

Humboldt County Association of Governments (HCAOG)

RFP for the Loleta Safe Routes to School & Tribal Connections

(Funded by a Caltrans Sustainable Communities/Strategic Transportation Planning Grant)

Questions & Answers

(1) Q. Is there a page limit to the proposal and a required font size to use.

A. No.

(2) Q. Could you please elaborate on the DBE requirements for this proposal? Is there a DBE requirement?

A. There is no DBE requirement. (No federal funds and per Caltrans Division of Local Assistance, DLA Office Bulletin #25-07R1.)

(3) Q. How much on-site presence is expected of the prime, for either engagement, technical meetings, or presenting final plans?

A. Two in-person meetings are expected. These will likely be afternoon or evening community engagement workshops. These two meetings are tied to the requested \$3,000 allocation referenced in scope Task 4.

(4) Q. Task 5 (Draft & Final Plans) refers to project area mapping in Task 2 (Existing Conditions Mapping), but Task 2 does not define the level of detail of the mapping.

A. The Existing Conditions Mapping (Task 2) requires detailed, street-level documentation to establish a comprehensive baseline for planning. This includes mapping all bicycle/pedestrian facilities (e.g., lanes, sidewalks, crosswalks, intersections) with specific attributes such as dimensions, condition, and accessibility compliance, and integrating them with parcel-level land-use data and proximity to key destinations like schools, parks, and housing. The mapping further incorporates safety analytics, including plotting collision clusters and Level of Traffic Stress (LTS) metrics, as well as equity-focused transit access analysis for Loleta and adjacent tribal communities. LTS and transit mapping information will be available from HCAOG. The existing condition mapping extents will cover the study area referenced in Task 5 (Loleta Elementary to the Downtown area), in addition to the primary routes identified for the tribal needs assessments. Deliverables will feature 1:2,400-scale GIS maps (enabling precise feature identification) and a technical memo quantifying conditions, ensuring subsequent tasks (Task 5) can prioritize infrastructure improvements grounded in field-verified data.

Task 2 mapping explicitly requires:

1. Street-level granularity for all bicycle/pedestrian facilities (sidewalks, crosswalks, intersections), including condition documentation (width, accessibility, defects).
2. Contextual integration with land use/zoning policies and key destinations (schools, parks, housing).

3. Safety/equity data for Loleta and adjacent tribal lands (Bear River Rancheria/Wiyot Table Bluff), including:
 - Collision clusters (TIMS or other traffic collision databases)
 - Transit access gaps (with information to be provided by HCAOG)
 - Level of Traffic Stress (LTS) scoring (to be provided by HCAOG)
4. Deliverables at 1:2,400 scale with quantitative summaries.

(5) Q. Are traffic counts, speed data, or collision summaries already compiled, or should the consultant budget for new data collection?

- A. The consultant should expect to analyze existing traffic safety, collision, and traffic count databases. If needed, additional traffic counts can be collected by the County of Humboldt and provided to the consultant.