CITY OF EUREKA
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Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

RE: 2% Bicycle & Pedestrian Fund Allocation Call for Projects

City of Eureka request for TDA Article 3 2% set aside for Bicycle and Pedestrian Improvements

Waterfront Drive Connection G to J Streets

March 15th 2017

The City of Eureka believes that the Waterfront Drive Connection - G to J Streets Project fits the original intent of the 2% TDA Pedestrian and Bicycle set aside project. This project fills a critical gap in the Eureka Waterfront Trail and the California Coastal Trail. See attached Maps.

As well as closing a gap in the Waterfront Trail, Waterfront Drive Connection Phase II closes a gap in Waterfront Drive itself providing an alternative route to sections of Highway 101 through Eureka therefore relieving congestion as well as continuing bike and pedestrian facilities where they do not currently exist.

The Waterfront Drive Connection project is partially funded through the construction phase and planned to break ground in the summer of 2018.

Below is the project scope, requested funding amount, delivery year and justification for funding the project as well as a scoring justification matrix.

Waterfront Drive Connection Phase II (G to J) Construction

Project Scope:
The project proposes to connect Waterfront Drive between "G" and "J" Street to create a continuous multimodal corridor. The roadway will have two lanes for vehicles, Class II bike lanes, widened sidewalks and transit stops.

The roadway will include 12 foot wide travel lanes and 5 foot wide bike lanes in each direction. A minimum 10 foot wide sidewalk will be provided along the northern side of the roadway. The widened sidewalk and bike lanes will connect to the Eureka Boardwalk and F Street Plaza on west side and the Adorni Trail on the east side,

providing intertie for the Eureka Waterfront Trail. The project closes gaps in bicycling and walking infrastructure to support improved access from Eureka's neighbourhoods to its Old Town Waterfront area. The project will provide critical connections to the Waterfront Trail a locally, regionally and state wide significant component of the California Coastal Trail.

Requested Funding Amount:
$69,790.00

Project Status:
The project has completed the environmental document and design phases and is finalizing the right-of-way phase, which is expected to be completed by June 2017.

The construction phase of the project is planned in the City of Eureka Capital Improvement Program for summer of 2018. The engineer's estimate for construction and construction management is $3.315 million. The City has allocated funding to make up the majority of the project cost using a variety of funding sources; however, a gap of $1,540,000 still exists, for which the City is presently seeking additional funding.

Delivery Year:
FY 2018/19 (summer of 2018)

Justification:
The completion of Waterfront Drive between "G" and "J" Street will create a continuous loop for motorists and provide direct access between the business/commercial area of Old Town and the recreational area to the east. This will improve traffic circulation and may eliminate trips that use US 101 to access various destinations along the harbor. The opening of this corridor as an alternative route could provide congestion relief to the eastern Highway 101 and will provide a key connection to the Eureka Waterfront Trail.

The "G to J" Street Connection project would be an initial and piece in creating a transportation corridor from Waterfront Drive at T Street, east along 1st Street and connecting to Highway 101 via Y Street. The City is in the planning phase for bike, pedestrian and vehicular improvements in the T Street to Highway 101 project area which are listed in the City's CIP 2018.

See scoring criteria justification table below.

	Scoring Criteria	Justification	Score
1	**Matching Funds**	The City already has funded / completed the Environmental Document, Design and is finishing the ROW phase. Additionally the City has funds for construction that would match well over 100% of this request amount.	
2	**Safety**	The project formalizes both pedestrian, bicycle and vehicle infrastructure in the project area, providing widened sidewalks, bike lanes and standard vehicle lanes. As a part of the Eureka Waterfront Trail the project will provide a route for bicyclists and pedestrians to get off of Highway 101 and surface streets. The project will also provide connection to the only crossing (future Phase C, undercrossing at Eureka Slough) of Highway 101 that is not at street level.	
3	**Project Readiness**	The Right-of-Way phase is scheduled to be completed by June 2017. Once funding is in place the project will be put out to bid, currently planned for construction in Summer of 2018.	
4	**Special Consideration**	This project meets two regional needs; 1. The completion of the Eureka Water Front Trail providing bicycle and pedestrian access along the entire length of Eureka's Water front. 2. Connecting a gap in Waterfront Drive creating an alternative route for vehicles to access Old Town and the Waterfront bypassing part 4th and 5th Streets as well as parts of Broadway, reducing congestion on the highway. The City of Eureka is a severely disadvantaged community and the Waterfront Trail provides increased access to the Cities coastal resources.	
5	**Maintenance of Facility**	The project will be maintained by the City of Eureka Public Works Departments full time Maintenance Staff.	
6	**Connectivity**	Closes final Gap in Eureka Waterfront Trail and a key gap in Waterfront Drive.	
7	**Regional Significance**	The Waterfront Trail is a regionally significant project and is listed as such in the HCAOG RTP.	
8	**Traffic Generator**	The project will serve the City of Eureka Old Town a major retail center, the Waterfront, Boardwalk, County Library as well as providing a route for Bicycle Tourists traveling on Highway 101.	
9	**Multimodal Interface**	This Waterfront Drive Connection Project will provide widened sidewalk, class II bikes lanes and vehicular Driving Lanes where none existed before. These new multimodal facilities will create a new transportation corridor in Eureka meeting multiple regional needs including Bike and Pedestrian routes and an alternative route to 4th and 5th Street as well as a portion of Broadway.	

With the requested TDA 2% set aside funds the City will be in a position to continue to work through the final funding details and put a project on the ground that meets the original intent of the funding.

Thank you for considering the City's Project,

Sincerely,

Jesse Willor,

Deputy Director of Public Works - Engineering

Eureka Boardwalk/
Existing Waterfront Trail
C St
Plaza
Beginning of
G to J Street
Connection
End of
Phase B

Re-align and Connect
Waterfront Drive
From G to J Street
(10' Sidewalk Connection From G Street to Adorni Boardwalk. Fill Only Gap in Waterfront Trail)
Adorni Boardwalk/
Existing Waterfront
Trail