



CITY OF BLUE LAKE

Post Office Box 458 • 111 Greenwood Road • Blue Lake, CA 95525

Phone 707.668.5655 Fax 707.668.5916

March 19, 2024

Ms. Beth Burks
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

Dear Ms. Burks:

Thank you for the opportunity to submit an application for pedestrian, equestrian and bicycle safety improvements in the City of Blue Lake. The City has been working diligently to make much needed safety improvements to high traffic areas in the City. Through partnerships such as these, the City is leveraging limited resources to make result driven changes and improvements.

Attached, please find a completed application for the design, engineering and installation of two “mini” roundabouts. These roundabouts have been identified as high priority projects for the City through the completion of the City’s Local Road Safety Plan (“LRSP”). The City is proposing to construct two roundabouts, one located on I Street and one located on G Street (see project location map).

Each of these locations will greatly benefit from traffic calming installations; each of these locations receives a high volume of traffic, including pedestrian, equestrian, bicycle, and vehicular users. The two locations are also located in densely populated residential areas and both are located along the City’s designated school route.

Through the development of the LRSP, the City identified high priority project areas, balanced with cost effective and replicable solutions. The mini roundabouts were identified as lower cost solutions that present highly effective results, while at the same time creating visually appealing neighborhood scale improvements.

The City has limited resources to commit to this project, but is willing to designate street funding and staff time to complete the installations. If funding is limited under this funding application, the City would be willing to reduce our request to one roundabout installation, with the intention of applying for the second roundabout in the next funding cycle.

Thank you again for your consideration; we hope that the review committee will look favorably upon our request. If you have any questions or concerns, please do not hesitate to contact me; I would be more than happy to answer any questions or provide any additional back up documentation.

Sincerely,

Amanda Mager

Amanda Mager
City Manager

City of Blue Lake

2024 TDA Funding Request

Application Response

1. MATCHING FUNDS - 5 Points

Is the city or county willing to match its request at 50% or greater?

The City will commit to providing matching resources for the project; match will include the purchase and installation of the landscaping materials, design, engineering and construction bidding assistance, street striping, signage purchase and installation and on-going maintenance of the infrastructure. The City has prepared a cost estimate of anticipated costs; the City will commit to matching the identified project elements utilizing Public Works labor and equipment.

2. SAFETY-20 Points

Will the proposed project affect safety at existing facilities or improve safety by building new facilities?

The City has adopted a Local Road Safety Plan (LRSP); this plan evaluated numerous road safety improvement opportunities within the City and made recommendations on cost effective solutions for implementation. The City has chosen the mini roundabout projects due to their effectiveness and low cost solution.

The two areas that have been chosen for installation (I Street and G Street) have been identified as two high priority areas. These project sites represent two areas that have high traffic volumes, wide streetscapes and both are located in densely populated residential areas that are on the City's designated Safe Routes to School pedestrian/bicycle route.

The I Street location is located in close proximity to a City operated park that is designated for toddlers; this is a high traffic area, with a street width of over 40'. I street is a long, linear stretch of road that has no traffic breaks to slow down traffic. The area surrounding I Street is also heavily populated with single family residences and represents one of the largest residential neighborhoods in the City.

The G Street location is a high traffic location and is located in close proximity to the Post Office and the downtown area of Blue Lake and the town square. G Street is in a high-density residential area and the roadway receives a high volume of traffic due to its ease of access to the Post Office.

The City of Blue Lake does not have mail delivery service; all residents of Blue Lake, as well as the businesses and residents of outlying areas, must go to the post office to obtain their mail and packages; this creates a densification of use in the G Street area.

The G Street roundabout is proposed for installation next to the City’s pedestrian footbridge; this bridge is the connecting mechanism for the area of town bisected by Powers Creek. This footbridge is part of the City’s designated Safe Routes to School route and receives a high volume of use by pedestrians and bicyclists.

The majority of school aged children walking to school from the eastern portion of Blue Lake utilize this footbridge to get to school. As such, the installation of a mini roundabout to slow down traffic and discourage the densification of use in this area has been identified as a high priority project.

3. PROJECT READINESS – 15 Points

Is this project ready for construction or implementation in the next fiscal year?

The City has dedicated staff time and resources to the implementation of this project. During the Fall of 2023, the City installed temporary roundabouts at the proposed locations; we utilized straw waddles, cones and temporary landscaping to construct the roundabouts. The intention of the temporary installation was to gain data and insight into the effectiveness of the project.

The City gained valuable feedback from residents, bicyclists and pedestrians regarding the effectiveness of the installations, as well as recommendations for improvement. City staff presented the projects to the City’s Public Safety Commission and utilized the commission meetings to solicit additional feedback.

The City has dedicated staff resources, as well as funding to the creation of two “typical” designs for mini roundabouts. The intention is to utilize these designs to replicate the installations at other locations throughout the community as appropriate. The designs created by our engineering team will be utilized for bidding purposes. To that extent, the project will be ready for bidding and construction within one year of funding.

4. SPECIAL CONSIDERATIONS-15 Points

Does the proposed project provide a benefit to City/County residents or visitors that have not been discussed elsewhere?

The City of Blue Lake is transitioning from an industrial focused economy to a recreation destination designation. Historically, the City accommodated numerous industrial user groups, including logging trucks, chip trucks and gravel operators. This accommodation necessitated the development and maintenance of road systems that accommodated larger, industrial users, at the expense of pedestrians, bicyclists and equestrians.

As the City has embarked on a new economic course, we have transitioned our need for industrial accommodations to a need and focus on multi-modal access and enhanced safety improvements for pedestrians. The City is working to strike a reasonable balance between the needs of all user groups, while recognizing that driving at reasonable and safe speeds through our community is not preclusive to successful industrial operations.

With the construction of the Annie and Mary Trail, the development of a new bike park and the increased use of our park facilities, mountain biking trails and horse arena, the City recognizes

the critical need to create safe and visually pleasing multi-modal transportation systems. To that end, the improvements planned under this application will benefit a wide range of users, visitors and community members, thus increasing the regional value of the project.

5. MAINTENANCE OF PROJECT-10 Points

How will the proposed project be maintained?

The City of Blue Lake operates a Public Works Department; this department is tasked with maintaining City infrastructure, including streets, drainage and public facilities. As such, the Public Works Department will be assigned the maintenance and upkeep of the roundabouts. The Public Works Department will also paint and maintain the striping and signage associated with the installations, as well as maintaining any associated landscaping installations.

6. CONNECTIVITY-10 Points

Will the proposed project close a missing link in an existing local or regional bike or pedestrian plan?

Although the project does not “close a missing link,” the project greatly enhances the safety and accessibility of two major pedestrian routes. The roundabout installations will slow down traffic and create visual awareness of the pedestrian route, as well as creating a visually pleasing community feature.

The roundabout intersections can be enhanced with striping and signage; this will increase vehicular awareness of the surroundings, while the roundabout itself will physically force vehicles to slow down.

7. REGIONAL SIGNIFICANCE-10 Points

Is the proposed project regionally significant; are any other agencies involved in the planning or implementation of the proposed project?

The City of Blue Lake received funding to develop a Local Road Safety Plan; this plan allowed the City to coordinate travel ways with our County partners, the local elementary school, the Blue Lake Fire District, our local biking and equestrian community, as well as our HCAOG partners.

The LRSP included community outreach and engagement and allowed the City to comprehensively approach safety improvements from a reasonable and foreseeable standpoint. In the world of road construction, nothing is affordable; for a small City to make safety improvements, it usually involves years of advocacy and multiple rounds of funding applications. Projects are very hard to come by and it is difficult for small jurisdictions to be competitive.

The LRSP takes a different approach; it is allowing the City to look at cost effective solutions that don’t cost a million dollars. They are solutions that are reasonable and tangible, and at the same time attainable with lesser investment. To that end, the City’s ability to create safer multi-modal routes at a more affordable price point lessens the burden on our regional partners as we all compete for limited funds.

As the City of Blue Lake continues to grow its reputation as a local and regional recreation destination, it is even more important that we create safe transportation routes for all user groups. Creating this environment has regional value as we continue to attract tourists and visitors to our community.

8. TRAFFIC GENERATORS-10 Points

Will the proposed project serve major bicycle or pedestrian traffic generators?

The proposed installations will greatly benefit two of the most frequented travel routes in our community. Both I Street and G Street serve densely populated residential neighborhoods, while G Street also accommodates a commerce route due to its location as a service route for the Post Office. G Street is also the service road for the downtown and the town square; both of which are traffic generators.

I Street is considered a “main” road in Blue Lake; it serves the eastern side of Blue Lake and is also the access road to the City’s “Tot Lot;” a playground designated for children five and under.

9. MULTI-MODAL INTERFACE-5 Points

How will the project encourage multi-modal travel?

The proposed projects will encourage multi-modal travel by creating safe travel ways for all user groups. Currently, the traffic levels associated with the two locations, along with the uninhibited travel way, create an unsafe route for pedestrians, bicyclists and equestrians.

Increasing safety, slowing down traffic and creating visual awareness installations will encourage children to walk and ride their bikes to school, as well as creating safer neighborhood circulation for residents.

10. SUPPLEMENTAL INFORMATION

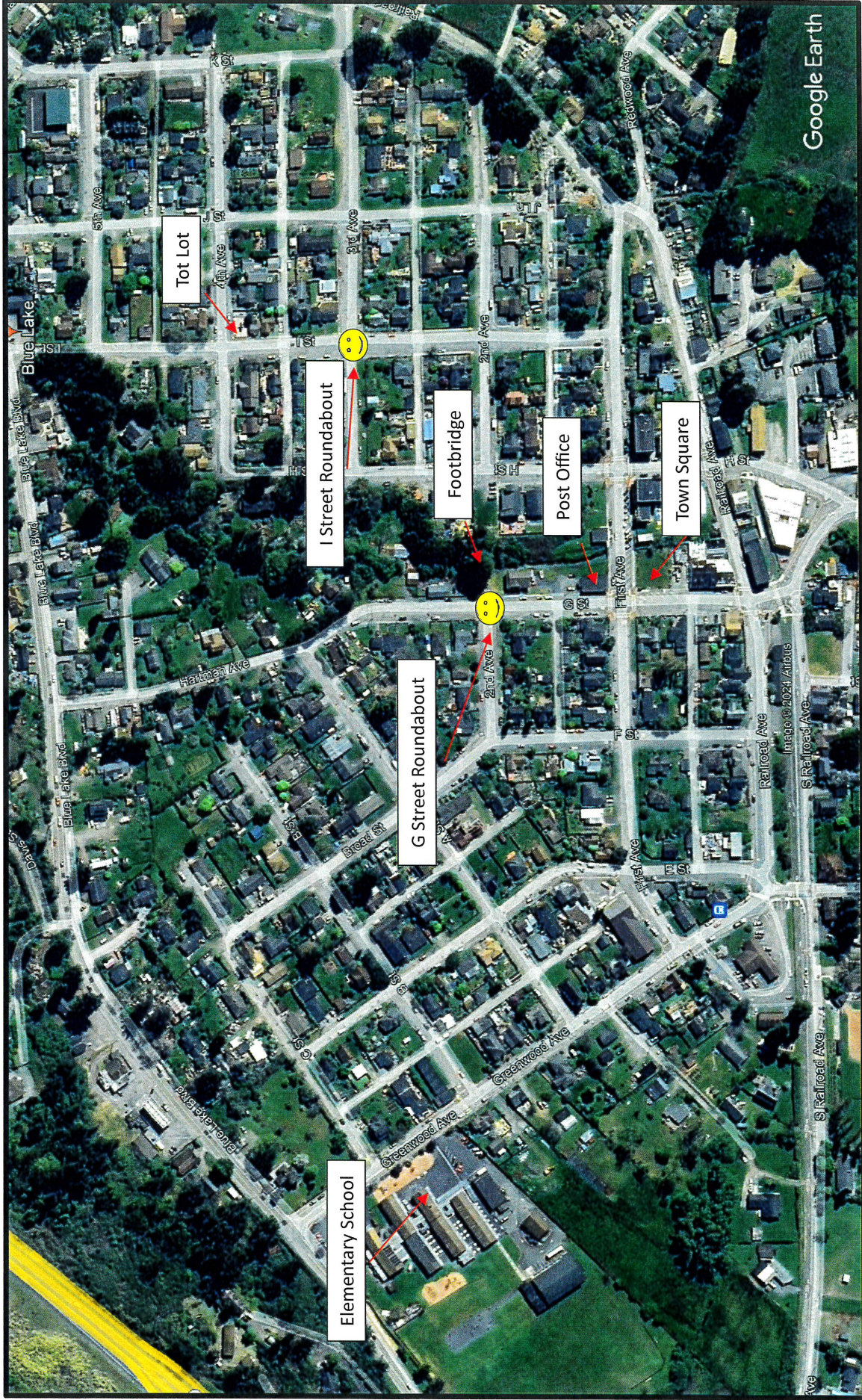
Attached, please find location information, along with project site photos and a detailed budget to aid in the evaluation of the funding request. The City of Blue Lake would be more than happy to accommodate any site visits that may be required to substantiate this application. City staff will also be available to answer questions or to provide supplemental information requests.

Item Description	Cost	Qty	Total
I Street Roundabout Construction	\$55,056.35	1	\$55,056.35
G Street Roundabout Construction	\$69,453.99	1	\$69,453.99
	Total Project Cost		\$124,510.34

TDA Funding Request-\$ 62,255.17

City of Blue Lake Project Match-\$ 62,255.17

Project Location Map



G Street Location-Proposed Roundabout



© 2024 Google

Google Earth

I Street Location-Proposed Roundabout



© 2021 Google

Google Earth

I Street Round-About Cost Estimate

Description	Qty.	Units	Unit Cost	Total	Responsible Entity
Mobilization/Demobilization	1	LS	\$2,080.70	\$2,080.70	Contractor
Traffic Control and Construction Signage	1	LS	\$1,664.56	\$1,664.56	City
Survey/Staking	1	LS	\$5,300.00	\$5,300.00	Contractor
Erosion and Sediment Control	1	LS	\$2,650.00	\$2,650.00	City
Grind and Remove Asphalt	345	SY	\$5.56	\$1,918.20	Contractor
Asphalt Overlay	69	Ton	\$196.63	\$13,567.47	Contractor
Truncated Domes	30	SF	\$56.18	\$1,685.40	City
Round-About Curb	57	LF	\$50.56	\$2,881.92	Contractor
Round-About Landscaping	1	LS	\$4,240.00	\$4,240.00	City
New Sign Installation and Materials	2	EA	\$530.00	\$1,060.00	City
Striping Center Line	30	LF	\$2.81	\$84.30	City
Striping Crosswalk	352	SF	\$9.54	\$3,358.08	City
Red Curb Paint	65	LF	\$4.49	\$291.85	City

Construction Total \$40,782.48

Design, Engineering & Inspections-20% \$8,156.50
 Contingency-15% \$6,117.37

Project Total \$55,056.35

City Share	\$27,528.17
HCAOG Request	\$27,528.17

G Street Round-About Cost Estimate

Description	Qty.	Units	Unit Cost	Total	Responsible Entity
Mobilization/Demobilization	1	LS	\$2,080.70	\$2,080.70	Contractor
Traffic Control and Construction Signage	1	LS	\$1,664.56	\$1,664.56	City
Survey/Staking	1	LS	\$5,300.00	\$5,300.00	Contractor
Erosion and Sediment Control	1	LS	\$2,650.00	\$2,650.00	City
Grind and Remove Asphalt	345	SY	\$5.56	\$1,918.20	Contractor
Demolition of Sidewalk	64	SF	\$7.30	\$467.20	Contractor
Asphalt Overlay	69	Ton	\$196.63	\$13,567.47	Contractor
Concrete Curb Ramps and Driveways	183	SF	\$31.46	\$5,757.18	Contractor
Handrail	26	LF	\$170.79	\$4,440.54	City
Truncated Domes	30	SF	\$56.18	\$1,685.40	City
Round-About Curb	57	LF	\$50.56	\$2,881.92	Contractor
Round-About Landscaping	1	LS	\$4,240.00	\$4,240.00	City
New Sign Installation and Materials	2	EA	\$530.00	\$1,060.00	City
Striping Center Line	30	LF	\$2.81	\$84.30	City
Striping Crosswalk	352	SF	\$9.54	\$3,358.08	City
Red Curb Paint	65	LF	\$4.49	\$291.85	City

Construction Total	\$51,447.40
Design, Engineering, Inspections-20%	\$10,289.48
Contingency-15%	\$7,717.11
Project Total	\$69,453.99
City Share	\$34,727.00
HCAOG Request	\$34,727.00