of wetland mitigation.

Building off the EA, GHD performed environmental oversight during construction of improvements and designed off-site emergent wetland and dune re-establishment as mitigation, obtained all necessary permits, and completed pre-construction requirements to allow mitigation construction to begin in the summer of 2015. This multi-year project involved considerable agency coordination with entities such as the FAA and California Coastal Commission. Extensive use of GIS was deployed to map wetlands/habitats, sensitive species, and botanical surveys, for site suitability models to inform selection of mitigation sites.

The goal of the Elk Valley Cross Road Corridor Plan is to identify multimodal infrastructure improvements and treatments that balance both the local and regional circulation needs of the area. Where sensitive habitats or species, drainages, creeks or wetlands, mature trees are located in close proximity to proposed improvements, it is essential to identify those locations so the planned improvements can avoid them when possible, and where avoidance is not possible, to understand the potential impacts to resources and potential environmental study, permitting and mitigation requirements that could be associated with a potential project. GHD will conduct reconnaissance-level background research to document the conditions and constraints for potential projects, and will identify the potential technical studies and review and permitting agencies and processes that may be entailed. The GHD team engineers and planners are familiar with both federal (NEPA) and state (CEQA) environmental review requirements and permitting process for transportation infrastructure projects, which will aide in the evaluation of project feasibility and cost. GHD will consider available data regarding potential contamination, flooding and hydrology, and other potentially significant requirements associated with potential projects. This information will be reflected in the project implementation steps and in cost estimates. GHD will investigate and document the motorized and non-motorized opportunities and constraints in the project area. We will prepare a physical inventory of conditions. GHD will ensure that the opportunities, constraints, issues and solutions for each street, intersection and bridge structure are thoroughly researched and discussed with DNLTC, Caltrans, the County and other key stakeholders including the public.

Office Location
943 Reserve Drive, Suite 100
Roseville, CA 95678
T: 1 916 782 8688
F: 1 916 782 8689

California Locations
18 offices

Certifications
DIR #1000001372

Type of Organization
Corporation

Applications:
- Bicycle Transportation Act (BTA);
- CA Complete Streets Act (AB 1358)
- State and Federal Active Transportation Program (ATP)
- SB-1 ATP Augmentation
- SB-1 Solutions for Congested Corridors
- SB-1 Sustainable Communities Planning
- State Highway Safety Improvement Program (HSIP)
- Systemic Safety Analysis Resource Program (SSARP)

GHD

Established in 1928, GHD is a wholly-owned subsidiary - a privately held international engineering firm owned by our people and operates across five continents. Our people can offer decades of knowledge, as well as a deep understanding of the challenges facing businesses and communities today. Globally, we employ more than 9,000 people in 200 offices and have delivered projects in more than 90 countries. In North America, our resources include 4,000 people with more than 130 locations across the region. Our business model is to work internationally and deliver locally. Put simply, we work where our clients work. Our services include:

- Transportation Planning/Design
- Civil Engineering
- Traffic Engineering
- Complete Streets/Streetscape Design
- Landscape Architecture/Wayfinding
- Roundabout Planning/Design
- Construction Management
- Land/Construction Surveying
- Geographic Information Systems

GHD also provides integrated services across the asset life cycle for roads, highways, bridges, airports, and rail/light rail systems. Services range from preliminary design through concept, detailed design, construction, and asset management. We can assist agencies with a growing need to effectively maintain their assets.

Bicycle/Pedestrian Planning and Design

The Elk Valley Cross Road Corridor Plan emphasizes the need for both vehicular and active transportation infrastructure planning strategies to help meet the regional goals for transportation mobility and accessibility. In doing so, subsequent planning/programming can contribute towards the parallel goals of the state's climate change initiatives, as well as other state/federal requirements including Americans with Disabilities Act (ADA) compliance and AB 1358. GHD has expertise in transitioning from applying active transportation planning-based performance measures (i.e., connectivity, accessibility, level of traffic stress, suitability scoring, mode share analyses, collision analysis, collision reduction prediction, systemic safety risk mapping, etc.) to utilizing performance metrics for project value analysis (benefit-cost analysis). The latter can be used to support and active transportation improvements to decision making bodies, and more importantly, provide a stronger justification for project funding selection during competitive state/federal grant cycles.

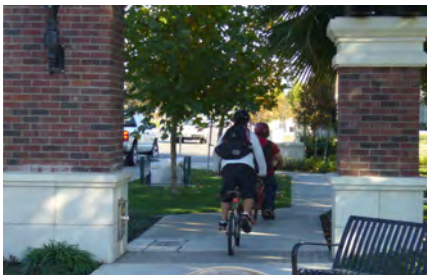
Active Transportation Funding

GHD understands the critical need to study and recommend transportation improvements that cover the full spectrum of travel modes. As the importance of multi-modal or non-motorized transportation modes continue to gain federal and state prioritization, so has new funding opportunities for active transportation. We've attended dozens of bicycle and pedestrian planning and design seminars and keep our fingers on the pulse of grant-making entities. GHD has assisted clients throughout the state to complete competitive grand funding applications.

Complete Streets

As a multi-disciplined transportation firm, we are keenly aware of all the issues associated with the Complete Streets Concept, Road Diets, Green Streets, and Roundabouts. GHD has extensive experience with traffic calming, pedestrian and bicycle enhancement, and safety projects. When you combine our traffic

Being a full-service transportation planning and engineering firm, our experience spans the entire project development process, from planning documents such as bicycle master plans, through PS&E and the construction phase of a variety of multi-modal facilities including trails, bikeways, and Complete Streets.



planning services, landscape architectural services, and civil engineering services, we can provide all of the key services needed in-house.

Community Outreach

Transportation planning cannot be successfully completed without community participation. The transportation system is designed for those that live in the community, and their input is invaluable. GHD understands that public outreach is an important element for any project. For that reason, we have developed extensive educational outreach programs, as well as educational tools for agency staff and councils. We have developed informational campaigns to assist in obtaining concept approval and educating the public on recommendations. We ensure that the public is informed and have the opportunity to express their concerns and offer suggestions in a “one-on-one” environment to be held with each of the potentially effected businesses. Our community outreach programs are always tailored to the specific needs and desires of the local agency.

Transportation Planning

Although the Elk Valley Cross Road Corridor Plan will be a community-scaled plan, GHD understands the regional context of this effort. GHD has successfully guided many communities in California in developing transportation plans that are financially/physically feasible. Our past work and areas of expertise includes Active Transportation Plans, Sustainable Community Strategies, Regional Transportation Plans, Circulation Elements, multi-disciplinary Corridor Studies, Major Investment Studies, and Capital Improvement Programs. These studies require close coordination with the regional and local agencies, along with consensus building with each stakeholder affected by these plans.

2-D and 3-D Graphics

GHD’s staff is proficient in communicating with high quality 2-D and 3-D conceptual graphics and planning level renderings that are designed to be realistically aimed at helping the public and city officials understand the design intent of the solution. We also pride ourselves on utilizing 3-D visualization software like Sketchup when it is beneficial to confirm the traffic operations of a complex system of intersections and/or to demonstrate the same to the public or decision makers. Assisting in making these conceptual renderings more visually realistic and understandable, GHD has the capability to perform drone fly-over aerials that we use as a base for showing before-and-after renderings.

Subconsultant

Below is information regarding the subconsultants we have included on our team for your project.

Green DOT Transportation Solutions

GREEN DOT
transportation solutions

627 Broadway, Suite 220
Chico, CA 95928
1 530 895 1109

Green DOT Transportation Solutions (Green DOT) was created to fill a niche role in transportation planning services. Their goal is to improve transportation facilities and the associated human travel experience through progressive planning approaches, comprehensive project development, and aggressive project delivery strategies. They work with the built, natural, and human environments to develop effective transportation plans and programs that ultimately create safe, efficient, and effective transportation solutions. The Green DOT team has extensive experience programming and monitoring transportation projects and navigating the complex federal and state processes. They are strategically located in Chico providing services to public agencies throughout Northern California. Green DOT is a financially stable California S-Corporation and registered as a small business in California.

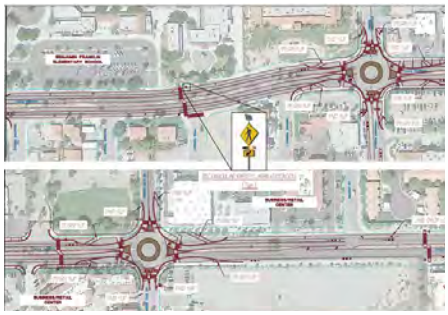
Firm's Experience with Similar Projects

GHD has extensive experience working on active transportation plans, corridor based planning studies, and projects involving grant funding. We have successfully provided turn-key project management for Local Assistance projects for many California cities. Below is a listing of relevant projects/studies:

La Quinta Village Complete Streets Road Diet - La Quinta

Reference: Bryan McKinney, City Engineer, City of La Quinta, 760 777 7045
Dates: 2017-Ongoing
Staff: Kamesh Vedula - Traffic Engineer, Heather Anderson - Project Engineer, Haytham Daas - Project Engineer, Lucas Piper - Landscape Architect

La Quinta was seeking to improve their pedestrian and bicycle safety with the use of roundabouts. The goal is to transform three heavily vehicle-dominated corridors with three parks, an elementary school, and other destinations into pedestrian, bicycle, and neighborhood electric vehicle (golf carts) friendly complete streets with five roundabouts. We provided the preliminary costs estimates, cost/benefit analysis, assisted with preparation of conceptual design and with the preparation of various Narrative Responses for a successful Cycle 3 ATP grant application. GHD was then awarded the design work, due to our understanding of the special nature of this project because of the extensive research and analysis we undertook to develop the application. The project will provide three complete street corridors which included five roundabouts, a road diet to reduce travel lanes to provide bicycle lanes, and various pedestrian crossing improvements. The roundabouts will reduce four-lane to two-lanes and close cycling gaps by providing Class II bicycle lanes and shared use paths.



San Andreas Commercial Gateway and Corridor Study - Calaveras County

Reference: Amber Collins, Executive Director, Calaveras Council of Governments, 209 754 2094
Dates: 2015-2017
Staff: Kamesh Vedula - Traffic Engineer, Todd Tregenza - Transportation Planner, Haytham Daas - Project Engineer, Rosanna Southern - Transportation Planner, Charuni Kurumbalapitiya - Technical Support, Scott Robertson - Landscape Architect

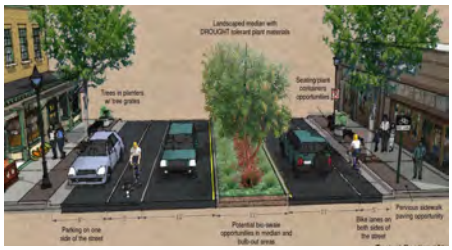
GHD prepared a Complete Streets plan with conceptual designs for a new southern gateway to San Andreas on SR 49 for the Calaveras Council of Governments (CCOG). With over 240 underutilized or vacant acres surrounding an abandoned airport site, we identified infrastructure improvements to support redevelopment opportunities and a new southern gateway that could provide the "sense of arrival" into San Andreas. Funded by a CBTP Grant, the community was engaged to dialogue on the development potential of the south area and design of the corridor. Through those conversations, community concerns led to the expansion of the study area to encompass the entire SR 49 corridor, known locally as Saint Charles Street. GHD evaluated the full corridor, looking at Complete Streets improvement opportunities that would link focus nodes and planned growth areas to the existing community along the corridor. Recommended improvements were prioritized and phased based on community input,

grant eligibility, safety, capacity, and operational performance metrics, cost, and constructability. The plan was adopted by the Board, and is currently exporting programming and funding opportunities through upcoming grant programs.

Halcyon Road Complete Streets Plan - Arroyo Grande

Reference: Matt Downing, Planning Manager, City of Arroyo Grande,
805 473 5420
Dates: 2016-Ongoing
Staff: Todd Tregenza - Transportation Planner, Rosanna Southern - Transportation Planner, Scott Robertson - Landscape Architect

With funding from the State of California Sustainable Transportation Planning Grant, the City of Arroyo Grande engaged GHD to assist with developing a "Complete Streets Blueprint" for the Halcyon Road corridor. Halcyon Road serves as a major arterial and travels through various land use contexts including neighborhood residential. The project includes an aggressive public engagement component, so as to actively engage stakeholders in identifying and prioritizing both the deficiencies and needed improvements. With GHD expertise in traffic engineering, alternatives can be developed with quantified levels of services for all modes of transportation. A project-specific website has been created which includes an interactive map allowing location-based commenting. As of October 2016, the outreach conducted includes developing a Stakeholder Advisory Group and holding two public meetings, or charrettes, to introduce the project and facilitate community input.



Additional Project Experience

Below are projects the Mr. Damkowitch worked on previously. We feel these are important for showing our project managers depth of knowledge of the area.

2016 Regional Transportation Plan Update for Del Norte County Local Transportation Commission - Crescent City. Managed the development of the countywide traffic forecasts and analysis of future traffic conditions using the Del Norte County Travel Demand Model (TDM) and assisted with the RTP documentation General Plan EIR. Prior to generating the travel forecasts, additional data collection was performed to replace the older HPMS counts used in the initial baseline model validation. Slight revisions were also made to the model land use to reflect recent land use changes. The model was revalidated based on state/federal criteria and then used to generate future travel forecasts for the RTP update. Based on future year volumes, a LOS analysis for both state and local facilities using ADT thresholds approved by DNCLTC was performed.

Travel Demand Model Development - Del Norte County/Caltrans District 1. Under a CMAS contract with Caltrans District 1, managed the development of the Del Norte County TDM. Developed the base year land uses using county assessor parcel data, Census, American Community Survey, and a geocoded employment database from InfoUSA. Future land use was based on local agency general plan maps and GIS files. California Statewide Household Travel Survey (2000-01) data for the County was supplemented with survey data from other District 1 Counties (Humboldt, Lake, and Mendocino) to develop trip production rates. Based on the historical count data base, managed a data collection effort to augment the count inventory suitable for model validation. The baseline model was validated consistent with all state/federal guidelines for model validation. Upon completion of the baseline validation, a future year network and land use were developed and forecasts generated. Final documentation and a Model User's Manual was provided along with staff training on the model.

Reference: Tamera Leighton, Executive Director, Del Norte Local Transportation Commission, 707 465 3878
Project Cost: $17,000
Dates: June-July 2017
Staff: Jeff Schwein - Project Manager

Bicycle Facilities Plan - Del Norte County

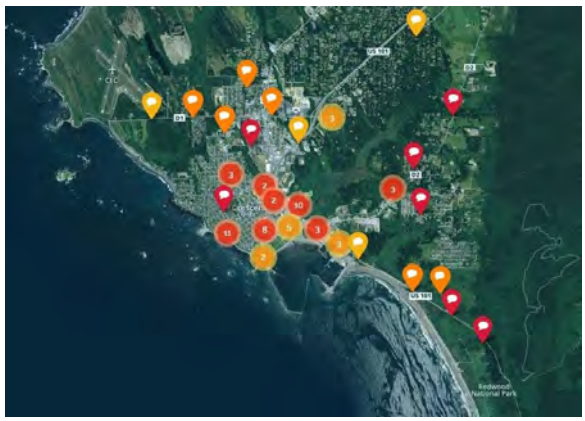
Project Manager Jeff Schwein prepared an update to the 2007 Bicycle Facilities Plan for Del Norte County. The plan was outdated and many of the projects within the plan were not consistent with the Regional Transportation Plan priorities and policies. Additionally, this project included the addition of two critical plans seeking funding through the Bicycle Transportation Account and the Federal Safe Routes to School program (SRTS).

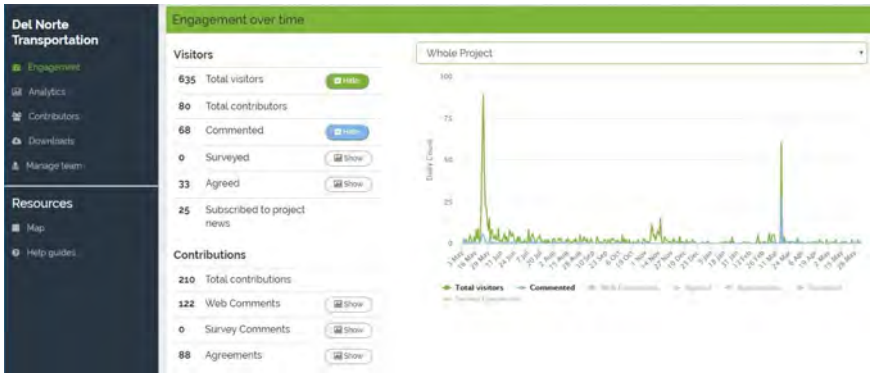
Reference: Tamera Leighton, Executive Director, Del Norte Local Transportation Commission, 707 465 3878
Staff: Jeff Schwein - Project Manager, Stephanie Alward - Senior Planner

Commonplace Community Input Tool Development - Del Norte Local Transportation Commission

Green DOT Transportation Solutions prepared the 2016 Del Norte Regional Transportation Plan (RTP). As part of the outreach effort for the 2016 RTP, Green DOT helped develop a map-based digital tool for residents to leave feedback directly related to the area of concern using the Commonplace platform. Since the initial development and promotion of the Commonplace tool in 2016, the tool has been leveraged for other planning projects, including the 2017 Pebble Beach Drive Improvement Project – Project Initiation Document effort lead by Green DOT.

Commonplace has proven to be an invaluable tool, and 210 community contributions have been made on the platform since it went live. This web-based tool provides the opportunity for community members to become involved in local matters who may not have the time or ability to attend traditional community meetings.





GREEN DOT transportation solutions

Reference: Tamera Leighton, Executive Director, Del Norte Local Transportation Commission, 707 465 3878
Project Cost: $42,000
Dates: July-December 2017
Staff: Jeff Schwein - Project Manager

School Zone Infrastructure Audit and Circulation Study - Del Norte County

The Green DOT Transportation Solutions project team prepared an infrastructure audit and circulation study for the Del Norte Local Transportation Commission as part of their Safe Routes to School Plan. Green DOT performed infrastructure audits of 14 school zones and prioritized the top 2-3 projects for each school using the latest technology, which included a Samsung Note tablet, Trimble Terraflex application and ArcGIS. The process caters to efficient data uploads and minimal post processing time to create existing conditions maps for public discussion at meetings or served online. Subsequent to the findings in the audit, are team was also contracted to prepare a detailed implementation plan for infrastructure and encouragement projects. This work was guided by a stakeholder group facilitated by Green DOT and is part of a larger Safe Routes to School effort funded through the California Endowment. The final report compliments an earlier social component to the County's Safe Routes to School program and was accepted by the Del Norte Local Transportation Commission in January 2014.

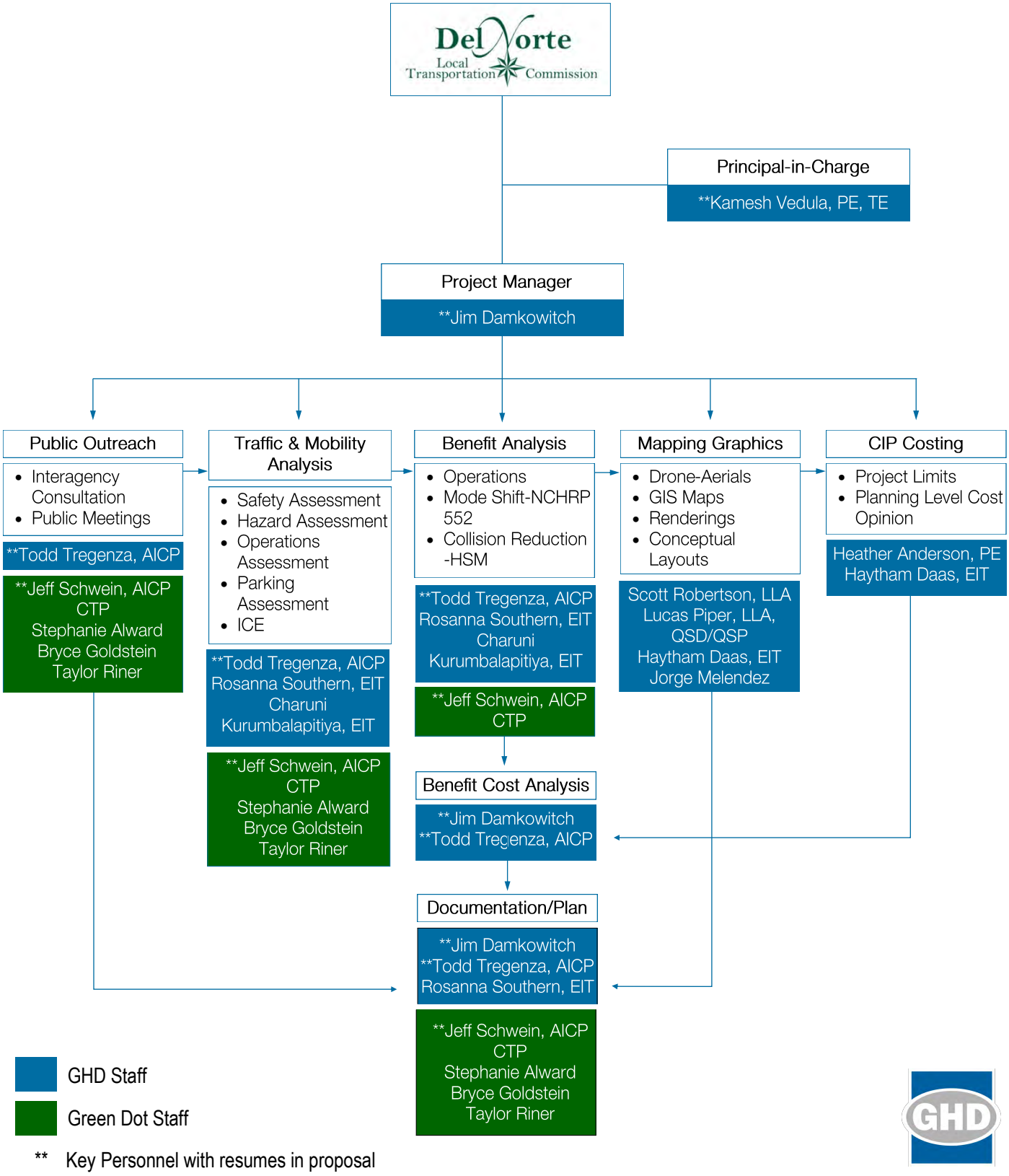
Norte County Climate Change Adaptation Study on Transportation Infrastructure - Del Norte Local Transportation Commission

The Del Norte Local Transportation Commission prepared a Climate Change Adaption Study to identify infrastructure including roads and stormwater drains that are predicted to be affected by climate change by the year 2100. There are approximately 680 centerline miles of roadway in the county under various jurisdictions. The planned short and long term capital and maintenance project needs within the county total $330 million through 2030 for all of the jurisdictions involved. The intent of this study was to ensure that the collective, scarce regional financial resources are directed to the most cost effective projects that are supported by sound data and meet cost benefit thresholds. Many of these valuable assets will be affected by climate change in different ways. In order to protect these assets, a comprehensive understanding of the inventory and the impact of changes in sea level and precipitation must be well understood. Green DOT Transportation Solutions contributed to this study by identifying assets (roads) that are vulnerable to climate change and related stormwater impacts, and developed adaptation strategies.

GREEN DOT transportation solutions

Organizational Chart

The Organizational Chart outlines who will be your Project Manager and Key Personnel and the roles/functions each person will perform on your project. Due to the page limitation, we have only included resumes for Key Staff on the following pages, though we can provide resumes for all staff resumes upon request.



Kamesh Vedula, PE, TE

Project Role
Principal-in-Charge

Licenses/Affiliations
- Civil Engineer, CA #79926
- Traffic Engineer, CA #2546

Education
- MS, Transportation - Kansas State University, Manhattan, KS
- BS, Civil Engineering - Nagarjuna University, Bapatla, India

Foreign Language
- Hindi
- Telugu

Professional Skills
- Master Planning
- Roundabout Planning and Design
- Traffic Engineering
- Traffic Operations Analysis
- Traffic Circulation Studies
- Traffic Impact Studies
- Traffic Impact Fees
- Transportation Engineering
- Transportation Planning
- Travel Demand Modeling

Software Expertise
- ArcMap
- Cube/Voyager
- HCS-2000
- RODEL
- Synchro
- SimTraffic
- SIDRA
- TransCAD
- Traffix
- VISSIM

Qualifications

Kamesh Vedula, company Principal and Project Manager, has more than 13 years of experience in Transportation Planning and Traffic Engineering with a focus on the design and preparation of circulation, traffic and fee studies, travel demand modeling, report preparation, and quality control. His experience includes roundabout analysis, ICE, circulation studies, site circulation and access studies, fee studies, traffic operations analyses, transportation demand modeling, and traffic simulation. His prior employment includes being a graduate student researcher for the Civil Engineering Department at Kansas State University where he was involved in several roundabout projects.

Project Experience

- **La Quinta Village Complete Streets, A Road Diet Project and Grant Application - La Quinta.** Traffic Engineer. Will provide the traffic engineering for three complete street coordinators including five roundabouts, a road diet to reduce travel lanes to provide bicycle lanes, and various pedestrian crossing improvements outlined in the Active Transportation Program grant application prepared by GHD which was successfully processed.
- **La Quinta Complete Street, A Road Diet Project Grant Application - La Quinta.** Traffic Engineer. Assisted in the scoping and field review for the City of La Quinta Active Transportation Program grant application which was successfully processed.
- **San Andreas State Route 49 Commercial Gateway and Corridor Study - Calaveras County.** Quality Assurance/Control. Performed QA/QC of the future growth scenarios and transportation alternatives analysis.
- **Barstow Avenue Complete Street at California State University - Fresno.** Project Manager. Preparation of traffic circulation and parking studies for their Master Plan Update, Traffic Impact Study prepared in support of the EIR that was required for CEQA clearance, and roundabout analysis and way finding.
- **Downtown Redding Community-Based Transportation Study - Redding.** Engineer. Assisted with the project meetings, circulation and congestion plan, inventory the existing private and public parking, identify the existing conditions, peak hour traffic operations, and website public engagement.
- **North State Street Complete Streets Feasibility Study - Mendocino County.** Project Manager. Preparation of traffic forecasts (using Citywide Travel Demand Model), identification of project alternatives that provide acceptable operations for design year traffic, project phasing, community outreach, traffic operations analysis, and micro-simulation analysis.
- **Old Redwood Highway Corridor - Cotati.** Traffic Engineer. Traffic study to address the transportation impacts associated with the proposed Village Main Street roadway improvement project that proposes to improve the corridor to a pedestrian oriented two-lane facility for use in completing the CEQA documents.
- **Rocklin Road Complete Street Roundabout Corridor Improvement - Rocklin.** Engineer. Preparation of RFR. Synchro, SIDRA, Rodel and Vissim softwares were utilized to quantify the performance criteria for various study alternatives.
- **SR 29 South Corridor Engineering Feasibility Study and Middletown Community Action Plan - Lake County/City Area Planning Council.** Traffic Engineer. Assisted with the design year forecasts and the traffic operations analysis.
- **Shasta View Drive Roundabout Corridor Feasibility Study - Redding.** Engineer. Involved in preparation of RFR. Synchro, Sidra, Rodel and Vissim softwares were utilized to quantify criteria for various study alternatives.

Jim Damkowitch

Project Role
- Project Manager
- Public Outreach

Education
- MA, Geography - UC Santa Barbara
- BA, Geography (With Honors) - UC Santa Barbara

Committees
- California Statewide Transportation-Air Quality Conformity Working Group
- MPO Invitee, California Air Pollution Control Officers Association Annual Symposium
- South Central Coast ITS Committee and Model Users Group
- California Statewide Performance Measure Development Process
- Transportation Research Board - Performance Measure Committee

Presentations

National TRB Annual Meeting
- Development of Performance Measures for Rural Counties in California

ITE Western District Annual Meeting
- Application of Caltrans Smart Mobility Framework for the US 101 Corridor Mobility Master Plan in San Luis Obispo County.
- Analysis of Multi-Modal Strategies on Interregional Traffic in the I-580 Corridor.
- Visual Simulation of Cut-Through Traffic in the City of Goleta.
- Impacts of Employer-Based TDM Strategies on GHG Emissions: A Case Study for San Joaquin County, California
- California Air Pollution Control Officers Association - Air Quality Planning Symposium

Qualifications

Jim Damkowitch joined GHD in 2018 with over 25 years of transportation-air quality planning experience with 15 years of experience in the public sector. As a consultant, he has continued to provide transportation-air quality modeling and analysis support to local agencies to meet both federal conformity regulations and AB 32 and SB 375 climate change initiatives. This includes managing conformity support services to several Metropolitan Planning Organizations; developing the on-road mobile source portions for several local agency Climate Action Plans; developing several special studies for establishing GHG reductions related to travel demand management strategies; and, managing the development of Sustainable Communities Strategies per SB 375.

Project Experience

- 2016 Regional Transportation Plan Update for Del Norte County Local Transportation Commission - Crescent City. Manager. As a subconsultant to Green DOT, managed the development of the countywide traffic forecasts and analysis of future traffic conditions using the County Travel Demand Model (TDM). Prior to generating the travel forecasts, additional data collection was performed to replace the older HPMS counts used in the initial baseline model validation. Slight revisions were also made to the model land use to reflect recent land use changes. The model was revalidated based on state/federal criteria and then used to generate future travel forecasts for the RTP update. Based on future year volumes, a LOS analysis for both state/local facilities using ADT thresholds approved by DNCLTC was performed. Assisted with RTP documentation General Plan EIR.
- Travel Demand Model Development - Del Norte County/Caltrans District 1. Manager. Under a CMAS contract with Caltrans District 1, managed the development of the Del Norte County TDM. Developed the base year land uses using county assessor parcel data, Census, American Community Survey, and a geocoded employment database from InfoUSA. Future land use was based on local agency general plan maps and GIS files. California Statewide Household Travel Survey (2000-01) data for the County was supplemented with survey data from other District 1 Counties (Humboldt, Lake, and Mendocino) to develop trip production rates. Based on the historical count data base, managed a data collection effort to augment the count inventory suitable for model validation. The baseline model was validated consistent with all state/federal guidelines for model validation. Upon completion of the validation, a future year network and land use were developed and forecasts generated. Final documentation and a Model User's Manual was provided along with staff training on the model.
- City of Lincoln 2018 Bicycle Transportation Plan - Lincoln. Manager. Managed the 2018 update to the Bicycle Transportation Plan. This entailed updating all relevant elements required by the California BTA; developing bicycle facility design guidelines; performing an active transportation collision assessment; performing a detailed bicycle network connectivity analysis using the Level of Traffic Stress (LTS) methodology; updating the bicycle CIP list; developing ATP rubrics and benefit-cost information for the top-ten priority projects for future ATP competitive grant funding cycles; and an aggressive public outreach effort using traditional workshop and non-traditional interactive web-based tools for gathering geo-referenced input on bicycle needs and desired improvements. The safety, connectivity, CIP improvement information, monetized project benefits and project cost information were developed within a GIS framework under baseline and future year land use assumptions within the City and its sphere of influence.
- ATP Grant Technical Support - Goleta. Manager. Managed technical services to document the benefits of bicycle and pedestrian improvements for the City of Goleta's Hollister Avenue Class/Bike Path Safe Routes to

Jim Damkowitch

Project Role
Project Manager

Presentations
National TRB Annual Meeting
- Development of Performance Measures for Rural Counties in California

ITE Western District Annual Meeting
- Application of Caltrans Smart Mobility Framework for the US 101 Corridor Mobility Master Plan in San Luis Obispo County.
- Analysis of Multi-Modal Strategies on Interregional Traffic in the I-580 Corridor.
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- Impacts of Employer-Based TDM Strategies on GHG Emissions: A Case Study for San Joaquin County, California
- California Air Pollution Control Officers Association - Air Quality Planning Symposium

School and the Ekwill Street and Fowler Road Bicycle and Pedestrian Improvement Extensions Project. Mobility, health, recreation, and decreased auto use benefits for each of the projects were calculated using the NCHRP 552: Guidelines for Analysis of Investments in Bicycle Facilities Benefit-Cost Analysis Tool methodology. This methodology generates a high, medium, and low estimate of benefit. Additionally, safety benefits were calculated using Crash Modification Factors (CMF) from the Highway Safety Manual and FHWA's CMF Clearing-house. The City was successful in securing $3.6 million in funding for the two projects.

- TRPA/TMPO Bicycle and Pedestrian Data Collection Protocol - Lake Tahoe. Manager. Reviewed the best practices in bicycle and pedestrian data collection, compiling all historic bicycle and pedestrian count data into a count database consistent with the FHWA Traffic Monitoring Guide, documented existing bicycle and pedestrian data collection technologies, and developed a count protocol to conduct and adjust counts, as well as a methodology to prioritize new data collection sites. He also developed documented historic count data and mapped historic count locations. Assisted Tahoe Regional Planning Agency (TRPA)/Tahoe Metropolitan Planning Organization (TMPO) in establishing a recommended set of locations and count technologies to establish an initial set of permanent and short-term count locations, as well as estimated costs for equipment, staff time, and installation.
- Downtown Pedestrian Plan - San Luis Obispo. Manager. Document existing conditions for pedestrians, was informed by an HCM 2010 Multi-Modal LOS analysis and established goals, policies, and strategies to improve the quality of the pedestrian environment downtown, as well as a needs assessment documenting where pedestrian facilities were missing or did not meet recommended widths, and crossing locations where improvements were recommended. Established design guidelines consistent with City regulations and practices to provide best practices for improving pedestrian facilities within the Downtown. The plan also included implementation guidance to help the City prioritize and select projects, planning level cost estimates for common pedestrian improvements, and funding opportunities the City could pursue to secure funding.
- Hollister Class I Bikeway Facility and Lane Diet Analysis - Goleta. Manager. Analyzed several lane diet alternatives for a portion of Hollister Avenue. Fifteen study intersections were analyzed for AM/PM peak hour traffic conditions under Existing plus Project conditions to isolate the extent of trip diversion associated with the full lane diet scenario under existing land use conditions. LOS and queue assessments were performed using HCM 2010 and/or Intersection Capacity Utilization procedures. Performed peak hour signal warrant analyses for all non-signalized study area intersections. Based on the findings of the operational analysis, HDM and City's street design standards, design features for Hollister Avenue within the study area were recommended. This included location of the lane drops, length of tapers, and transition point from four-lane to two-lane and vice versa.
- Hollister Avenue in Old Town Goleta Lane Diet Analysis- Goleta. Manager. A detailed operational analysis of study area intersections was based on both HCM and ICU methodologies, including storage and queuing analysis. The queuing analysis was based on micro-scale simulation using SIMTRAFFIC. Applied the Complete Streets LOS software to analyze the operational benefits across each mode (i.e., pedestrian, bicycle, transit and vehicular) relative to the streetscape design features of the lane diet Hollister Avenue redesign alternative. The relative multi-modal benefits were combined with the detailed operational analysis of five roadways segments and 15 study area intersections, including storage and queuing analysis under existing and future 2035 conditions.

Todd Tregenza, AICP

Project Role
- Public Outreach
- Traffic & Mobility Analysis
- Benefit Analysis
- Benefit Cost Analysis
- Documentation/Plan

Registration/Affiliations
- AICP Certified Planner, CA #29678
- Young Professionals in Transportation, Sacramento Chapter - Co-Founder & Chair

Education
BS, Community & Regional Development - University of California, Davis

Professional Skills
- Transportation Planning
- Traffic Modeling
- Traffic Analysis and Simulation
- Traffic Impact Studies

Software
- ArcMAP
- AutoCAD
- CUBE
- Synchro
- SimTraffic
- Traffix
- VISSIM

Specialty
Previous employment in the Governor's Office of Planning and Research helped him gain knowledge of CEQA/NEPA requirements, become familiar with Redevelopment Law and Eminent Domain Law, as well as various other California codes that pertain to planning and land development.

Qualifications

Todd Tregenza is a Transportation Planner with over 10 years of experience on a variety of projects, with a focus on Transportation Planning. He has successfully provided traffic impact studies, traffic operations analysis, and design studies for the widening and realignment of projects. His background includes collecting relevant documentation and background information; utilizing various software programs to analyze the future traffic needs; recommend solutions to traffic problems; and development and production of exhibits and reports in coordinating with multi-disciplinary and agency staff.

Project Experience

- Turlock Active Transportation Plan - Turlock. Transportation Planner. Prepared the City's first Active Transportation Plan as part of the Alta Design + Planning Team. Identified gap closure projects and reassessed the City's planned Multi-modal infrastructure in the context of improving connectivity and ensuring strong Multi-modal connections between critical destinations such as schools, residential neighborhoods, and parks.
- San Andreas SR 49 Southern Gateway Commercial Corridor Study - Calaveras Council of Governments. Transportation Planner. Assisted with corridor study. Improvements included bicycle and pedestrian facilities to close network gaps and provide safe crossings, intersection signalizations and potential roundabout locations, and a new Multi-modal network to connect growth areas to existing neighborhoods and amenities. Stakeholder outreach included property ownership groups at the southern gateway area, where market-based future land use alternatives were developed using allowable use and realist absorption rates.
- South Halcyon Road Corridor Study - Arroyo Grande. Planner. Prepared operational analysis, traffic forecasting and multi-modal corridor concept design.
- State Route 29 South Corridor Engineered Feasibility Study & Middletown Community Action Plan - Lake County. Project Planner. Assisted project team with development of GIS base mapping and GIS Atlas layout for proposed improvements along State Route 29 in southern Lake County and through the Middletown community. Also assisted in the preparation of corridor traffic volume forecasts.
- Rocklin Road Complete Street Roundabout Corridor Master Plan - Rocklin. Transportation Planner. Responsible for alternatives testing, modeling, microsimulation, and capacity analysis of the corridor Master Plan for a complete street corridor through six intersections including two I-80 freeway ramp intersections.
- US 101 Corridor Study/South County Travel Demand Model - San Luis Obispo County. Transportation Planning. Prepared the base year model update, projections, and alternatives analysis.
- 2014 Avila Circulation Study and Traffic Impact Fee Update - San Luis Obispo County. Planner. Prepared a Circulation Study, including a Capital Improvement Program, Nexus, and Fee Study. Created a new area-wide travel demand model for the Avila Beach community. Utilized the model to forecast General Plan buildout conditions, establish nexus and regional share, develop a Capital Improvement Program, and propose fee schedule.
- 2014 South County Circulation Study and Traffic Impact Fee Update - San Luis Obispo County. Planner. Assisting in model calibration and buildout scenario development.
- Bicycle Master Plan - Grover Beach. Transportation Planner. Assisted In the preparation of existing and proposed bicycle facility mapping, policy development, identification of funding opportunities, and improvement prioritization.

Jeff Schwein, AICP CTP

Project Role
- Public Outreach
- Traffic & Mobility Analysis
- Benefit Analysis
- Documentation/Plan

Registration/Affiliations
- Certified Transportation Planner, AICP CTP
- American Institute of Certified Planners, AICP
- American Planning Association, Member
- Sac Valley APA Section, PLAN Mentor
- CSU Chico Department of Geography and Planning Advisory Board Member, Chairperson
- California Geographical Society, Member
- RTP Guidelines/Smart Growth/ Blueprint, Workgroup Participant

Education
- MA, Geography and Planning - California State University, Chico
- BA, Geography and Planning - California State University, Chico

Employment History
- Green DOT Transportation Solutions, President/Transportation Planner, Since 2012
- Lumos & Associates, Inc., Planning Manager, 8 years
- Tehama County Transportation Commission, Transportation Planner, 4 years

Qualifications

Green DOT President, Jeff Schwein, is a certified transportation planner (CTP) with the American Institute of Certified Planners (AICP). Mr. Schwein has worked in the transportation planning field since 2001 on projects ranging from financial programming to multi-modal planning. His specialty is moving projects from the shelf to the ground with accessible and creative funding and delivery strategies.

Project Experience

- North State Express Connect Business Plan, Shasta Regional Transportation Authority - 2017
- Alpine County Active Transportation Plan, Alpine County Transportation Commission - 2017
- Oakdale Accessibility Master Plan, City of Oakdale - 2017
- Orleans Community Streetscape Plan, Karuk Tribe - 2017
- Lassen County Regional Transportation Plan, Lassen County Transportation Commission - 2017
- Federal and State Grant Development-various agencies, tribes and programs - 2016
- Calaveras County Regional Transportation Plan, Calaveras Council of Governments - 2017
- Project and Grant Development for AHSC, Shasta Regional Transportation Agency - 2016
- Alpine County Wayfinding Project, Alpine County Community Development, Markleeville, CA - 2015
- Active Transportation Program Project Application Development, various agencies, ATP Cycle 1, 2, & 3
- Lassen County Park & Ride Study Report, Lassen County Transportation Commission, CA - 2014
- Safe Routes to School Infrastructure Audit and Circulation Study-Del Norte County - 2014
- Lassen County Regional Blueprint Project - 2014
- Point Arena Safe Routes to Schools Project Management/Delivery - 2013
- Cycle 6 HSIP Application Development, Del Norte County & Crescent City - 2013
- Colusa County Bicycle Plan - 2012
- Humboldt County Regional Transportation Improvement Program - 2011
- Lassen County Regional Blueprint Project - 2014

GREEN DOT transportation solutions

PROJECT SCHEDULE

D *Milestone Task Deliverable*

Task	Task Description	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19
Task 1	Initiate Coordination and Stakeholder Agencies									
1.1	Schedule and hold kickoff meeting (Caltrans, DNLTC, County)									
1.2	Schedule and hold kickoff meeting (DNCUSD, DNLTC, County)									
1.3	Establish one point of contact for each agency									
1.4	Complete walking tour of segments w/agencies									
Task 2	Community Outreach									
2.1	Set up project website and develop input platform									
2.2	Identify affected properties for community outreach									
2.3	Hold community input meetings									
2.4	Gather community input									
2.5	Analyze community input									
Task 3	Existing Conditions									
3.1	Identify and map traffic hazards and summarize									
3.2	Identify and map collision locations and summarize									
3.3	Identify and map traffic generators and summarize									
3.4	Inventory and map existing roadway improvements and summarize					D				
Task 4	Field Data									
4.1	Obtain traffic volumes on all three segements									
4.2	Obtain turning movement counts									
4.3	Obtain traffic speeds on all three segements									
Task 5	Community Needs									
5.1	Consider public transit needs and seek input									
5.2	Consider active transportation needs									
5.3	Consider truck route needs and seek input									
5.4	Consider future growth and zoning									
5.5	Consider regional goals in RTP and Caltrans docs									
Task 6	Right-of-Way									
6.1	Collect existing right-of-way constraints; consider impacts									
Task 7	Conceptual Improvements									
7.1	Prepare conceptual roadway improvements									
7.2	Prepare conceptual intersection improvements									
7.3	Prepare preliminary cost estimates - roadway									
7.4	Prepare preliminary cost estimates - intersection									
Task 8	Funding and Implementation Plan									
8.1	Prepare funding strategy for concept improvements									
8.2	Prepare implementation strategy and future work list							D		
Task 9	Elk Valley Cross Road Corridor Plan									
9.1	Prepare prelim draft plan, circulate to staff								D	
9.2	Address comments received, circulate									D
9.3	Address comments received on draft plan, circulate									D

GHD has provided as a separate printed document and as a PDF one previously delivered product that we feel is most similar to your project and that is representative of GHD abilities to perform the work required for you project.

Budget

		GHD Staff													GreenDOT Staff								
		Kamesh Vedula	Jim Damkowitch	Todd Tregenza	Rosanna Southern	Charuni Kurumbalapitiya	Scott Robertson	Lucas Piper	Haytham Daas	Jorge Melendez	Heather Anderson	GHD Direct Costs	GHD Total Hours	GHD Total Cost	Will Schwoin	Stephanie Alvarez	Bryce Goldstein	Taylor River	Alta Direct Costs	GreenDOT Total Hours	GreenDOT Total Cost	Total Project Team Hours	Total Project Team Cost
		PIC	PM	Senior Planner	Transp. Engineer	Transp. Engineer	Landscape Design	Landscape Design	Transp. Engineer	Assistant Engineer	Senior Engineer				PM	Senior Planner	Associate Planner	Assistant Planner					
Task	*Task Description*	####	####	$185	$150	$135	$165	$145	$140	$87	$185				$140	$120	$110	$100					
Task 1	**Initiate Coordination and Stakeholder Agencies**																						
1.1	Schedule and hold kickoff meeting (Caltrans, DNLTC, County)		2	2									4	$ 820	2	2				4	$ 520	8	$1,340
1.2	Schedule and hold kickoff meeting (DNCUSD, DNLTC, County)		2	2									4	$ 820	2	2				4	$ 520	8	$1,340
1.3	Establish one point of contact for each agency												0	$ -	2					2	$ 280	2	$280
1.4	Complete walking tour of segments w/agencies		4	4									8	$ 1,640	8	8				16	$ 2,080	24	$3,720
Task 2	**Community Outreach**																						
2.1	Set up project website and develop input platform		2										2	$ 450	4	4	16			24	$ 2,800	26	$3,250
2.2	Identify affected properties for community outreach												0	$ -	2	8	12			22	$ 2,560	22	$2,560
2.3	Hold community input meetings		4	4									8	$ 1,640	8	12				20	$ 2,560	28	$4,200
2.4	Gather community input												0	$ -	4	4		12		20	$ 2,240	20	$2,240
2.5	Analyze community input												0	$ -	4	8		12		24	$ 2,720	24	$2,720
Task 3	**Existing Conditions**																						
3.1	Identify and map traffic hazards and summarize		2	4						7	2		15	$ 2,169						0	$ -	15	$2,169
3.2	Identify and map collision locations and summarize			3	6								9	$ 1,455						0	$ -	9	$1,455
3.3	Identify and map traffic generators and summarize			3	6					1	1		11	$ 1,727						0	$ -	11	$1,727
3.4	Inventory and map existing roadway improvements and summarize			3	4					1	1		9	$ 1,427						0	$ -	9	$1,427
Task 4	**Field Data**																						
4.1	Obtain traffic volumes on all three segements		1		2							$ 1,150	3	$ 1,675						0	$ -	3	$1,675
4.2	Obtain turning movement counts		1		2							$ 2,760	3	$ 3,285						0	$ -	3	$3,285
4.3	Obtain traffic speeds on all three segements		2	2						8			12	$ 1,516						0	$ -	12	$1,516
Task 5	**Community Needs**																						
5.1	Consider public transit needs and seek input		1		2								3	$ 525	4	2		8		14	$ 1,600	17	$2,125
5.2	Consider active transportation needs			1	2								3	$ 485	4	2		8		14	$ 1,600	17	$2,085
5.3	Consider truck route needs and seek input					2			4				6	$ 830						0	$ -	6	$830
5.4	Consider future growth and zoning		1	2	8								11	$ 1,795						0	$ -	11	$1,795
5.5	Consider regional goals in RTP and Caltrans docs		1										1	$ 225	4	2	6	5		17	$ 1,960	18	$2,185
Task 6	**Right-of-Way**																						
6.1	Collect existing right-of-way constraints; consider impacts		1					2	4	16	4		27	$ 3,207						0	$ -	27	$3,207
Task 7	**Conceptual Improvements**																						
7.1	Prepare conceptual roadway improvements	1					4		8	24	2		39	$ 4,448						0	$ -	39	$4,448
7.2	Prepare conceptual intersection improvements	1					4		12	36	2		55	$ 6,052						0	$ -	55	$6,052
7.3	Prepare preliminary cost estimates - roadway	1								16	4		21	$ 2,342						0	$ -	21	$2,342
7.4	Prepare preliminary cost estimates - intersection	1								16	4		21	$ 2,342						0	$ -	21	$2,342
Task 8	**Funding and Implementation Plan**																						
8.1	Prepare funding strategy for concept improvements		2	4									6	$ 1,190	4					4	$ 560	10	$1,750
8.2	Prepare implementation strategy and future work list		2	4									6	$ 1,190						0	$ -	6	$1,190
Task 9	**Elk Valley Cross Road Corridor Plan**																						
9.1	Prepare prelim draft plan, circulate to staff		4	4	16	16	4						44	$ 6,860	4	4	4	4		16	$ 1,880	60	$8,740
9.2	Address comments received, circulate		2	2	4	4							12	$ 1,960	2	2				4	$ 520	16	$2,480
9.3	Address comments received on draft plan, circulate		1	1	2	2							6	$ 980	2	2				4	$ 520	10	$1,500
	Total Hours	4	35	45	54	24	12	2	28	125	20				60	62	38	49					
		$840	$7,875	$8,325	$8,100	$3,240	$1,980	$290	$3,920	$10,875	$3,700		349	$53,055	$8,400	$7,440	$4,180	$4,900	$0	209	$24,920	293	$77,975

900 Northcrest Drive, PMB 16
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Del Norte Local Transportation Commission

Tamera Leighton, Executive Director
Tamera@DNLTC.org
Desk: (707) 465-3878
Cell: (707) 218-6424

REQUEST FOR PROPOSALS

for

Elk Valley Cross Road Corridor Plan

for the Del Norte Local
Transportation Commission

Prepared for: Del Norte Local Transportation Commission
Prepared by: Tamera Leighton, Executive Director
900 Northcrest Drive, PMB 16
Crescent City, CA 95531

July 20, 2018

REQUEST FOR PROPOSALS (RFP) TO PROVIDE ELK VALLEY CROSS ROAD CORRIDOR PLAN FOR THE DEL NORTE LOCAL TRANSPORTATION COMMISSION

A. BACKGROUND

The Region

The region served by the Del Norte Local Transportation Commission, the Regional Transportation Planning Agency (RTPA) for Del Norte County exists totally within the boundaries of Del Norte County. Del Norte County is California's northernmost coastal county, with a land area of approximately 1,070 square miles. The County is bounded by Curry County, Oregon, to the north, mountainous Siskiyou County to the east, Humboldt County to the south, and by the Pacific Ocean to the west. Crescent City, the county seat, is located roughly halfway between Portland, Oregon (330 miles north) and San Francisco, California, (350 miles south). Regionally, Crescent City is located approximately 85 miles north of Eureka, Humboldt County, about 26 miles south of Brookings, Oregon and 83 miles west of Grants Pass, Oregon and Interstate 5.

Four federally recognized Tribes are located in the Del Norte region: Elk Valley Rancheria, Tolowa Dee-ni' Nation, Resighini Rancheria and the Yurok Tribe. They are partners and leaders in advancing regional transportation.

The principal north-south route through Del Norte County is US Highway 101, which provides access to coastal towns and cities to the north and south. Crescent City is located on US Highway 101. Del Norte County has two main routes providing access to inland communities: State Route, or SR 197/US Highway 199 to Hiouchi and Gasquet, and Route 169 to Klamath Glen. SR 197/US Highway 199 connects US Highway 101 to the Interstate 5 in Oregon.

The county's diverse geography includes inland mountain ranges of coniferous forests, low coastal mountain ranges with temperate forests and the Redwood State and National Parks, and rugged coastlines with gray sand beaches on the Pacific coast. The climate of Del Norte County is consistently mild along the coast, becoming more variable inland. In Crescent City and along the coastal fringe, there is minimal temperature fluctuation.
Coastal daytime temperatures average 45-55 degrees during winter months. Temperatures increase to 55-65 degrees during mid-summer and early fall months, with higher temperatures when coastal fog disperses. Inland, temperatures differences are more marked. Del Norte County/Crescent City area's annual rainfall generally ranges between 70 - 80 inches, with the heaviest rainfall occurring from November through March.

Population

The California Department of Finance estimated the Del Norte County population at 27,221 in January 2018. This includes a population of 20,631 within the unincorporated area of the County and 6,590 within the City of Crescent City. The projected population for 2035 is 27,857.

Organization and Management

The Del Norte Local Transportation Commission (DNLTC) is the Regional Transportation Planning Agency (RTPA) for the Del Norte County region. The DNLTC consists of six members—three members of the Del Norte County Board of Supervisors and three members from the City of Crescent City. With the addition of a representative of the Caltrans District 1 Director, the DNLTC Board becomes the Policy Advisory Committee.

A Technical Advisory Committee (TAC) advises the DNLTC on various transportation matters. The TAC is comprised of two representatives from the Planning and Public Works staff of the City and the County, and one representative from the Harbor District, Yurok Tribe, California Highway Patrol, Redwood Coast Transit Authority, and Caltrans.

B. SCOPE OF WORK

The Del Norte Local Transportation Commission (DNLTC) is soliciting proposals from qualified consulting firms to prepare the Elk Valley Cross Road Corridor Plan (Corridor Plan). The Corridor Plan will study the Elk Valley Cross Road between Lake Earl Drive and Elk Valley Road. This roadway serves rural residential communities, but also serves as an access to and from US 101 and US 199 as well as schools and the County's largest employer, Pelican Bay State Prison. Elk Valley Cross Road is the only way to navigate to Northbound US 101 from US Highway 199 or Eastbound US Highway 199 from Southbound US 101. The roadway has little to no shoulders, very few accommodations for bicycles and pedestrians, and concerning at-grade intersections at the US highways.

The successful respondent will complete a planning level study to determine community and regional needs along Elk Valley Cross Road considering collision data, safe crossings of US 101 and US 199 for all modes, shoulders, bicycle facilities, pedestrian facilities, sight distance, enforcement, and school zone improvements. The following tasks are required:

1. Initiate Coordination with Stakeholder Agencies. Develop a working relationship with stakeholder agencies beginning at project initiation.

   Tasks:

   1.1 Schedule and hold project kickoff meeting with staff from Caltrans, DNLTC, and County regarding the plan.
   1.2 Schedule and hold project kickoff meeting with staff from Del Norte County Unified School District (DNCUSD), DNLTC, and County.
   1.3 Establish one point of contract for each stakeholder agency.
   1.4 Prepare meeting summary for both meetings with stakeholder agencies and distribute.
   1.5 Complete walking tour of segments of Elk Valley Cross Road with appropriate stakeholder agencies.

   Deliverables:

   1.1 Invite list, meeting agenda, sign-in sheet.
   1.2 Contact information for one point of contact at each stakeholder agency.

1.3 Meeting summary.
1.4 Comments from stakeholder agencies.
1.5 Walking tour photographs and notes.

2. Community Outreach. This project is being driven by public comment received to date. Community input is critical to determining community and corridor needs; public participation will be strongly encouraged.

Tasks:

2.1 Setup and maintain a project website with an option for email notification of community meetings and develop community input platform (e.g. Commonplace).
2.2 Identify affected properties for community outreach.
2.3 Hold community input meetings.
2.4 Gather community input via comment cards, surveys, and Commonplace.
2.5 Analyze community input.

Deliverables:

2.1 Project website and community input platform.
2.2 (a) List of all Assessor parcel numbers that are within 300' of Elk Valley Cross Road.
(b) List of all Assessor parcel numbers that must use Elk Valley Cross Road for access.
2.3 Meeting agendas, notes, sign-in sheets.
2.4 Comment cards, surveys, Commonplace input
2.5 Input analysis.

3. Existing Conditions. Obtain and map existing conditions from field observations and collision reports. Summarize the existing condition data in the Plan.

Tasks:

3.1 Identify and map traffic hazards. Summarize traffic hazards in the Plan.
3.2 Identify and map collision locations. Summarize collision locations in the Plan.
3.3 Identify and map traffic generators. Summarize traffic generators in the Plan.
3.4 Inventory and map existing roadway improvements (e.g. signage, striping, drainage, utilities, pedestrian facilities, bicycle facilities). Summarize existing roadway improvements in the Plan.

Deliverables:

3.1 (a) Map of traffic hazard.
(b) Existing traffic hazard summary.
3.2 (a) Map of collision locations with injury severity.
(b) Collision data summary.

3.3 (a) Map of traffic generators.
(b) Existing traffic generators analysis.
3.4 (a) Map of existing roadway improvements.
(b) Existing roadway improvements summary.

4. Field Data. Obtain field data including intersection traffic volumes, intersection turning movements, and actual speeds to establish baseline field conditions.

Tasks:

4.1 Obtain traffic volumes on all three segments of Elk Valley Cross Road. On the west segment one will be west of Wonderstump Road and one will be east of Wonderstump Road.
4.2 Obtain turning movement counts at Lake Earl Drive, Wonderstump Road, Cunningham Lane, US 101, US 199, and Parkway Drive. The turning movement counts will include all modes and percentage trucks.
4.3 Obtain traffic speeds on all three segments of Elk Valley Cross Road. On the west segment one will be west of Wonderstump Road and one will be east of Wonderstump Road.

Deliverables:

4.1. Traffic volume analysis of pedestrians, bicycles, non- motorized (non-bike or ped), motor vehicles, and trucks.
4.2 Turning movement counts at six intersections for all modes and percentage trucks.
4.3 Traffic speed summary.

5. Community Needs. Determine community needs by considering public transit, active transportation, and County, Regional, and State planning efforts.

Tasks:

5.1 Consider public transit needs by contacting the Redwood Coast Transit Authority, County of Del Norte – Department of Health and Human Services, seeking user input, and requesting community input.
5.2 Consider active transportation needs by analyzing the corridor, seeking input from users, Sunset High School students and staff, and requesting community input.
5.3 Consider truck route needs by contacting local trucking companies, Pelican Bay State Prison, and requesting community input.
5.4 Consider future growth as described in the County's General Plan and zoning.
5.5 Consider regional goals as described in the Regional Transportation Plan and Caltrans planning documents.

Deliverables:

5.1 Public transit needs analysis.
5.2 Active transportation needs analysis.

5.3 Truck route needs analysis.
5.4 Future growth needs analysis.
5.5 Regional goals need analysis.

6. Right-of-Way. Determine existing right-of-way constraints and consider impacts to nearby parcels that could result from securing the 60 foot right-of-way width designated in the County's General Plan.

Tasks:

6.1 Collect existing right-of-way data (no field surveys). Assume the 60 foot right-of-way width designated in the County's General Plan will be 30 feet on either side of the existing roadway centerline.

Deliverables:

6.1 (a) Map of existing rights-of-way.
(b) Compile copies of raw right-of-way data.
(c) Right-of-way analysis with any right-of-way ambiguities noted, if discovered.
(d) List of properties affected to establish a uniform 60 foot wide right-of-way including approximate parcel size, potential area of parcel affected to establish right-of-way, and percentage of overall parcel area affected to establish right-of-way.

7. Conceptual Improvements. Develop visuals, written descriptions, and cost estimates of conceptual improvements to assist with communication of project concepts proposed for consideration.

Tasks:

7.1 Prepare visual and written description of conceptual roadway improvements. Analyze pros and cons for all modes of transportation.
7.2 Prepare visual and written description of conceptual intersection improvements of County and State maintained facilities likely including Lake Earl Drive, Wonderstump Road, Cunningham Lane, US 101, US 199, and Parkway Drive. Analyze pros and cons for all modes of transportation.
7.3 Prepare preliminary cost estimates of conceptual roadway improvements.
7.4 Prepare preliminary cost estimates of conceptual intersection improvements.

Deliverables:

7.1 Conceptual roadway improvements.
7.2 Conceptual intersection improvements.
7.3 Preliminary cost estimates of conceptual roadway improvements.
7.4 Preliminary cost estimates of conceptual intersection improvements.

8. Funding and Implementation Plan. Develop a funding and implementation plan to

begin the planning processes to identify potential funding sources for implementation of improvements along the corridor.

Tasks:

8.1 Prepare funding strategy for concept improvements.

8.2 Prepare implementation strategy including a comprehensive list of future work products to consider developing.

Deliverables:

8.1 Funding strategy.

8.2 Implementation strategy.

9. Elk Valley Cross Road Corridor Plan. Develop the Elk Valley Cross Road Corridor Plan and circulate the document for thorough review and comment prior to adoption.

Tasks:

9.1 Prepare preliminary draft plan and circulate to staff of stakeholder agencies for review and comment.

9.2 Address comments received on preliminary draft plan and then circulate draft plan to the public and governing boards of Caltrans, DNLTC, and County for review and comment.

9.3 Address comments received on draft plan and then circulate final plan to governing boards of County, DNLTC, and Caltrans for adoption.

Deliverables:

9.1 Preliminary Draft Elk Valley Cross Road Corridor Plan

9.2 Draft Elk Valley Cross Road Corridor Plan

9.3 Final Elk Valley Cross Road Corridor Plan

C. PROPOSAL SUBMISSION, EVALUATION AND RANKING CRITERIA

A review committee of City, County, and Caltrans employees will evaluate those proposals that meet the stated requirements and will make a recommendation to the Del Norte Local Transportation Commission. Evaluation will be based on knowledge of local conditions, responsiveness and comprehensiveness of the RFP response, qualifications of individuals or firm, experience/performance, and proposal contents/methodology. Proposals will be evaluated based on the following point values:

Project Approach – 50 Points

Describe methods for collecting data, determining needs, developing solutions, and presenting options for each of the following:

1. Public Outreach (10 points assigned to Public Outreach)
2. Public Transit
3. Active Transportation
4. Motorized Transportation

5. Right-of-Way (10 points assigned to Right-of-Way)
6. Future Growth
7. Regional Goals

Environmental – 15 Points

Describe experience and understanding of the following:
1. California Environmental Quality Act
2. National Environmental Policy Act
3. Environmental Compliance

Staff Qualifications – 10 Points

Demonstrate key project staff's contributions to the project:
1. Experience of project team (including subconsultants)
2. Assignment to project
3. Resumes

Workload – 5 Points

Provide a detailed project schedule establishing critical path items and list current projects of key staff and their anticipated completion dates. All project activities (including any amendments) must be completed by January 31, 2019.

Relevant Experience – 15 Points

Provide an electronic and one hard copy of one previously delivered product (e.g. multimodal corridor plan) that would be most similar to this project and that is representative of your project team's abilities. Include this component with the proposal submittal as a standalone document.

Budget – 5 Points

Provide a proposed budget for the project with hours assigned to each task. Within the proposed budget show key project staff and their contribution of hours to each task.

Ranking Criteria							
Criteria	Score					Weight Factor	Max Subtotal:
Project Approach	1	2	3	4	5	6	30
Public Outreach	1	2	3	4	5	2	10
Right-of-Way	1	2	3	4	5	2	10
Environmental	1	2	3	4	5	3	15
Staff Qualifications	1	2	3	4	5	2	10

Workload	1	2	3	4	5	1	5
Relevant Experience	1	2	3	4	5	3	15
Budget	1	2	3	4	5	1	5
						Max Total:	100

D. INSTRUCTIONS FOR SUBMITTING A PROPOSAL

All proposals must include the following:

1. Proposals must not exceed 25 pages including appendices.
2. Five identical unbound copies of proposal.
3. Electronic copy of proposal in unlocked .PDF format.
4. Relevant Experience document: One electronic and one hard copy.

Please direct all questions and deliver proposals to:

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive, PMB 16
Crescent City, California 95531
Desk: (707) 465-3878; E-mail: Tamera@DNLTC.org

The schedule of activities related to this contract is as follows:

7/20/2018	RFP Issued
8/22/2018	**Proposals due to DNLTC by 5 p.m.**
8/28/2018	Committee review of proposals and recommendation
9/6/2018	Anticipated Contract Award
9/10/2018	Project Start Date
1/31/2018	Project Completion

E. TERMS AND CONDITIONS

The Del Norte Local Transportation Commission (DNLTC) is not obligated to accept any of the proposals submitted or to enter into an agreement with any of the proposers. At its discretion, the DNLTC may elect to award all or any portion of the project scope of work as defined in the RFP. DNLTC reserves the right to reject any or all responses, to waive any technical requirement, and to select the firm that, in the DNLTC's judgment, best meets the requirements of this project and the needs of the DNLTC.

F. PROTEST PROCEDURES

The contract protest process and procedures to be utilized by DNLTC in considering and determining all bid protests or objections regarding solicitations, proposed award of a contract, or award of a contract whether before or after award is located at http://www.dnltc.org/about-us/rfps/

G. STANDARD CONSULTING AGREEMENT

The selected firm shall be retained under the RTPAs standard professional services agreement. A sample of this agreement is available at http://www.dnltc.org/about-us/rfps/

The contract shall provide payment for services performed up to a not-to-exceed amount. The final Scope of Services and Schedule (Exhibit A to the Standard Consulting Agreement) will be negotiated by the Consultant and the Del Norte Local Transportation Commission.

900 Northcrest Drive, PMB 16
Crescent City, California 95531
www.dnltc.org

Del Norte Local Transportation Commission

Tamera Leighton, Executive Director
Tamera@DNLTC.org
Desk: (707) 465-3878
Cell: (707) 218-6424

Item 7

DATE: **AUGUST 28, 2018**
TO: **TECHNICAL ADVISORY COMMITTEE**
FROM: **TAMERA LEIGHTON, EXECUTIVE DIRECTOR**
SUBJECT: **SHORT RANGE TRANSIT PLAN WORK ELEMENT AMENDMENT**

PROPOSED ACTION: Staff recommendation: Recommend DNLTC approved an amendment to the cost and scope to the Short Range Transit Plan to include a chapter on a Consolidated Transportation Service Agency (CTSA) Program Implementation Plan.

BACKGROUND: The Redwood Coast Transit Authority has recently been designated the Consolidated Transportation Service Agency for the region. RCTA plans to implement an Americans with Disabilities Act (ADA) eligibility process with a corresponding Travel Training program. Because the Short Range Transit Plan is currently being updated, it is appropriate to include this information in the SRTP development process and final plan.

The proposal for the changes to the cost and scope are attached. Redwood Coast Transit Authority is contracting the work and DNLTC will need to amend the Overall Work Program to accommodate the change.

RONNY KRAFT CONSULTING

864 Treat Ave #4
San Francisco, CA 94110
415.425.6496
ronny@ronnykraft.com

Date: **August 21, 2018**
Client: **Redwood Coast Transit Authority**

PROPOSAL

Project: **Short Range Transit Plan – Addendum 1: CTSA Program Implementation Plan**

Scope

Consultants, Ronny Kraft and Cliff Chambers, will develop an additional chapter of the Short Range Transit Plan (SRTP) containing planning recommendations for implementation of the Coordinated Transportation Services Agency (CTSA) activities by Redwood Coast Transit Agency (RCTA). The two CTSA activities to be planned include:

- Americans with Disabilities Act (ADA) eligibility process
- Travel Training program

The consultants will complete the following tasks for each of the two activities named above:

1. Review information recently collected by the transit manager on various program models and the policies in the 2006 ADA Paratransit Plan
2. Conduct research on the requirements, available resources, and costs of various delivery models
3. Develop an implementation action plan based on the information gleaned from Tasks 1 and 2
4. Develop supplemental materials such as forms and informational materials as needed and as budget allows

Deliverables: CTSA Program Implementation Plan chapter of the SRTP
Supplemental materials (if developed under Task 4)

Schedule

The draft CTSA chapter will be provided as a portion of the administrative draft of the Short Range Transit Plan by February 15th, 2018. The draft CTSA Chapter will be reviewed and finalized as part of the SRTP. Consultants will maintain communication with the client throughout.

Cost

Consultants compensation not to exceed $5,712. See cost proposal for fee breakdown.

Tasks	**R. Kraft**	**C. Chambers**	
12.1 CTSA Program Implementation Planning	32	20	
Deliverable: CTSA Chapter within SRTP			
Total Hours	**32**	**20**	
Base rate	$ 55	$ 75	
Subtotal	$ 1,760	$ 1,500	
OH rate	59%	60%	
Subtotal w/ OH	$ 2,793	$ 2,400	
+ 10% Profit	$ 279	$ 240	
Total	$ 3,072	$ 2,640	
Loaded Rate	$ 96	$ 132	**Total**
Total Labor Cost	**$ 3,072**	**$ 2,640**	**$ 5,712**

Commonplace Comments

Through July 2018

Summary of comments

Tags

#	Why do you feel this way?	Sentiment
68	Dangerous	
41	Not pedestrian friendly	
31	Not cycle friendly	
22	Other	
19	Congested	
16	Poorly lit	
2	Polluted	
2	Pleasant	
2	Pedestrian friendly	
1	Cycle friendly	
1	Well lit	

Tags

#	How could we make it better?	Sentiment
35	Slow down traffic	
31	Safer roads	
29	Other	
28	Safer intersection	
22	More bikeways	
18	Enforcement	
17	Add crosswalks	
16	More places to walk	
14	More places to bike	
11	More facilities for disabled	
11	Repaint lane striping	
10	Connect sidewalks	
4	Beautify	
3	More transit stops	
3	Trim bushes	
2	Install guardrail	
1	Bus shelters	
0	Fewer signs	

Additional Comments

Road	Occurrence	Comment	Why	Improvements	Date
US 101					
	2	Crescent City Gateway & Traffic Calming. Crescent City Gateway priority project is a high priority in the Regional Transportation Plan. This project will improve safety for all users and enhance non-motorized travel along and across US 101 in the transition zone between the lower speed urban Crescent City segment and the adjacent higher-speed rural highway segment of US 101 at the northern and southern City entry points. It will have a significant region-wide benefit as it improves safety for residents and visitors and aligns with the regional economic goals of promoting tourism. A Project Study Report and conceptual design was prepared in 2013 in which the preferred alternative project was estimated at $1.15 million.	More places to walk,More facilities for disabled,Slow down traffic,Connect sidewalks,Beautify,More bikeways,Add crosswalks	More places to walk, More facilities for disabled, S	5/22/2017
E Cooper Avenue	2	Intersection requires a crosswalk. A sidewalk and bike lane is needed for the east side of E Cooper. Bicyclists ride down the west side of E Cooper into oncoming traffic because it can feel like a safer option.	Congested,Dangerous	Add crosswalks,More bikeways,Install guardrail,Sal	5/15/2018
Elk Valley Cross Road	6	Dangerous intersection. Many serious and fatal accidents continue to happen there despite a recommended slower 45mph signs as you exit Hwy101 to Hwy199. The intersection is confusing and have seen many accidents. There are two streets with traffic entering hwy and exiting at same time thru a 65mph zone. People don't seem to know who should yield when more than 3 vehicles are coming from different places.	Dangerous,Congested,Not cycle friendly,Poorly lit,Not pedestrian friendly	Safer intersection,Slow down traffic,Repaint lane striping	3/19/2018
Elk Valley Road	1	Dangerous for pedestrians. There is no separation between vehicles and pedestrians, not even a line separating their path around the curve from US101 northbound to Elk Valley road northeast bound. repaint striping and make a barrier separation.	Not pedestrian friendly	Repaint lane striping	10/9/2017
Enderts Beach Road	1	Dangerous intersection with no turn lanes. There is no turn lanes in any direction so it needs to be corrected.	Not pedestrian friendly,Congested,Poorly lit,Not cycle friendly,Dangerous	Safer intersection,More bikeways,Add crosswalks,Safer roads,More places to walk,More places to bike	3/22/2018

Commonplace Comments

Through July 2018

Road	Occurrence	Comment	Why	Improvements	Date
US 101					
Last Chance Grade	10	Highest Priority Project in the Regional Transportation Plan. Last Chance Grade is a 4-mile segment of US 101 located approximately 10 miles south of Crescent City. This section is prone to active geologic activity and consistent roadway movement resulting in landslides and road closures. This segment is deemed at risk for complete failure, which would cut off the County's connection to Humboldt County and to the rest of California. Getting the reroute complete in the near future is important to ensure the economic health and safety of Del Norte County.	Dangerous	Safer roads	3/16/2018
Timber Blvd	1	Need a turn lane. Make a turn lane!	Dangerous		3/16/2018
between 2nd and 3rd Streets	1	Powerlines underground. Powerlines needs to go underground.			3/16/2018
Elk Creek Wildlife Area	1	This park is adjacent to city center and should have safe and pleasant walkways and bikeways	Not pedestrian friendly,Not cycle friendly,Dangerous,Polluted,Other	More bikeways,Beautify,Trim bushes,More places to walk,More places to bike	3/16/2018
between 6th and 7th Streets	1	Lack of bicycle lanes. Both the north and south 101 through Crescent City needs painted bicycle lanes due to conflicts with traffic, vehicles entering and exiting parking lots that line the road.	Not cycle friendly,Dangerous	More bikeways	3/8/2018
Citizens Dock Road	3	Dangerous intersection, Citizens Dock Rd and 101 South. It has been brought to my attention the intersectoiopn of 101 South and Citizens Dock Rd is problematic, especially southbound traffic. Pedestrian traffic cross from the East to the Harbor must negotiate accelerating traffic heading South and is discouraging to those wishing to walk to the Harbor. Calming methods must be sought and implemented to encourage pedestrian traffic.	Not pedestrian friendly,Dangerous	Add crosswalks,Slow down traffic	8/2/2017
Hunter Creek Road	1	Paving. It's fine! I don't understand why this stretch of 101 in Klamath seems to get repaved every other year whether it needs it or not while other places are falling apart.	Pleasant	Other	7/11/2017
Wonder Stump Road	1	Highway needs passing lanes, left turn lanes. There is no passing lanes from the Hwy 199/101 split until the Oregon border. Traffic has increased and especially in summer with slower RVS and campers people try to pass dangerously to get by. There needs to be a serious of passing lanes as well as left turn lanes or just make it a 4 lane road with left turn lanes. Something needs to happen. Too many people have been hurt or killed and I have had many near misses.	Congested,Dangerous,Not pedestrian friendly	More bikeways,Safer roads,Safer intersection,Other	5/26/2017
Sand Mine Road	1	Road flooding.	Other	Safer roads	5/25/2017
N Fred Haight Drive	1	No left turn lanes at busy intersections feeding off/on SR101. Many roads feeding on to 101 in Smith River from Dr. Fine Bridge to the Oregon border do not have protected turn lanes to leave the highway. Cars are traveling at a high rate of speed and cars stopping on the two lane highway to turn are always a concern.	Dangerous	Safer roads,Enforcement	5/23/2017
US 199	1	Autos turning from 197 to 199 West seem to forget that they are merging onto a 50 mph highway.			8/14/2017
(South of Mill Creek)	1	Section of North Bank Road without guard rails. There is a section of North Bank Road close to the river that is without guard rails....makes for a nerve racking drive on a foggy/rainy day.	Dangerous	Install guardrail	3/19/2018
US 199					
	3	Dangerous curves. Too narrow and unsafe. Too many tourist stop at the bottom of this hill to view the elk. This hill coming down should be a widened for safety, elk crossing signs placed, and possibly a turn out with off highway parking designed at the bottom of the hill for viewing. Tourists are going to stop no matter what and eventually someone will be killed. This needs to be corrected before a tragedy happens.	Not pedestrian friendly,Congested,Poorly lit,Not cycle friendly,Dangerous	More bikeways,Repaint lane striping,Safer roads,More places to walk,Slow down traffic	3/22/2018
Middle Fork Smith River Road Bridge	2	Unsafe Bridge. Just lost a life here this past weekend - needs widened and straightened. Middle Fork Smith River Bridge built in 1926. The bridge replacement and curve realignment project at this location will replace a 91-year-old bridge. This project is delayed due to litigation. Project cost: $19.4 million.	Dangerous	Safer roads	7/19/2017

Commonplace Comments

Through July 2018

Road	Occurrence	Comment	Why	Improvements	Date
US 199					
S Fork Road	1	Incredibly dangerous. Limited sight distance.	Not pedestrian friendly,Congested,Poorly lit,Dangerous,Not cycle friendly,Other	Slow down traffic,More bikeways,Safer intersection,Safer roads,Other,Enforcement,Add crosswalks	4/1/2018
Kings Valley Road	1	Corridor Speeds and Crossing. Some of the speeds at the Elk Valley Crossroad intersection could be reduced if they were reduced at the Kings Valley Road intersection.	Dangerous,Other	Safer intersection	3/27/2018
near Forest Route 17N05	1	Highway needs to be straightened and widened. More pullout for passing. This whole section to the Oregon border needs to be straightened out, widened and have more pullouts and or passing lanes. One road with too much traffic.	Congested,Not pedestrian friendly,Poorly lit,Not cycle friendly,Dangerous	More bikeways,Repaint lane striping,Safer roads,More places to bike,More places to walk	3/22/2018
Collier Tunnel	1	Collier Tunnel lighting. I have driven into Collier Tunnel when there were NO lights turned on. I was driving in bright daylight, and then into the tunnel darkness. It felt confusing and dangerous, I momentarily had no idea where on coming traffic was. I am wary now, and I notice when there are very few lights at each end. I appreciate the tunnel when it is ablaze with lights. I feel safer.	Poorly lit	Other	6/5/2017
French Hill Road	1	French hill/199 intersection no turning lane or lane to merge f turning left. I use this road a lot and it is dangerous to turn left onto the highway as it is a blind corner. It is also hard to get off without traffic running up my rear. There is space to make a right turn lane. There should be space to make a left turn merge lane and straighten it out a bit.	Dangerous	Safer intersection,Other	5/26/2017
Walker Road	1	Dangerous congestion. Not enough parking off road. There should be a coordinated effort with Caltrans, Redwood national and state parks and the county to place signs and get visitors off the main highway and into parking at Walker road. Too many tourists get out in the highway and with the hidden parking on the sides it is just a matter of time before someone else gets killed here. The highway needs to be widened for bikes also.	Not pedestrian friendly,Dangerous,Poorly lit,Not cycle friendly,Other	Safer roads,Safer intersection,Other,Slow down traffic	5/26/2017
N Bank Road	1	Dangerous Transition from 199 to 197. Dangerous turn with high speed traffic. Intersection often has vehicle travel above 50 mph with a sharp curve which makes for a dangerous intersections. Many wrecks have occurred here and I have had a few close calls myself. Signage and possibly a way to provide a low cost solution for safe turning from 199 onto 197.	Dangerous	Safer intersection,Slow down traffic	5/25/2017
Elk Valley Cross Road	4	Intersection complaints, potential for collision. I drive this route daily, sometimes more then once up and back to my home. A roundabout is not a solution and in my opinion could possibly create a different scenario for collisions. They are a nightmare in themselves. People heading south on 199 coming out of the trees are going at a minimum 55mph and often faster because of the downhill slope. Can you imagine a semi or large motorhome all of a sudden seeing a roundabout. The speed has been reduced moving from hwy 101 to 199. Reduce the speed coming out of the trees toward 101 in a similar manner by posting signage. Even placing a stop sign on 199 could be dangerous considering the speed of vehicles. This is a highway, not a residential street. Roundabouts and stop signs are not always good solutions. High risk intersection. The highway is wide, and cross traffic sometimes misjudge how much time they need to cross while highway traffic approaches. Risk could be reduced by reducing the speed limit on Hwy 199 South, as it has been on the northbound lane and installing cameras to ticket speeders. I do not favor a roundabout, as has been discussed. Dangerous intersection. In my 30+ years of crossing US 199, I agree the problem at the Elk Valley Crossroad/199 intersection can be laid at the feet of those drivers who -- based upon their actions -- believe the freeway begins after the last hairpin turn coming down the hill on US 199. The sightlines at the intersection may be good, but the speeders are focused on getting to town as quickly as possible, which mitigates the good visibility. What isn't good are the sightlines coming out of Kings Valley Rd, where every crossing of 199 can only be done on faith -- as in faith there is no idiot in an unseeble black car who will suddenly appear out of the shadows doing 20+ over the suggested speed. Since the problem at both intersections is that of downhill racers zooming downhill, I'd suggest putting the needed roundabout at the 199-Kings Valley-Parkway intersection instead. By locating the roundabout at the first downhill intersection, traffic will be slowed for both	Safer intersection,Slow down traffic,Safer roads,Da	Slow down traffic,Enforcement,Other	5/23/2017

Commonplace Comments

Through July 2018

Road	Occurrence	Comment	Why	Improvements	Date
Pebble Beach Drive					
8th Street	5	Traffic speeding on Pebble Beach and 8th Street. Concerned that several of the most obvious and inexpensive methods of slowing down vehicle traffic--speeding ticket--aren't apparently occuring. Another thing that would slow people down is to install stop signs on the corners where none exist and "Slow. Children Playing" signs on streets lining Brother Jonathan Park. I have watched cars and motorcycles race up and down Pebble Beach past my home for years and I have NEVER once seen a vehicle pulled over for speeding. This seems an obvious solution. Also, why not add speed bumps or other traffic-slowing devices? People use 8th Street as a raceway because several of the stop signs are missing, making it a straight-away. Why are there no "Slow. Children Playing" signs on the streets lining Brother Jonathan Park? I also do not believe that walking or bicycling is dangerous in this area, nor do I believe there is a need for additional walking and bicycling areas. The current ones are adequate. About 99% of walkers choose the ocean side of the road for obvious reasons. Trash, fire hazard and erosion to bank by illegal campers cutting down hillside to beach from road. Rather than use the path (which needs improving) to the beach located at 6th street, criminals cut straight down from the road in several locations to reach their illegal campsites and fires, creating clear signs of erosion in the already vulnerable bank. Ultimately, these paths will lead to very expensive problems if not stopped. Also, they leave large dumps of garbage and build big bonfires. Add large boulders to block the paths at the top, and add large boulders at bottom to eliminate the campsites. Insist police ticket the people who are camping illegally. As long as there are no consequences, they will keep coming back. No side walks. This is a beautiful place, but the sidewalks kind of end right around Brother Jonathan Park. It dangerous for the local community who like to walk around and go the park around that area. I find it odd that the city makes people have sidewalks in front of	Not pedestrian friendly,Not cycle friendly,Dangerous	Enforcement,Slow down traffic,Add crosswalks,Safer intersection,Repaint lane striping	4/16/2018
Preston Island Access Road	1	The parking lot is rugged and not smooth at all. Just an annoyance and very unpleasant. Level the ground, is really all I want, new pavement.	Other	Beautify	3/16/2018
6th Street	1	Dangerous intersections. There is more than one intersection in this area that lacks either a stop or yield sign. There are new signs giving directions to tourists but no stop signs? Sad!	Not pedestrian friendly,Dangerous,Not cycle friendly,Other,Not car friendly	Safer intersection	7/11/2017
Elk Valley Cross Road					
	1	Speeds too high. Lots of near misses. The new traffic circle configuration has left a sharp blind turn at the northwest corner, without any room for pedestrians. The trail cuts off without continuity.	Not pedestrian friendly,Not cycle friendly,Dangerous,Other		3/26/2018
Elk Valley Road	4	Need signs (hidden driveways, slow down). I can't tell you how many times I have almost been hit trying to get into and out of my driveway. No one slows down coming off Parkway and they gun it going around the corner and down the hill. It is difficult to see over the hill. 1. A sign stating (Hidden driveways, slow down) needs to be installed, the speed limit reduced to 25 until they pass the curve and hill, and law enforcement needs to be placed here. Better yet, place a speed indicator sign that flashes their speed like in other places. Why the delay, let's get it safer before someone gets killed. Triangular intersection at Parkway, elk valley road. Too many speeders. This needs a roundabout. Too many people come down from Hwy 199 to take this as a short cut. They keep their speed and pass my house already going over 45 or more when it is marked at 35. There are so many times that I am pulling out or turning into my driveway when I almost had a collision. These people act like they own the road when I live here. I have asked numerous times for a CHP to post in front of my house to slow people down and it never happens.	Not pedestrian friendly,Congested,Poorly lit,Not cycle friendly,Dangerous	Enforcement,Slow down traffic,Connect sidewalks,More bikeways,Repaint lane striping,Safer intersection,Safer roads,More places to walk,More places to bike	3/22/2018
Lake Earl Drive	1	Sign showing elk valley cross road needs to be much larger, turning lane off lake Earl going south to make it safer. Tiny sign, no turn lane.	Other	Safer intersection,Other	5/26/2017
Washington Blvd					
Parkway Drive	1	Congestion. There is so much going on this little area I'm not sure exactly what would help. A traffic light? A rethinking of the stops vs yields?	Dangerous,Congested	Safer intersection	7/11/2017

Commonplace Comments

Through July 2018

Road	Occurrence	Comment	Why	Improvements	Date
Washington Blvd					
Inyo Street	2	Lack of lighting. This intersection could really use some light. Washington Boulevard Improvements. This is a high priority in the Regional Transportation Plan. Rehabilitation of Washington Boulevard from Inyo Street to Dale Rupert Road is considered a regionally significant project. The project is estimated to cost $380,000.	Dangerous,Poorly lit	Safer intersection,Other	7/11/2017
Northcrest Drive	1	Non emergency medical transportation. Patients need transport to Eureka/Arcata for specialists ranging from Ortho to Neuro and Neurosurgery, dental, Endocrine, ENT etc and especially needed for pain management Drs (Abassi and Jaworski). Transportation to Grants Pass and Medford/Asante area would also be great as many accepting Partnership. There is already a daily (Oregon owned) transportation bus (name?) from Brookings that stops in Hiouchi and goes to Grants pass and Greyhound station and the Medford airport , then turns around and comes back again. Maybe a way to partner with them? I know some patients have been told they have to go to Redding as well â€" those are much less frequent but would be good to have it avail as needed. Do we have good transportation around town already? I still have patients who say they cant get to the clinic from their home. Trying to envision the process to Eureka/Arcata: Door to door would be optimal but could simplify it to start from Clinic and maybe go to each of the hospitals â€" making arrangements with the hospital local transport buses for transport to the various offices. Pick up could be same way. Problem is people could get lost or stranded. It could be a daily shuttle service with various stops. Or better yet to save gas and resources, a Shuttle service that people get on a list well in advance with location and dates - then the bus or van will take a group with door to door drop off and pick up. Most would need to come back the same day in late afternoon, and some of them will have had an epidural or other procedure so would be nice to have door to door pick up and drop off at their house.	Other	More transit stops,More facilities for disabled	6/21/2017
Malaney Drive	1	Dirty, dusty Washington Blvd on the SE side, across Parkway Dr. Washington Blvd. has been extremely dusty for years, complaining hasn't helped. During dry spells, usually all summer, this road produces dust to a degree that is intolerable. We have complained to the local health dept., the Board of Supervisors and the county road dept to no avail.	Polluted,Other	Other	5/27/2017
Parkway Drive	1	Washington Blvd. It would be great if Washington connected with Elk Valley so residences and businesses had better access to town. At the moment those vehicles go north or south contesting the connector routes. Additionally, everyone who comes north going back to Washington Blvd cuts thru Cooke street. See my post there. Too much traffic for a residential street.	Congested,Other	Other	5/26/2017
Elk Valley Road					
	4	No bike lane. Dangerous area. People coming off 199 speed over the little hill and curve here making it very dangerous for people in these few homes to pull out of their driveways. Elk Valley Road is very dangerous. Trucks don't belong on a narrow County road! Heavy trucks should be on US Highway 101 not a narrow county lane. Add bike lane, reduce the speed limit to 35 reduce the width of the traffic lanes (traffic calming). Prohibit through trucks north of the transfer station. Problem solved, accidents all but eliminated. I am over 70 and have to walk accross EVR daily to get my mail, while dodging semis goin over 55! Elk Valley Road Multimodal Corridor Planning. This is a high priority project in the Regional Transportation Plan. The Elk Valley Road Multimodal Corridor Plan proposes to improve safety and address traffic crash rate issues. It includes improvements to pedestrian and bicycle facilities, lateral and vertical sight distance, intersection turn pockets, a roundabout and triangular intersection improvements. The planning completion date is June 2017.	Not pedestrian friendly,Dangerous,Not cycle friendly,Congested	More places to walk,Slow down traffic,More places to bike,Enforcement,Safer roads	3/16/2018
Howland Hill Road	1	This is a dangerous intersection. Lower the speed limit on Elk Valley Road at this intersection and increase the sight lines. Put in a two way stop sign.	Dangerous		5/24/2017

Commonplace Comments

Through July 2018

Road	Occurrence	Comment	Why	Improvements	Date
5th Street					
between E and F Streets	3	No sidewalk or bike lane in a high traffic, high pedestrian, school use area. Most of the street lights in the area do not work. People drive way to fast down this street expeshially since there is a park and lots of children in the area. There are constantly kids in the street that pay no attention to traffic. Cars drive to fast, kids in the road. Crosswalk. Maybe there should be a crosswalk to the entrance of the skate park.	Not cycle friendly,Dangerous,Not pedestrian friendly,Poorly lit	Connect sidewalks,Add crosswalks,More bikeways,Safer intersection,More places to walk,More places to bike,Safer roads	3/16/2018
A Street	1		Dangerous	Slow down traffic	5/24/2017
8th Street					
K Street	1	Blind corner.	Dangerous	Trim bushes	5/24/2017
US 101	1	Pedestrians crossing. Add pedestrian signals.	Not pedestrian friendlyNot pedestrian friendly		5/24/2017
B Street	1	Pot holes along entire length of 8 street.	Dangerous	Safer roads	5/24/2017
Front Street					
	1	Front Street Revitalization. Front Street is the second highest priority project in the Del Norte Region. This project will improve the functionality of Front Street from A Street to L Street. The project has 7 components, including; water infrastructure, storm drain, pedestrian improvements, bicycle improvements, transit improvements, B Street roundabout, and roadway reconstruction. All of these components combined will improve the quality of life for residents of Del Norte County as well as the attractiveness to tourists. This project is the catalyst to revitalizing the area. Cost estimates for the Front Street project total $11.8 million.			5/22/2017
L Street	1	More frequent buses would be nice			5/25/2018
G Street	1	Poor condition		Resurface road	3/16/2018
K Street					
between 2nd and 3rd Streets	1	The bumpy K Street outside of national park	Dangerous	Safer roads	3/16/2018
Lower Lake Road					
	1	There is less room on Lower Lake to make pedestrian and bicycling lanes that on other rural roads, but it is currently very dangerous for cyclists and pedestrians. It is the only road that many can use, so it's safety should be improved.	Dangerous,Not cycle friendly,Not pedestrian frienc		7/14/2017
Morehead Road					
	1	The ditches on the sides of Moorhead Road could be paved and made into cycling/walking lanes. The road is currently dangerous for pedestrians, cyclists and livestock that have to use the same road as motorists.	Not pedestrian friendly,Not cycle friendly	More places to walk,More places to bike	7/14/2017
Child's Avenue					
Fresno Street	1	Lack of stop signs. I placed the pin here but I'm unsure where the specific intersection is that lacks a stop (or even yield sign). There is more than one such intersection in this neighborhood and it's ridiculous.	Dangerous,Not pedestrian friendly,Not cycle friendly,Other, Not car friendly	Safer intersection	7/11/2017
Klamath Beach Road					
	1	Poor condition of West Klamath Beach Road, AKA Coastal Drive. This road is the first opportunity for north bound visitors to enjoy the beauty of Del Norte County. Unfortunately, it is in terrible condition: Hundreds of potholes; Uneven and rough pavement; A large dip that has resulted in at least two RV-towed vehicles flipping over [one trailer, one automobile]; Mostly not striped; Numerous collapsing culvert. Mention of the poor condition of the road is being made in numerous travel publications and web sites and has been the reason for many reservation cancellations at the two RV parks serviced by the road.	Dangerous,Not cycle friendly	Other,Repaint lane striping	6/16/2017

Commonplace Comments

Through July 2018

Road	Occurrence	Comment	Why	Improvements	Date
G Street					
between 4th and 5th Streets	1	Lack of Bike Racks. Make it better by installing bike rack on G Street side of building. Bike rack exists on H Street side of building.	Not cycle friendly	Other	6/14/2017
State Street					
Olive Street	1	Speeding cars. Many people walk this triad as a short cut to Humboldt from elk valley. Many cars fly down this road , especially closer to Humboldt. I.live here and get so frustrated seeing cars fly by at 40 to 60 all day long! Add speed bumps at mph signs.	Pedestrian friendly	Enforcement,Slow down traffic,Other	5/30/2017
Shore Cliff Drive					
	1	This project is a waste of tax dollars. Very few people walk Elk Valley from Howland Hill Road to the 199 highway area. The same goes for biking. The proposal for the above will only increase vehicle speed. Improve drainage and leave it at that. Very few people walk Elk Valley from Howland Hill Road to the 199 highway area. The same goes for biking. The proposal for the above will only increase vehicle speed. Improve drainage and leave it at that.		Enforcement,Slow down traffic	5/30/2017
S Fork Road					
Douglas Park Drive	1	Tiny signs. There needs to be larger signs designating which way the roads go and which way to the park. The sign is too small and visitors have taken the wrong road or they stop trying to figure it out. Easy fix.	Other	Other	5/26/2017
Cooke Street					
Lenore Way	1	Traffic. Everyone going to town from elk valley uses this street to cut across. There should be an alternate connector build either to connect Washington Blvd or across the edge of the ranch to connect to Parkway so there is less traffic thru this neighborhood.	Dangerous,Congested,Other	Slow down traffic,Safer roads	5/26/2017
W Harding Avenue					
Breen Street	1	Pot hole on Harding in East bound lane. Not clearly marked. Hazard. Clearly mark hazard and then fix it.	Dangerous		5/25/2017
Low Divide Road					
	1	Please pave Low Divide Rd. Unpaved.	Other,Other	Safer roads	5/25/2017
Butte Street					
Keller Avenue	1	Butte St is a route that kids use going and coming to school. There are vehicles that race up and down this street all day long! Can we have some speed bumps put in or a stop sign at the corner of Keller and Butte? People just don't care if a pedestrian is in the road, they just blast right through! Many times I've been scared to be on the road fearful of the jerks that fly through here!	Dangerous,Not pedestrian friendly	Slow down traffic,Enforcement,Safer roads	5/24/2017
C Street					
9th Street	1	Horrible road!! The road infront of my home is HORRIBLE! soo many crappy patch jobs too many pot holes. This entire road needs repaving. from 2nd & C street to 8th & C streets.		Repaint lane striping,Safer roads,Other	5/24/2017
Lighthouse Way					
	1	Many tourists vehicles broken into	Poorly lit	Enforcement	5/24/2017
Starfish Way					
	1	California Coastal Trail. Excellent facilities through the harbor for walking and biking.	Cycle friendly,Pedestrian friendly,Well lit,Pleasant		5/22/2017
Patrick Murphy Memorial Road					
Requa Road	1	Requa Road & Patrick J. Murphy Memorial Drive. A high priority project in the Regional Transportation Plan. Requa Road and Patrick J. Murphy Memorial Drive are the primary access roads to the mouth of the Klamath River and the Klamath River Overlook in Redwood National Park. Of additional importance is the access Requa Road provides to important cultural, historic, recreational and economic opportunities for the Yurok Tribe, Del Norte County residents and visitors. This project has a cost estimate of $16 million.			5/22/2017