

Downtown Willow Creek Walkability Study

February 2018

Mountain Community & Culture with Redwood Community Action Agency and support from the County of Humboldt and Measure Z



Project Background: After continued discussions with County Public Works regarding safety concerns for walking in downtown Willow Creek, Mountain Community & Culture (MCC), a 501(c)3 non-profit organization, along with several Willow Creek community members submitted an application in February 2017 to the County's Measure Z program. Measure Z is a sales tax measure passed by County voters to support public safety throughout the unincorporated County. MCC was awarded funding for a pedestrian safety walkability/mobility study for the downtown Willow Creek area. While the greater Willow Creek area is rural, with long distances and steep topography that limit walking and biking for transportation purposes, downtown Willow Creek is compact, flat and hosts key community services such as schools, a library, grocery stores, parks, Willow Creek Community Resource Center, Open Door Willow Creek Clinic, and other key services.

In September, MCC contacted Redwood Community Action Agency (RCAA) regarding contracting RCAA to conduct a community walk, observation and workshop, produce a walkability study report, and assist with moving priorities forward through grant applications and coordination with the County. The goals of this project include: 1) providing ways for residents and businesses to share concerns and ideas for improving safety for walking and biking within Willow Creek, 2) Create a Walkability Study Report, 3) Develop recommendations with County Public Works and assist with implementation fund-seeking.

Existing Conditions:

Willow Creek is an unincorporated community in northeast Humboldt County. State Highways 299 and 96 converge in Willow Creek, which are the main roadways serving the northeastern corner of the county. Other roadways within downtown Willow Creek are under the jurisdiction of County Public Works. Sidewalks are intermittent within the downtown area, as much of the development occurred before sidewalks were required as frontage improvements to a property. Caltrans' SHADE project in 2003 enhanced State Route 299 through the downtown area, roadway upgrades helped to slow down traffic, and sidewalks and street trees improved the livability and walkability along 299. Designated bike lanes are present along this downtown stretch of State Route 299.



Willow Creek has a very active public bus stop located on Highway 96 near its intersection with Highway 299. Three transit providers offer stops and connections in Willow Creek – KNet which provides transit the Klamath-Trinity area north of Willow Creek, Trinity Transit which runs to Weaverville and Redding, and Humboldt Transit Authority which operates a route between Arcata and Willow Creek.

In the past ten years, there have been two injury collisions and one fatal collision involving people walking or biking, each on State Route 299 on the eastern end of the downtown area. Another fatal collision occurred in 2017 on Country Club Road on the bridge over the Trinity River, a short distance from downtown Willow Creek.

Caltrans is currently working on a proposed safety project in the vicinity of the aforementioned bicycle/pedestrian-involved collisions on State Route 299. The first project alternative includes widening roadway shoulders and developing a paved bus turnout. The second alternative includes the upgrades proposed in alternative 1 plus the addition of a sidewalk between Walnut Way and Roth Road.

COLLISION DIAGRAM

Primary Street:

Secondary Street:

Time Period:

Agency Name:

Mapping Summary:

Fatal Collision 1

Injury Collision 2

Mapped 3

Not Drawn 0

Total 3

- Straight
- ↶ Left Turn
- ↷ Right Turn
- ↶ U-Turn
- ↷ Overturned
- ↶ Ran Off Road
- ⇄ Stopped
- ⊞ Parked
- 🚶 Pedestrian
- 🚲 Bicycle
- 📦 Object
- Fatal Crash
- Injury Crash



Date Created: 09/12/2017

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Locations of recent reported injury and fatal pedestrian and bicycle-involved collisions in downtown Willow Creek as mapped through the Transportation Injury Mapping System through UC Berkeley.

Community Outreach:

MCC leaders and RCAA staff worked together to plan outreach and community input opportunities for this project. MCC leaders conducted outreach for the Community Walk, Observation & Workshop throughout the Willow Creek area. RCAA assisted with personal invitations to key stakeholders such as law enforcement, Caltrans, etc. MCC leaders led an informal meeting ahead of the workshop at the Willow Creek CSD on October 6, 2017 to gather initial input on safety concerns in downtown Willow Creek and publicize the upcoming community workshop. Flyers, PSAs, direct invitations, and other outreach tools were used to advertise for the community workshop.

The Community Walk, Observation & Workshop was held in Willow Creek on Wednesday, November 15 to observe firsthand the conditions for walking and biking within downtown Willow Creek and to and from local schools (Creekside Learning Center and Trinity Valley Elementary), to identify ways to improve safety for all modes of travel, and share ideas for potential improvements. The walk was held on a blustery, rainy day but that did not deter participation, as over fifty people took part. The non-profit DreamQuest hosted the workshop and provided a warm, welcoming atmosphere for people of all ages to participate in the walk and subsequent workshop. A free community dinner was also served and enjoyed by all. Participants in the workshop noted that the event was very engaging and that they were surprised by the number of people in attendance including so many “official” people (e.g. elected officials, Caltrans staff, law enforcement, County Public Works staff).



Community Walk & Observation Attendees:

The Community Walk & Observation and the workshop following was attended by over 50 people. Participants in the walk and workshop included local residents, parents, children aged 2 to early teens, Fifth District County Supervisor Ryan Sundberg, County Public Works director Tom Mattson, California Highway Patrol (CHP) Officer Burns, a Deputy Sheriff from the Trinity Division substation, RCAA staff, County DHHS Healthy Communities staff, Humboldt County Association of Governments staff, Willow Creek Community Services District staff, KT-NET board member, and Caltrans District 1 staff. The workshop helped strengthen relationships between community members and local decision-makers.

Community Walk & Observation Process:

Participants first gathered at DreamQuest, and RCAA staff led an overview presentation about the project goals, timeline, existing conditions/concerns voiced so far, potential infrastructure solutions to fit the context of Willow Creek, and the process for the walk and workshop. Attendees then grabbed bright yellow vests, clipboards, and rain gear in preparation for the walk and observation.

RCAA staff led the group on a walk throughout downtown Willow Creek, stopping at key locations and discussing concerns or asking questions about what residents and students experience on a daily basis. The walking route can be seen below. The pages that follow show photographs from the walk and note key observations.





Parking lot with post office/DreamQuest/River Song does not have clear area for pedestrians to walk. Need clear walking area within the parking lot and from Country Club to the “sidewalk” along buildings.



Pedestrians crossing Country Club from Terrace to parking lot, a location recommended for a crosswalk.



Many pedestrians cross Country Club at Terrace to get to Creekside Learning Center on Terrace or access DreamQuest and other businesses located in the shopping area, yet there are no crosswalks and little traffic calming along this stretch of Country Club. The existing school zone sign on Terrace is not visible from Country Club.



Participants discuss potential traffic calming and crossing enhancements at the corner of Maytan and Country Club where the bus from Trinity Valley Elementary drops off students at the end of each school day.



Streets within downtown Willow Creek that connect to key community services lack walking facilities, such as Mayfair, Maytan and Terrace. There is sufficient right-of-way for sidewalks, yet these hardscape improvements may be too costly in the short term. Striped walking lanes or an asphalt path along the roadway could be lower cost, short term solutions.



People frequently walk on Highway 96 to access the bus stop and services in downtown Willow Creek. There are no walking facilities between downtown and the bridge over Willow Creek, and an incomplete path to Trinity Valley Elementary.



The bus stop near the intersection of Highways 96 and 299 is well-utilized. Many people walk to the bus stop and cross Highway 96 to do so. Lighting could be improved near the bus stop and library to improve pedestrian safety. There may also be interest in moving the bus stop to a location that could accommodate ADA access simultaneously to three buses from different systems. Seating for waiting passengers may also be beneficial.



The library is a key destination but has no pedestrian facility leading to it. Cars frequently cut through the library parking area to access the Credit Union. The group discussed the possibility of a walking path along Maytan and a walking lane striped within this parking area.



Participants observe traffic on Highway 299 and share the need for pedestrian facilities east of Walnut Way to Panther Creek Road.



Large trucks traverse Highway 299 looking south from Walnut Way where pedestrian facilities end within view. One resident commented, "We need a sidewalk here so bad!"



Participants of all ages walk facing traffic along Mayfair between Walnut and Country Club. This is another location where a striped walking lane or asphalt path could provide a lower cost walking facility.

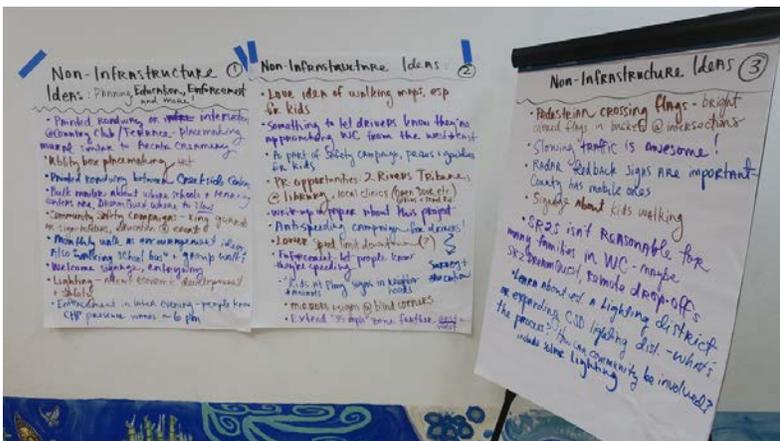
After the Walk & Observation, participants reconvened at DreamQuest to write ideas and safety concerns down on tabletop maps and discuss next steps for the project. Participants gathered around three stations focused on: 1) downtown Willow Creek “proper”, 2) the greater Willow Creek area, to consider improvements outside the immediate downtown area, 3) non-infrastructure education ideas to improve safety. Participants regarded the ideas that were voiced during the walk, and came up with potential engineering, education, and enforcement strategies.



A small group records ideas and concerns on table-top maps following the community walk. Most participants and their families stayed for the entire workshop. Several participants were not able to join for the walk but were able to participate in the mapping exercises.



Community input on walking and biking concerns in the greater Willow Creek area are recorded on post-it notes.



Non-infrastructure education, enforcement and encouragement ideas brainstormed during the workshop.

The following sections detail the recommendations stemming from the identified concerns of participants.

Primary Concerns:

- Speeding, particularly down the hill on Country Club Road
- Lack of safe pedestrian crossing of Country Club Road
- Need for sidewalk/path infill within downtown along Country Club, Maytan, Mayfair and Terrace
- Lack of lighting near bus stop and library
- Lack of pedestrian facilities on Highway 299 from Walnut east to Panther
- Lack of complete, safe walking route to Trinity Valley Elementary, especially from the nearby apartments

Additional concerns that seem to be low-hanging fruit

- Need No Parking clearly posted/painted along sidewalk in front of Subway and Patriot Gas Station on Highway 299. People park on the sidewalk because it doesn't really look like a sidewalk.
- Several areas with vegetation need to be trimmed back for improved visibility, including at the Terrace and Walnut intersection and in front of the Espresso Shop.

Recommendations and Action Items:

Groups reported out on what concerns they identified and which engineering, education and encouragement strategies they proposed to solve the issues. Mountain Community & Culture representatives then worked with RCAA staff to analyze group recommendations and prioritize into short-term, mid-term and long-term categories. Participants have committed to taking action on short term recommendations that would result in improved safety for pedestrians going to and from the two schools.

Cost-saving measures

While sidewalks throughout downtown Willow Creek were preferred by participants, there was also a recognition that sidewalks are a costly improvement and may be a more realistic long-term recommendation. Community members felt that other lower cost walking facilities could meet the need for a designated place for people to safely walk in downtown Willow Creek.

Several lower cost walking facilities have been implemented in other communities in Humboldt County. Following a similar community walkability assessment, an asphalt path was constructed within the public right-of-way of Dows Prairie Road in McKinleyville to fill a gap from Dows Prairie Elementary School and a nearby neighborhood. Dows Prairie School and the Countywide Safe Routes to School Task Force completed a Rural Transportation and Access Partnership (RTAP) application and worked with County Public Works and in-kind contributions from local contractors to construct the path.



Low cost asphalt path along rural Dows Prairie Road.

Another potentially feasible walking facility could be a striped walking lane or striped walking and biking lane. These facilities utilize pavement markings and striping to clearly delineate areas along the roadway shoulder for walking and/or biking. The City of Arcata recently striped a walking lane within the Arcata Marsh and Wildlife Sanctuary to connect two trails, and the County striped a walking and biking lane on McKinleyville Avenue to provide a safe route for students walking and biking to McKinleyville High School.



Next Steps – Short-term Recommendations

	Action	Who	Timeline
1.	Radar feedback sign on downhill of Country Club before Terrace	County	Winter 2018
2.	Tree/brush trimming at key locations to improve visibility (e.g. Terrace and Walnut, Terrace and Country Club, and Maytan and Country Club)	Property owners with support/request from community members	Winter 2018
3.	Stripe crosswalk across Country Club at Terrace with red curb no parking for visibility on west side of Country Club	County Public Works with Board of Supervisors ordinance to remove one parking space	Summer 2018
4.	Stripe walking lane on Terrace	County	Summer 2018
5.	Stripe crosswalks at Country Club and Maytan intersection	County	Summer 2018
6.	Pavement markings to show one way through espresso shop parking lot	Property owners with support/request from community members	Summer 2018
7.	Asphalt path on Maytan between Country Club and Highway 96	MCC & RCAA writing RTAP proposal, with County support	Fall 2018
8.	Asphalt path/walking lane on Mayfair between Country Club and Walnut	MCC & RCAA writing RTAP proposal, with County support	Fall 2018
9.	Painted intersection at Terrace and main parking lot	MCC and community partners with encroachment permit and County approval	Fall 2018
10.	Reposition school zone sign on Terrace so it is visible from Country Club Road	County	Fall 2018
11.	Fog lines on Country Club from the downhill to Highway 299	County	Fall 2018

Next Steps – Mid-term Recommendations

	Action	Who	Timeline
1.	Pedestrian activated flashing beacon and bulbouts at crosswalk across Country Club with advance warning signage	County through	2019
2.	Bulbouts at Maytan and Country Club	County	2019
3.	Improve parking lot – ingress/egress, walking areas, pavement markings	Property owners with support/request from community members	2019
4.	Complete a study to develop a vision of trail system throughout greater Willow Creek	“Willow Creek Trails Group”	2019
5.	Install solar overhead lighting at existing bus stop	Humboldt Transit Authority	2019
6.	Complete walking path to Trinity Valley Elementary between school and apartments	Klamath Trinity School District, CSD, “Willow Creek Trails Group”	
7.	No Parking clearly posted/painted along sidewalk in front of Subway and Patriot. People park on the sidewalk because it doesn't really look like a sidewalk.	Caltrans	
8.	Mark walking lane from Maytan to Coast Central	Property owners with support/request from community members	
9.	Walking facility and widened shoulders from Walnut to Roth Road	Caltrans	Possibly 2020

Next Steps – Long-term Recommendations

	Action	Who	Timeline
1.	Sidewalk infill	County + property owners when development occurs	
2.	Consider additional lighting at bus stop on 96 and Maytan/96 intersection	CSD with MCC	
3.	Pedestrian activated flashing beacon at crosswalks across 299	Caltrans	
4.	Narrow lanes on 96 from bridge to 299	Caltrans	
5.	Complete trail between downtown and path to Trinity Valley Elementary/Big Rock	Caltrans	
6.	Walking facility from Walnut to Panther Creek Road	Caltrans	
7.	Radar feedback sign on 299 just west of Willow Creek for eastbound traffic	Caltrans	
8.	Develop walking facility from downtown to Veterans Park	County + community support	
9.	Trail from Veterans Park to Creekside Park	“Willow Creek Trails Group”	
10.	Consider relocation of bus stop to have space for three buses to line up with ADA accessibility	KTNET, HTA, Caltrans, County	

Non-Infrastructure Ideas

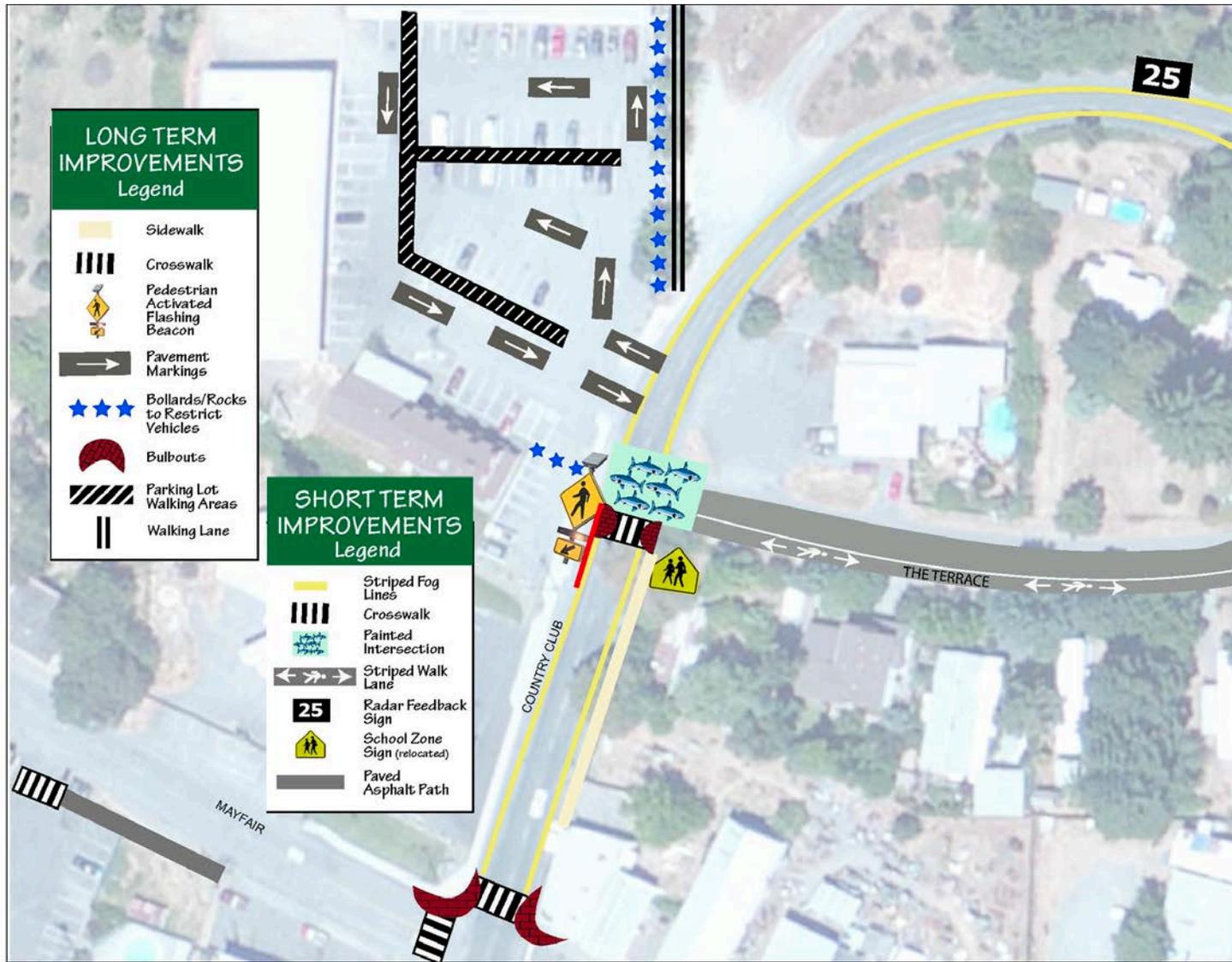
- Utility box place-making art
- Painted roadway between Creekside Centers
- Bulk mailer about where schools and learning centers are, DreamQuest, where to slow
- Community safety campaigns- crossing guards or sign-holders, education at events
- Monthly walk as encouragement idea
- “Kids and Animals at Play” signs in neighborhoods
- Walking map for families
- Publicity about this project in local papers
- Additional welcome signage in Highway 299 right-of-way, entryway linked with a safety campaign
- Pedestrian safety flags at key crossings

Improvement Concept Visuals

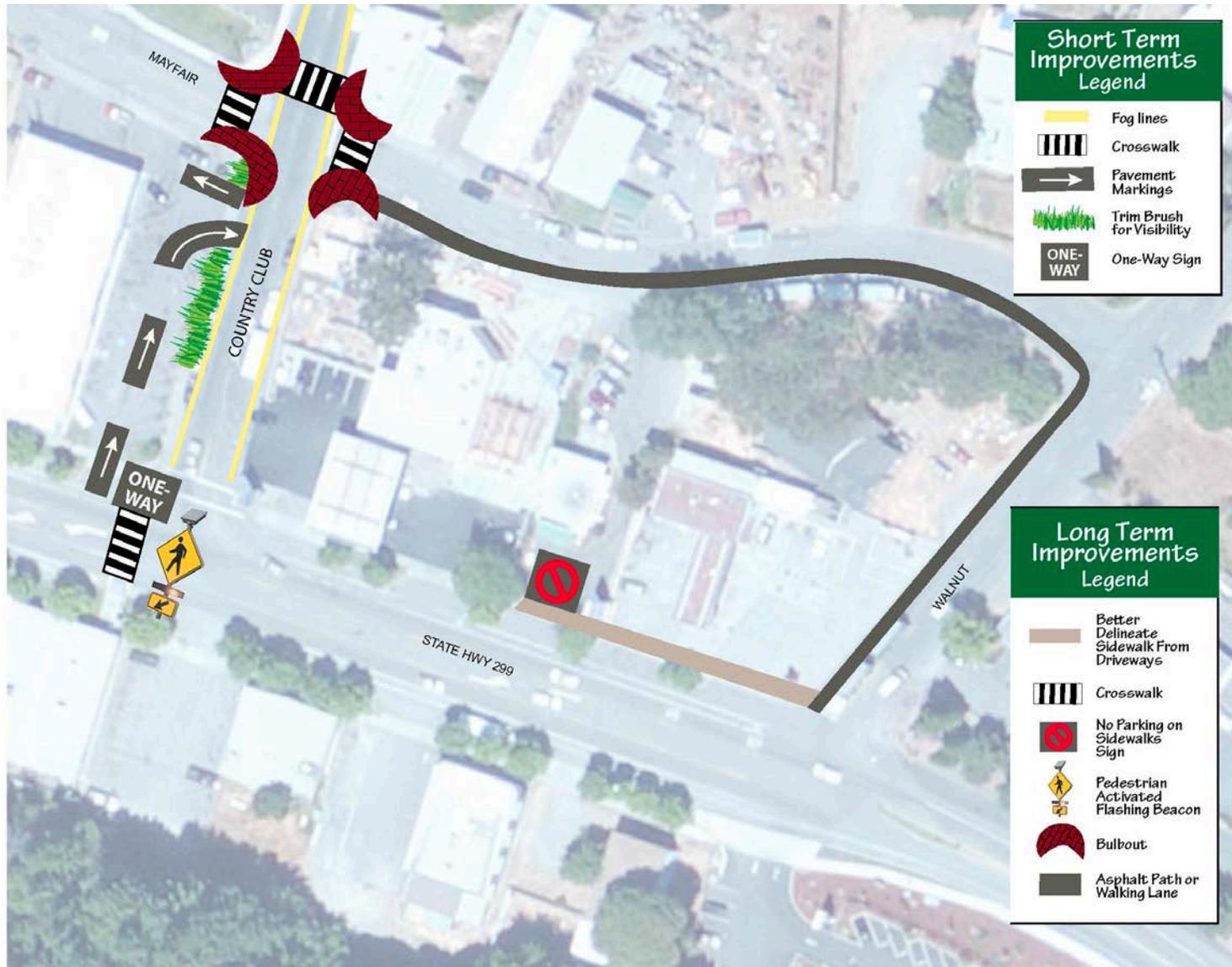
Key short-term and mid/long-term recommendations as detailed in the above tables are shown in concept visuals by location on the following pages. These concept visuals are intended to convey recommendations to the community and decision-makers in an approachable manner, and are not necessarily to scale or to be used for detailed engineering purposes. Multiple types of proposed walking facilities (e.g. asphalt path, sidewalk, striped walking lane) are indicated with different symbologies in the legend.

Locations of Recommended Improvements

- Shopping Center Parking Lot and Country Club/Terrace intersection
- Country Club, Highway 299, Walnut and Mayfair
- Highways 96 and 299
- Terrace and Walnut
- Walnut Way to Panther Creek Road
- Downtown to Trinity Valley Elementary
- Greater Willow Creek Trail Vision

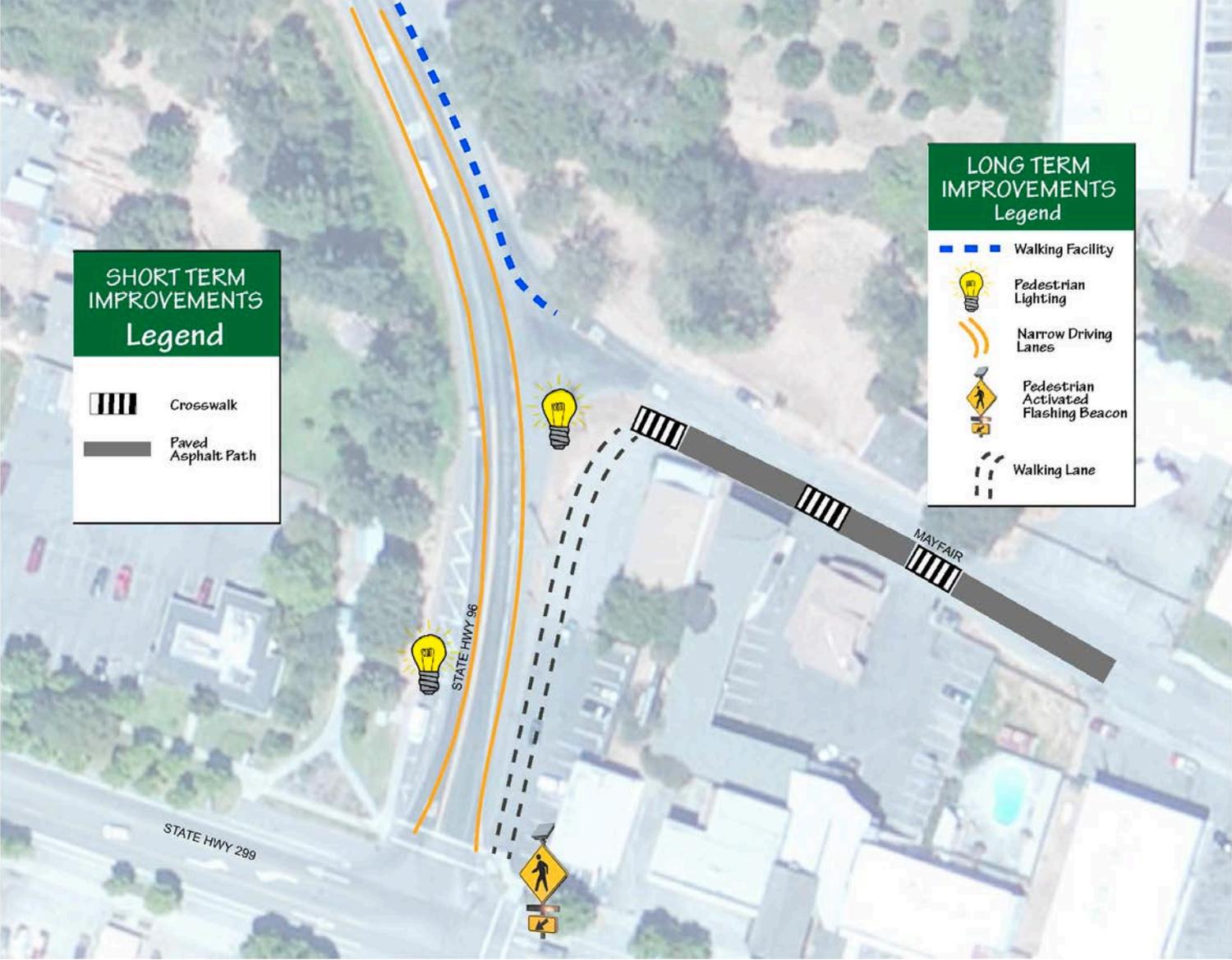


Location:
 Shopping Center
 Parking Lot and
 Country
 Club/Terrace
 Intersection



Location:
Country Club,
Walnut Way
and Highway
299

Location:
Highways 96
and 299





Location:
Terrace and
Walnut



Location: Walnut Way to Panther Creek Road along Highway 299



Location: Downtown to Trinity Valley Elementary along Highway 96

Location:
Greater
Willow
Creek Trail
Vision



Follow Up on Lighting in Downtown Willow Creek

The Willow Creek Community Services District (CSD) is the primary provider of water, recreation and street lighting to the Willow Creek community. Street lighting is more frequent along the Highway 299 business corridor, and these businesses currently pay into a lighting assessment district to benefit from these additional street lights. Lighting generation rates are often cheaper through a public district. There may be an opportunity to work with the CSD and Caltrans to install additional street lighting near the bus stop and library on Highway 96 just north of Highway 299. The current assessment district rate payers pay for lighting generation costs, and any new lighting would need a plan for paying these costs.

The Humboldt Transit Authority (HTA) which maintains the Willow Creek bus stop has also received feedback from the community that additional lighting at the bus stop is desired. HTA has explored the possibility of installing solar lighting at the bus stop that would not require tying in to PG&E or paying a monthly cost. The solar lighting could be overhead and illuminate the area directly in front of the bus stop. HTA will need to examine potential locations for this lighting but has already identified a potential transit funding sources for the lighting and estimates it would be about \$10,000.

Follow Up with Caltrans District 1 Staff

The project team followed up with Caltrans staff following the Community Walk regarding community concerns and recommendations within the Highway 299 and 96 rights-of-way. Some community recommendations were deemed infeasible by Caltrans staff due to safety or geometry concerns on the roadway. As an example, Caltrans staff shared after the workshop that a crosswalk across Highway 299 at Walnut Way would be very unlikely due to impaired visibility at that location because of a curve in the highway to the east.

During the walk, CHP Officer Burns asked when a speed survey was last conducted along state highways through Willow Creek. Following the workshop, Caltrans District 1 staff shared that two Engineering and Traffic surveys (E&TS) for Willow Creek were done in May 2015 (01-HUM-96-0.0/1.0) and October 2017 (01-HUM-299-38.38/R39.8). Both E&TS approved no changes to existing speed limits. In addition, the District has planned a seismic retrofit in 2020 for the Highway 96 bridge over Willow Creek, but has no plans to replace bridge.

Caltrans District 1 has programmed the Willow Creek Safety Project for 2020. While wider roadway shoulders and a paved bus turnout are proposed in both alternatives for this project, participants in the Community Walk & Observation greatly preferred Alternative 2 which would add sidewalk from Walnut Way to Roth Road.

Greater Willow Creek Trail Vision

While this Community Walk & Observation focused on safety for walking and biking within downtown Willow Creek, community members also shared ideas and concerns about walking to key destinations within the greater Willow Creek area. Trinity Valley Elementary is located just north of downtown, and past Safe Routes to School efforts have built a section of asphalt path parallel to Highway 96 south of the school, but the path does not yet fully connect downtown to the school. Participants indicated at the workshop that a priority could be completing a walking facility between Trinity Valley Elementary and apartments located just south of school. Eventually, improved walking facilities along Highway 96 could provide a safe route between downtown and the school.

A Willow Creek trails group appears motivated to work towards developing a community vision for a connected trail system around Willow Creek. Several individuals have been exploring the potential for a trail along the Flowers McNeil Road, which remains a public right-of-way though is no longer a road. This roadway went from Veterans Park area to Willow Creek (the creek) where Highway 96 crosses the creek. This roadway can be seen on old aerial photos from 1952. This alignment would effectively connect Veterans Park and Creekside Park. Individual community members have been in conversation with the current property owners of the parcels which the proposed trail would pass through. Although there is an existing trail to the creek at Creekside Park, a bridge would be needed to make additional connections. Many Willow Creek residents drive to the airport strip and Big Rock river access area to walk. As this location is across Highway 96 from the existing path along Highway 96, crosswalk improvements across Highway 96 could make this destination more accessible and welcoming on foot.

A greater Willow Creek Trails Vision could also explore opportunities to connect downtown to the recreation areas of Veterans Park and Camp Kimtu along the Trinity River. Currently, Country Club Road north of downtown is narrow and winding, with little room for safe pedestrian travel. While on-road improvements could be explored, there could also be the potential for a future public access easement between Terrace Way and Kimtu Road (see Greater Willow Creek Long Term Improvements concept).

There could be opportunities to further explore and document the Willow Creek community's trail vision, perhaps as a next phase of this walkability effort. Funding for such a study could come from a variety of sources, and Six Rivers Health Clinic and St. Joseph Hospital may be potential sources. The Willow Creek community could also advocate to include this greater Willow Creek trail system concept within future pedestrian/bicycle/trail planning efforts conducted by the County or Humboldt County Association of Governments (HCAOG). HCAOG periodically updates the Regional Transportation Plan and Regional Bike Plan, and including a Willow Creek Trail Vision in these documents could help to secure funding and demonstrate initiative to potential project partners.

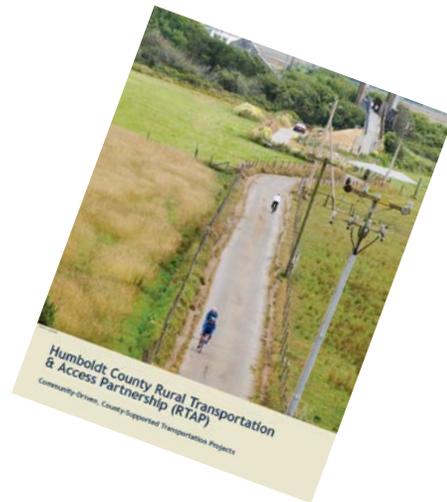
Funding Opportunities

Rural Transportation and Access Partnership (RTAP)

The RTAP program was created within Humboldt County Public Works to help rural communities overcome transportation challenges and improve access to key destinations via all modes of transportation. The program is a matching program to help address unfunded transportation needs through community partnerships. The RTAP Application and Proposal Guide (available online here:

<https://www.yumpu.com/en/document/view/24003860/rural-transportation-access-partnership-county-of-humboldt>)

walks through the proposal requirements. Once a project is approved by the County, staff can typically help with the design and installation while the community would fundraise or seek in-kind donations of materials. Past projects have involved in-kind materials and equipment donations from local contractors. Willow Creek could consider partnerships with Mercer Fraser which has an operation just north of town or other local contractors or community members with building equipment and skills. One successful RTAP project was completed by Dows Prairie School in north McKinleyville, with assistance from the Countywide Safe Routes to School Task Force, and which resulted in an asphalt path separated from the roadway 500 feet in length to connect the school to a nearby neighborhood.



Measure Z

Measure Z, a half-cent sales tax, was passed by Humboldt County voters in November 2014 to pay for maintaining and enhancing public safety services and resources. In February 2017, Mountain Community & Culture successfully advocated for the funding of this walkability study with Measure Z funds. Some Measure Z funding has been allocated to roads and limited walking and biking improvements in other unincorporated areas. The next call for project proposals for Measure Z funding is due February 23, 2018. Funding for several of the short-term recommendations in this report could be pursued through Measure Z.

Safety Funding through SB1

With the passage of SB1 in 2017, California will invest \$54 billion over the next 10 years to make necessary road safety and public transit improvements to every California city and county. As a result of the passage of SB1, approximately \$100 million new dollars will be added to Caltrans' Active Transportation Program (ATP) (see below) annually over the next decade. The Humboldt County Association of Governments (HCAOG), our Regional Transportation Planning Agency, estimates that Humboldt County and its incorporated cities will receive \$91.6 million over the next ten years through SB 1. Projects funded by these dollars will improve roadway

conditions and safety for all users and all transportation modes, including repaving and emergency road repairs. Humboldt County is anticipated to receive some funding from SB1 by formula (not competitive) specifically for safety improvements such as improved pedestrian crossings.

Other Grant Opportunities

State and private grant sources could also be considered to fund infrastructure improvements. California's Active Transportation Program (ATP) is administered by the California Transportation Commission and Caltrans as a competitive grant program for walking, biking and trail improvements. A successful application must focus on improving walking and biking opportunities for transportation purposes, and demonstrate safety concerns. The ATP call for projects involves a statewide competition for eligible projects and a set aside of funds competitively available to jurisdictions in small urban and rural regions.

Local grant sources may also be a viable option for a phase of this project. Humboldt Area Foundation has several grant programs that support community-led efforts and has a valuable grants database to search for applicable grants. HAF may also have funds specifically to improve community life in the Trinity/Klamath Rivers region. Coast Central Credit Union has a twice-yearly Community Investment Program, and St. Joseph Health also has frequent grants available.

Frontage Improvements as part of Development

As property owners in downtown Willow Creek consider development or further improvements on their property, the County may require frontage improvements as a condition of the development, which could enhance the sidewalk network in the downtown area. While this process may be long-term and connect the walking network in a piecemeal fashion, it is helpful to consider this possibility.

Next Steps

Mountain Community & Culture representatives and RCAA staff shared the draft Willow Creek Walkability Study with County Public Works staff in early February. The goal of this discussion was to understand the County's perspective on the feasibility of recommendations and gain support for viable short-term improvements to pursue. MCC and the County also discussed potential funding pathways for key improvements. RCAA refined the draft study, particularly the short- and mid-term recommendations following the meeting with the County.

MCC representatives and RCAA will present the completed Walkability Study to the Willow Creek community in early April. The project team will seek input on short, mid and long-term recommendations and gain an understanding of which recommended improvements have the most momentum in the community.

RCAA will then work with MCC in winter/spring 2018 to apply to RTAP, Measure Z, or other funding pathways for selected short term improvements. MCC and the Willow Creek community will solicit in-kind or potential matching funds for the

RTAP proposal (such as donated time or materials from contractors, community donations, etc). RCAA and MCC will continue to check in with County Public Works to ensure clear communication. Hopefully one or more short-term improvements can be carried out by the community and the County by summer 2018.