

2024

Arcata Local Road Safety Plan



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EXECUTIVE SUMMARY

The City of Arcata started working on the LRSP in 2021. The LRSP is a data-driven plan expected to identify safety issues throughout the City, develop future safety goals incorporating concerns from the public and a variety of stakeholders, expand methods for monitoring and evaluating the success of existing and future safety efforts, and help develop, prioritize, and implement future roadway safety improvement projects.

Anticipated areas of focus for the City's LRSP will be to:

- Increase pedestrian and bicyclist safety throughout the City with additional emphasis and analysis around local schools
- Reduce speeding
- Reduce impaired (DUI) driving
- Improve driver and bicycle education
- Improve connectivity and access to transit
- Reduce intersection crashes
- Reduce improper yielding incidents
- Reduce hit and run crashes
- Reduce total collision incidents and collision injury severity



INTRODUCTION

The Arcata Local Road Safety Plan (LRSP) represents a comprehensive and collaborative effort to enhance road safety in Arcata. The LRSP aims to create an environment where all road users can travel safely and confidently. By addressing the unique challenges faced by Arcata and identifying high-risk areas and road collision factors, this plan aims to reduce crashes, injuries, and fatalities through evidence-based interventions and community engagement. Even one death from a roadway collision is unacceptable. The City of Arcata is committed to eliminating all transportation-related fatalities and serious injuries in Arcata by 2030, known as vision-zero. By prioritizing the local community's well-being, the City of Arcata aspires to create an environment where everyone can travel and commute confidently, knowing that their city roadways have been designed to be as safe as possible.

The LRSP will provide collision analysis and use feedback from the community to present researched countermeasures the City of Arcata will employ to correct dangerous roadway features and driving behaviors. The LRSP will encompass many focus areas, including pedestrian safety, bicycle infrastructure, traffic calming measures, signage and markings, and public education campaigns. This plan recognizes the importance of data-driven decision-making and community input. Through analysis of traffic crash data and community outreach responses, the City of Arcata can target interventions effectively and implement impactful safety improvements.

The LRSP is not a static document. It is an adaptable plan that will evolve to meet the changing needs of our community. Regular evaluation, feedback, and collaboration with stakeholders will allow the city to monitor progress, identify emerging challenges, and refine strategies for continuous improvement. The City of Arcata will work relentlessly to create a culture of safety, responsibility, and respect on our roads and ultimately make The City of Arcata a model City for road safety, where every individual can navigate the streets without fear.

PURPOSE OF THIS PLAN

The City of Arcata's Local Road Safety Plan (LRSP) is intended to identify safety issues throughout the City, develop future safety goals incorporating concerns from a variety of stakeholders, expand methods for monitoring and evaluating the success of existing and future safety efforts, and to help develop, prioritize, and implement future roadway safety improvement projects.

Anticipated areas of focus for the City's LRSP will be to increase pedestrian and bicyclist safety throughout the City with additional emphasis and analysis around local schools and hospitals.

The LRSP goals are to:

- to reduce speeding, to reduce impaired (DUI) driving
- to enhance education for young drivers
- to improve public transit
- to reduce all types of crashes



MISSION & GOALS:

The City of Arcata will strive to eliminate all transportation-related fatalities and serious injuries on our local roadways by developing a diverse transportation infrastructure focused on community health, safety, and equity while increasing access to non-motorized and climate-conscious modes of travel.

1. The City will endeavor to achieve and maintain zero transportation-related fatalities and serious injuries in Arcata as soon as possible, and by no later than 2030.
2. The City aims to implement Complete Streets Policies to increase and maintain safe transportation infrastructure for non-motorized roadway users and transit users.
3. The City will strive to increase perception of roadways as public spaces for community use other than driving, such as dining, shopping, and living.
4. The City aims to create more flexible and versatile design elements that are sustainable and safe for all users.



SAFETY PARTNERS AND STAKEHOLDERS

This plan has been carefully crafted through a collaborative effort between stakeholders, including local government authorities, transportation agencies, law enforcement, community organizations, and concerned citizens. By bringing together diverse perspectives and expertise, the City of Arcata aims to create a comprehensive roadmap that addresses the specific challenges faced by Arcata and sets forth actionable steps to enhance road safety.

- Partner/Stakeholder 1: Redwood Community Action Agency (RCAA)
- Partner/Stakeholder 2: Humboldt County Association of Governments (HCAOG)
- Partner/ Stakeholder 3: Mike Wilson, 3rd District Supervisor
- Partner/Stakeholder 4: Natalie Arroyo, 4th District Supervisor
- Partner/Stakeholder 5: Luke Biesecker, Superintendent Arcata School District
- Partner/ Stakeholder 6: Greg Pratt General Manager, Humboldt Transit Authority (HTA)
- Partner/ Stakeholder 7: Alexis Kelso, Caltrans District 1
- Partner/ Stakeholder 8: Josh Wolf, Civil Engineer GHD
- Partner/ Stakeholder 9: Colin Fiske, Coalition for Responsible Transportation Priorities
- Partner/ Stakeholder 10: Angela Landry, Sunny Brae Middle School Principal
- Partner/ Stakeholder 11: Fred Hanks, Recology Supervisor
- Partner/Stakeholder 12: The City of Fortuna
- Partner/ Stakeholder 13: The City of Eureka
- Partner/ Stakeholder 14: Humboldt County Safe Routes to School (SRTS)
- Partner/ Stakeholder 15: Beth Wylie, Charter Director at Fuente Nueva
- Partner/ Stakeholder 16: Mellody Mallick Senior Health Education Specialist, Humboldt County Public Health



PLAN DEVELOPMENT PROCESS

The City of Arcata partnered with the Redwood Community Action Agency (RCAA) to form the Project Team. Their role was examining existing conditions and data, organizing community outreach, and developing the LRSP document. The Project Team formed a stakeholder committee of representatives from local government authorities, transportation agencies, community organizations, and concerned citizens known as the Project Task Force. Collaboration, communication, and engagement with stakeholders and the community played a pivotal role.

The Task Force provided context to the community outreach data reminding the Project Team:

- exercise caution when considering community feedback around roundabouts as they have become a topic of debate and should instead look at the actual data around them.
- data doesn't represent a comprehensive population sample and the results don't reflect the public opinion of the entire Arcata community.
- the importance of issues regarding equity and enforcement. While the public may encourage more robust enforcement as a countermeasure, city officials must be sensitive to enforcement inequities around communities of color and focus on implementing proven engineering solutions to abate road hazards.
- levels of illiteracy are high in Humboldt County, and the surveys are also not reaching this population.



Methods to Generate Outreach Data

Survey

The City of Arcata and RCAA, with the help of the project's Stakeholder Working Group, created a survey to help the Project Team gauge problematic or unsafe areas within Arcata and identify potential improvements that could increase the safety of our local roadways.

The survey was available electronically on the project website maintained by the City of Arcata in English and Spanish. RCAA staff provided surveys to the community while tabling at outreach events. The English survey received 95 responses, and the Spanish survey received 18 responses. See Appendix B for graphs summarizing survey data.

Street Story

Street Story is an interactive map where individuals can post their collision history, near-misses, road hazards, and other road safety information in the City of Arcata. The Project Team promoted the use of Street Story at outreach events.

Street Story is developed and maintained by SafeTREC, a University of California, Berkeley research center. See Appendix A for Street Story data.

Tabling Events

RCAA staff generated community input around road safety priorities and emphasis areas by encouraging participation in Street Story and the Survey. RCAA asked questions about collision and near-miss events, road-safety improvements, and unsafe areas of Arcata for drivers, bikers, skaters, pedestrians, or other non-motorized users.

Events were held on August 28, 2022 at the Bike Rodeo event at Carlson Park, September 18, 2022 at the North Country Fair, and October 4, 2022 at the Sustainable Transportation Fair. Over 200 people were reached.

See Appendix C Table 1.C

District English Learner Advisory Committee (DELAC) Meeting

RCAA staff attended the DELAC meeting of Spanish-speaking families, facilitated by Lucy Salazar on September 12th, 2022. An overview of the LRSP was given, and hard copies of the Spanish survey were passed out. The attending members provided direct road safety feedback. This data was combined with the data generated from the tabling events.

See Appendix C Table 1.C

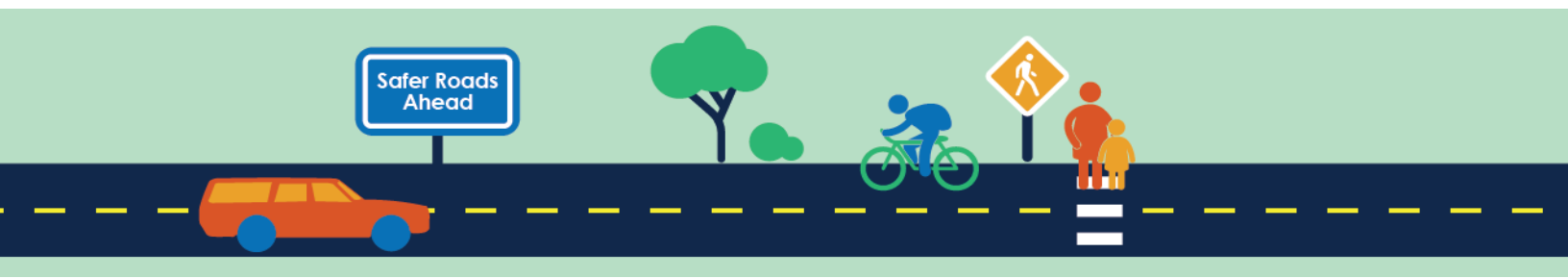
Community Workshop



The City of Arcata hosted a community workshop on November 2, 2022. The Project Team opened with LRSP goals and community-building topics. They discussed the methods used to generate road safety input and gave an overview of the outreach events as well as additional data sources including collision reports, state database results, the Street Story website, and the Survey were summarized.

The facilitators divided the participants into three small groups to discuss road safety. Each group was given a printed aerial photo/map of the City of Arcata to identify road safety needs for motorists, pedestrians, mobility device users, and bicyclists. Potential risk factors and areas to be emphasized in the LRSP were identified. A total of 16 community members and 6 members of the Project Team participated in the event.

See Appendix C Table 1.C



PREVIOUS FINDINGS

Known Problems/Emphasis Areas:

- Pedestrian vs. Car Crashes
- DUIs/ Impaired Driving
- Hit and Run Incidents
- Intersection Crashes
- Traffic Collisions around the Plaza
- Inexperienced Drivers Unfamiliar with the Area and Weather Conditions
- Speeding
- Unstriped Roads/Poorly Striped Roads
- Insufficient Signage
- Inadequate Bicycle Traffic Support
- Unmarked Crossing Areas
- Absent Pedestrian Sidewalks

Existing Efforts:

- Street Construction Projects
- Road Maintenance
- Pedestrian Improvement Projects (Crossing Flashers, Center Islands, Crosswalk Striping)
- Bike Trail Projects
- Streetlights
- Traffic Calming Circles, Speed Bumps
- Speed Feedback Signs, Speed Studies
- Bike Rodeo Event
- Free/Inexpensive Bus Passes
- Enhanced Signage



SURVEY DATA ANALYSIS

Top 3 Survey Results

#1 Ranked Highest Safety Concern — Bike Lanes and Bike Safety

Bike safety and bike lane improvements were the highest priority to increase transportation safety for survey respondents (Survey Questions 8 and 22). Specifically, the areas to improve should be Sunny Brae, Old Arcata Road, 12th and K St, L St, 11th St, and H St. This supports the data generated from the outreach tabling events.

The Survey showed that the community prioritizes wide, well maintained, unobstructed, dedicated bike lanes protected from cars, that are connected throughout the City of Arcata. Community members noted that bike lanes should have more protection on arterial roads where cars frequently speed. Specifically, several respondents noted that the G & 16th intersection “bicycle turn-box feature” is unsafe and should be redesigned.

#2 Highest Ranked Safety Concern — Signage, Flashing Lights, Pedestrian Safety, and Intersection Improvements

Improvements to design and configuration of intersections was the second highest concern among the community regarding both pedestrian and traffic safety in the Survey. Community outreach events showed this to be one of the highest concerns as well (Survey Questions 7, 8, 22).

Increased and improved road signage, flashing lights, and safety messages were considered the highest safety priorities by community members who attended the outreach events. These improvements are most needed along G St at the intersections of 14th, 15th, and 16th St and Pacific Union School. Respondents noted they would like to see four stop signs instead of two at all four-way intersections in the City of Arcata, especially at 8th and 9th St.

#3 Highest Ranked Safety Concerns (Tied) — Sidewalks/Crosswalks, Speeding/Distracted Driving

Sidewalks/Crosswalks

Improvements to sidewalks and crosswalks tied with speeding concerns as the third highest safety priority for community members. The public would like the City of Arcata to create more sidewalks with lighting on rural roads and maintain them better. Several people mentioned that narrow, obstructed, and incomplete sidewalks are a problem throughout the City. The public wants to see high-visibility crosswalk infrastructure, such as pedestrian-activated flashing beacons or crossing countdown times, Citywide.

Sidewalk connectivity needs to be fixed on 8th St, and improvements should be made on the West Side of Alliance between 11th and 14th, and on Janes Rd. Additionally, the City should focus crosswalk and sidewalk improvements on L St, K St, Sunset Ave, 17th St and Alliance, and LK Wood.

Speeding/Distracted Driving

Community members indicated Arcata has problems with speeding due to Humboldt County having a culture of speeding, distractions from cell phones, and impaired driving. They voiced that creative measures beyond speed reduction infrastructure improvements must be used, that both increased enforcement and more robust PSA campaigns



for drunk or distracted driving are necessary. Many respondents suggested slow-down driving campaigns such as 'I Drive 25' and collaborative projects with CPH Associated Student Body.

Along with signage, speed bumps, other speed reduction infrastructure, and speed enforcement, there are *new* ways for local jurisdictions to lower speed limits. Although reductions are not yet available in residential areas, lowering limits in districts with business designations is currently possible. It was suggested that the City investigate these potential solutions more thoroughly. Streets that should be prioritized are Alliance, K St, 11th St, H St, and 7th St.

Additional Safety Topics

Roundabouts

Roundabouts were the next priority for safety improvements. The opinions of roundabouts were evenly split between respondents who viewed them favorably or unfavorably. Respondents who viewed roundabouts favorably indicated they are useful for slowing down traffic and should be used more frequently throughout the City. Generally, those respondents who viewed roundabouts unfavorably indicated they view them as unsafe for pedestrians or bicyclists.

When installing new roundabouts, the City of Arcata should consider different infrastructure design elements and public education programs. Some options with protected bike and pedestrian lanes separated from regular traffic may be favorably received. An Arcata resident who attended an outreach event remarked that the roundabout on Foster Ave in Arcata is a good example of the kind of roundabout they want, as this design allows bikes to go on the sidewalk.

Enforcement

In the Survey, enforcement was shown to be important, but it was not significant at community outreach events. Most respondents indicated they want speed limits and distracted/impaired driving enforced more regularly. It is important to note it is not possible to have active enforcement on all streets of interest, making enforcement only effective during active campaigns such not a long-term solution. When enforcing, the City must take into account the inequities around enforcement, which disproportionately target communities of color.

Public Transit

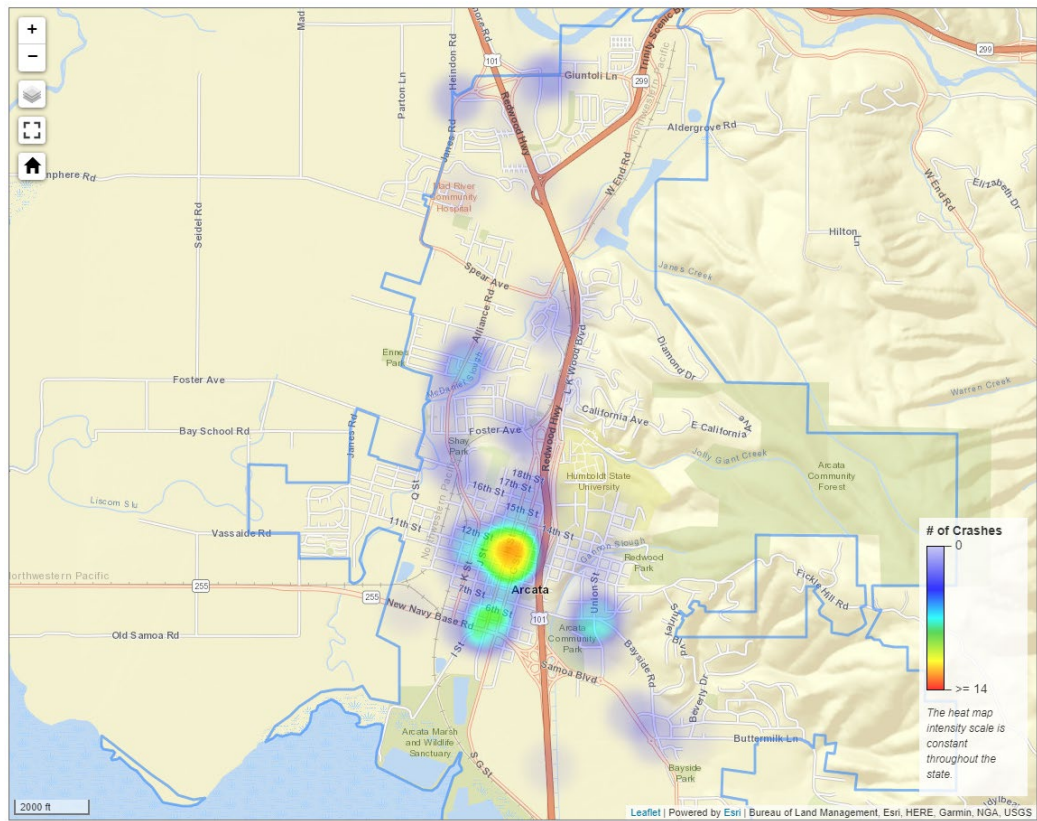
Using the free response question, the City of Arcata asked several questions about safety concerns and public transportation to determine if safety concerns limited the public's use of the bus transit system. On the whole, safety concerns did not contribute to the community's use of public transit. Instead, timing, bus routes, and convenience were cited. Moreover, the Spanish survey showed respondents noting potentially unsafe conditions at bus stops due to the presence of unhoused residents sleeping or living in bus stops. Additional bus stops and schedule revisions were requested.

See Appendix B



MAP OF HIGHER RISK LOCATIONS

Pedestrian and Bicycle Crash Summary Heat Map in the City of Arcata



Map 1: Pedestrian and bicycle crash heat map in the City of Arcata between January 1st 2015 – December 31st 2020.

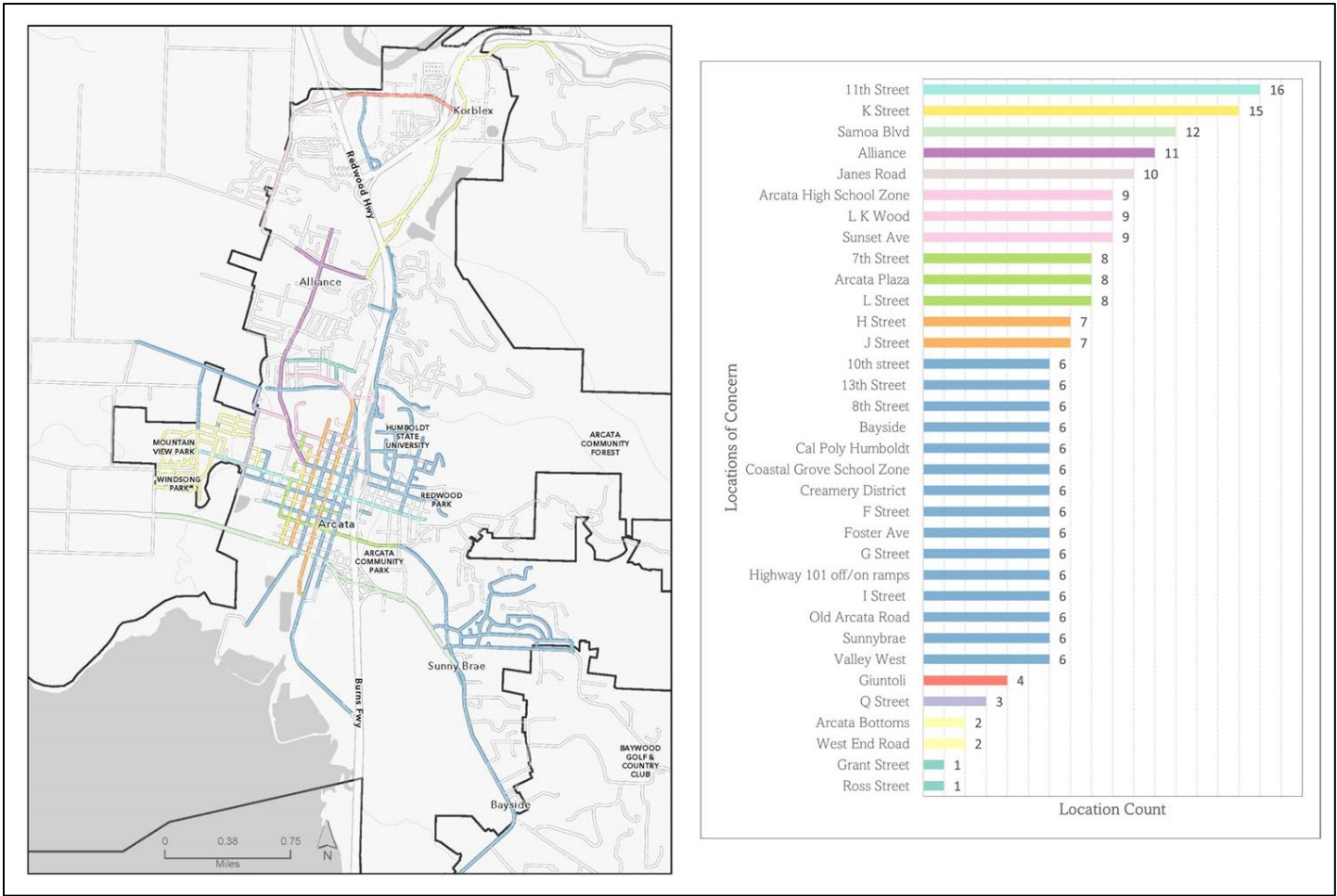
Table 1: Number of pedestrian and bicycle crashes recorded and organized by level of crash severity between January 1st 2015 – December 31st 2020.

Number of Crashes by Crash Severity					
Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	1	15	32	9	57
Pedestrian	4	18	37	11	70

Map 1. Pedestrian and bicycle crash summary heat map for the City of Arcata show that crashes are concentrated along F, G, H, I, and J St between 14th and 9th St and along G, H, and I St between 6th and Highway 255. This safety assessment is based on collision data obtained from the Transportation Injury Mapping System crash database developed by SafeTREC, a University of California Berkeley research center.



City of Arcata High-Risk Locations Generated by Community Outreach

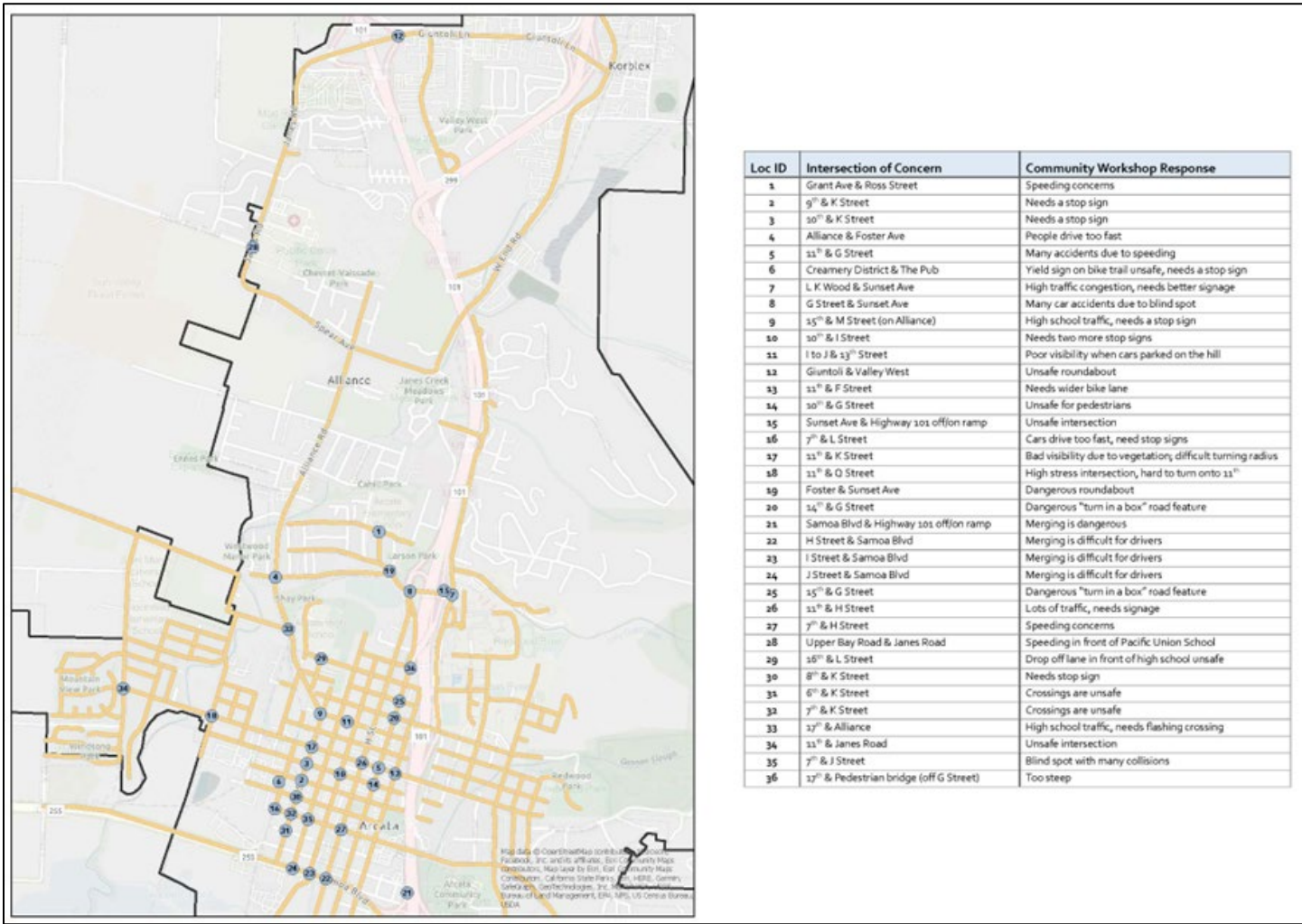


Map 2: City of Arcata high-risk streets based on community outreach data. See Appendix C Table 1.C

Map 2. Streets and general areas in the City of Arcata with the highest safety concerns as expressed by community members during outreach events. The most concern was with 11th St, K St, Samoa Blvd, Alliance Rd, and Janes Rd. This data is consistent with the pedestrian and bicycle crash summary and heat Map 1.

City of Arcata Intersections of Concern Generated from Community Outreach





Map 3: City of Arcata high-risk intersections based on community outreach data. See Appendix C Table 1.C

Map 3. Intersection safety concerns indicated by community members during outreach events. These intersections of concern are consistent with the pedestrian and bicycle crash summary and heat Map 1.

Intersections with highest number of injuries reported are 11th & H, 11th & G, Samoa Blvd & G.

Spans of road with high injury collision incidents outside of intersections are 7th St, 11th St, 14th St, F, G, H, K, Alliance Rd, Giuntoli Ln, Samoa Blvd, Union St, and Valley West Blvd. This data is supported by data generated from community outreach events.

DATA SUMMARY



Survey

Safety Risk Factors and Priority Areas

7. What are your top three safety concerns on Arcata roadways, ranked? (1=highest concern)

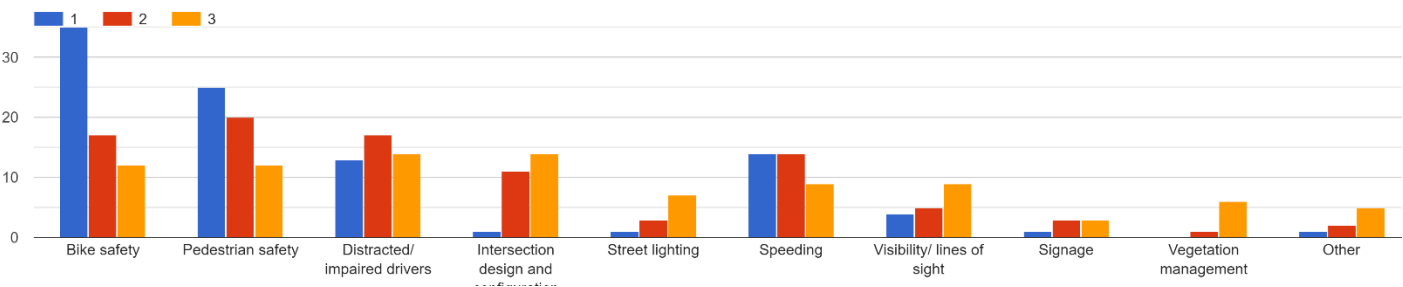


Figure 1: Survey results for top three safety concerns on the Arcata roadways.

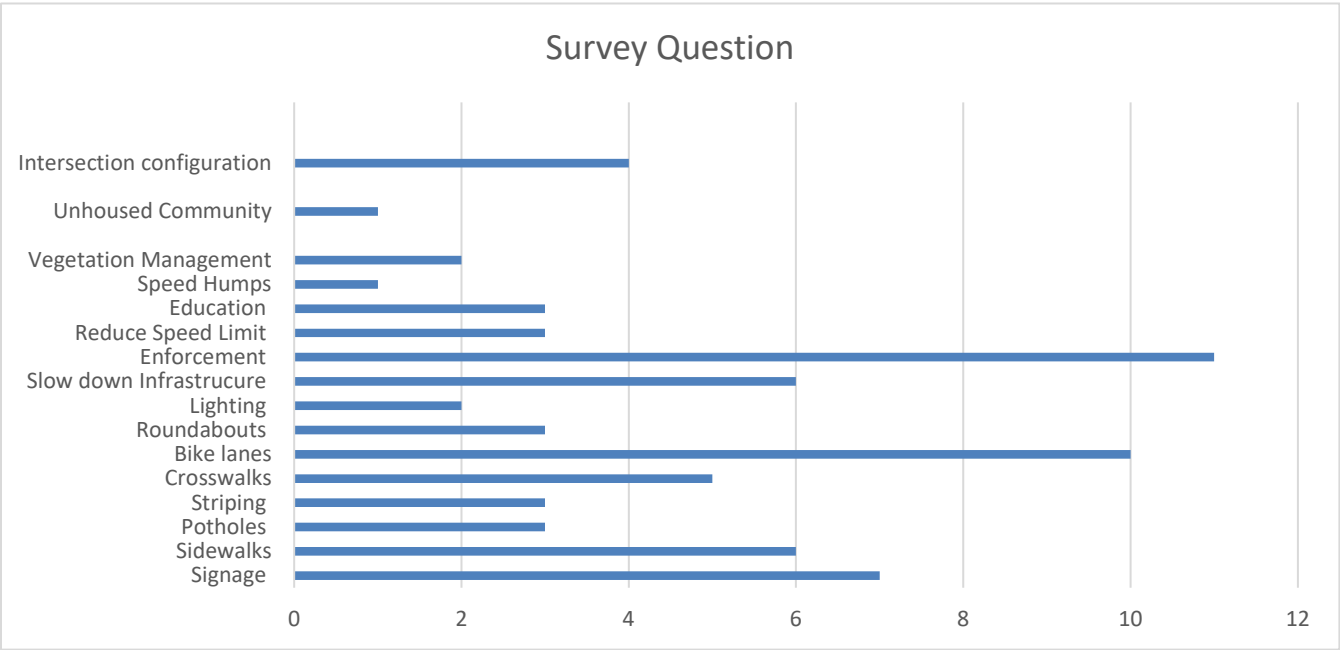
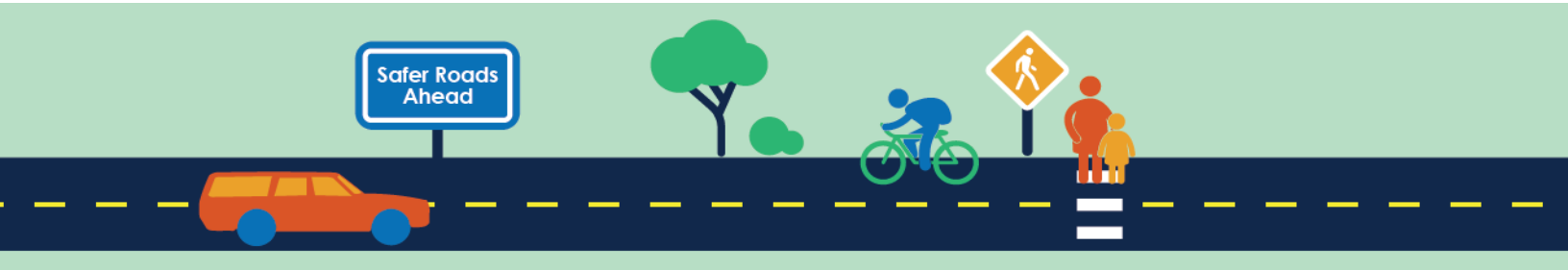


Figure 2: Results for the question “What should the City of Arcata focus on to improve road safety?”.



22. What are the top three transportation safety improvements you would like to see more of in Arcata, ranked? (1=highest priority)

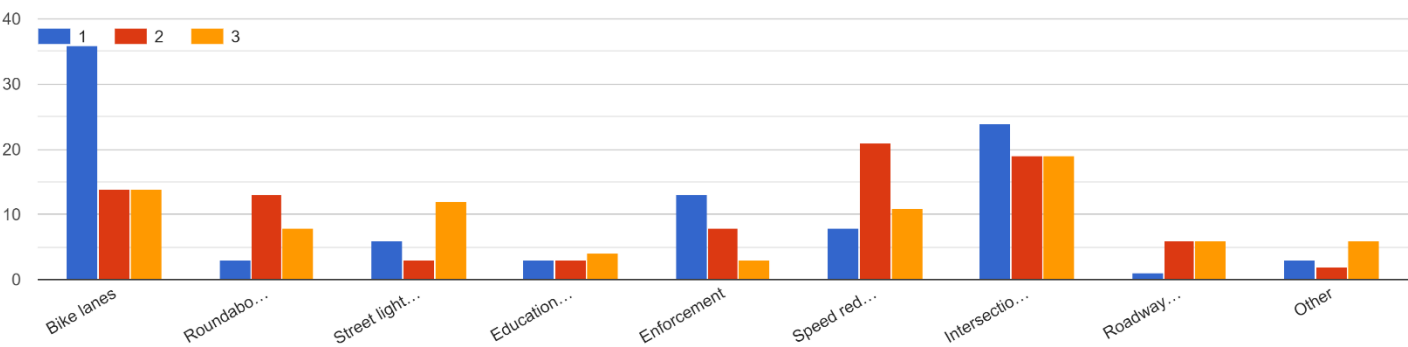
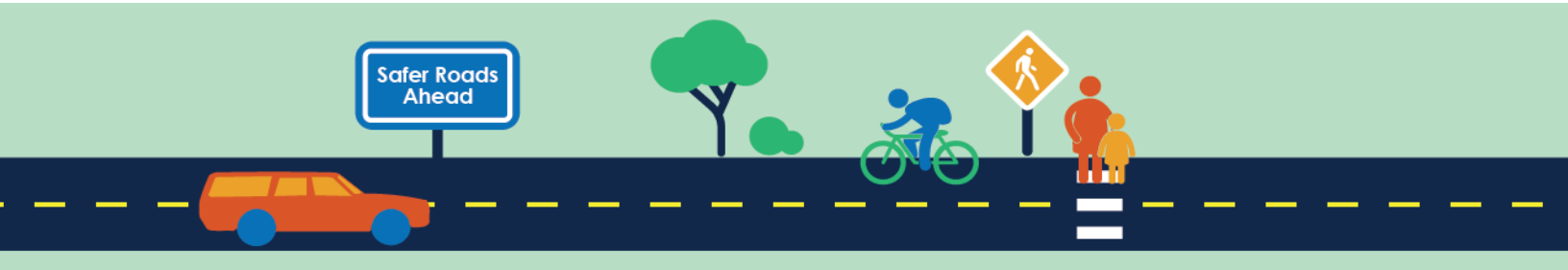


Figure 3: Results for the top three transportation safety improvements that would like to be seen in Arcata.



Transportation Injury Mapping System (TIMS) Data

Type of Crash

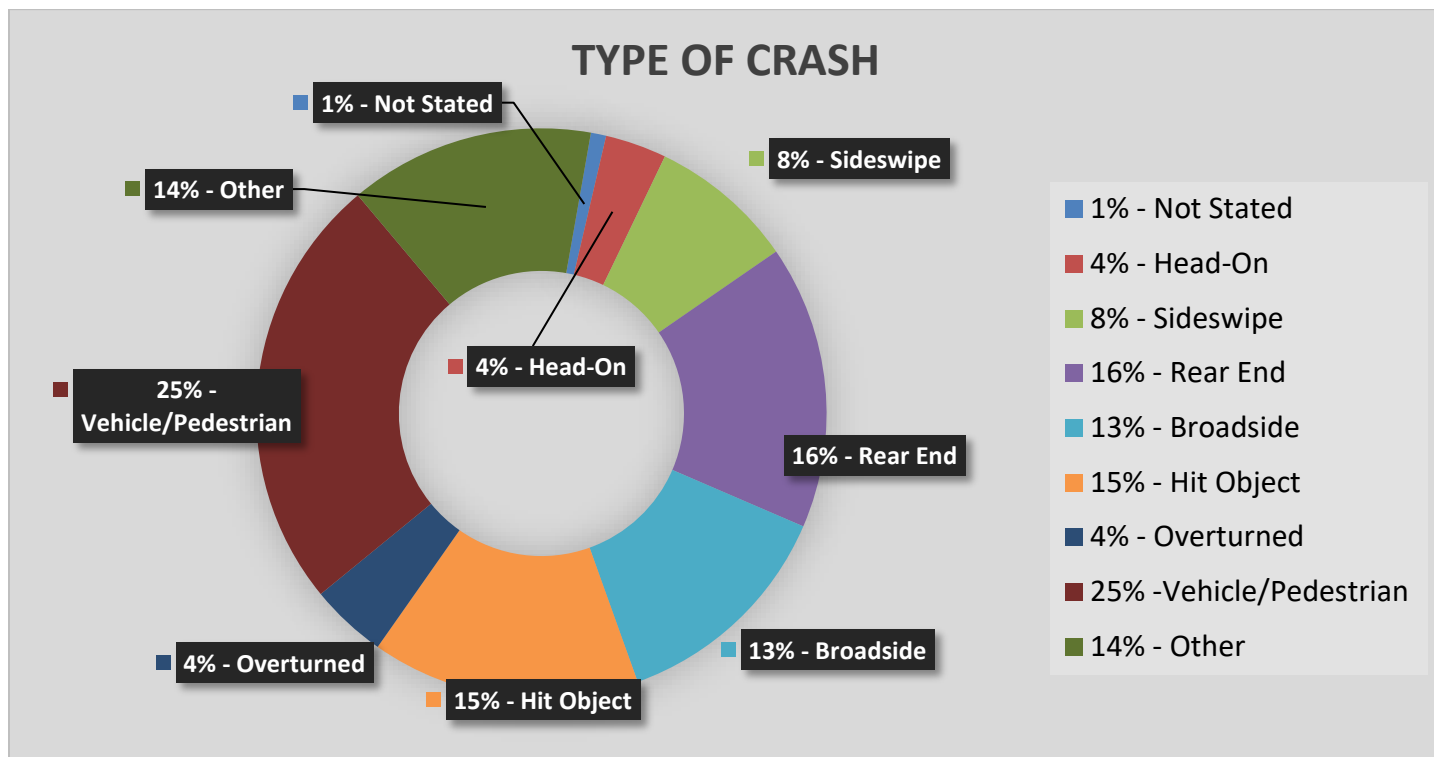


Figure 4: Total number of crashes between January 1st 2015 – December 31st 2020 segmented by crash type.

Outlying statistics obtained from this dataset (a) and their proven countermeasures (b) were:

- 1a. 25% of crashes involved a vehicle and a pedestrian
- 1b. Improved lighting, enhanced signage, pavement markings, high-visibility crosswalks, public service announcements, media outreach, and targeted enforcement
- 2a. 16% of crashes involved a vehicle rear ending another vehicle
- 2b. Traffic calming measures, road design modifications, automated speed enforcement, public education programs, community engagement, and data collection
- 3a. 15% of crashes involved a vehicle hitting an object
- 3b. Traffic calming measures, improved lighting, enhanced signing, and pavement markings



Primary Collision Factor Violation

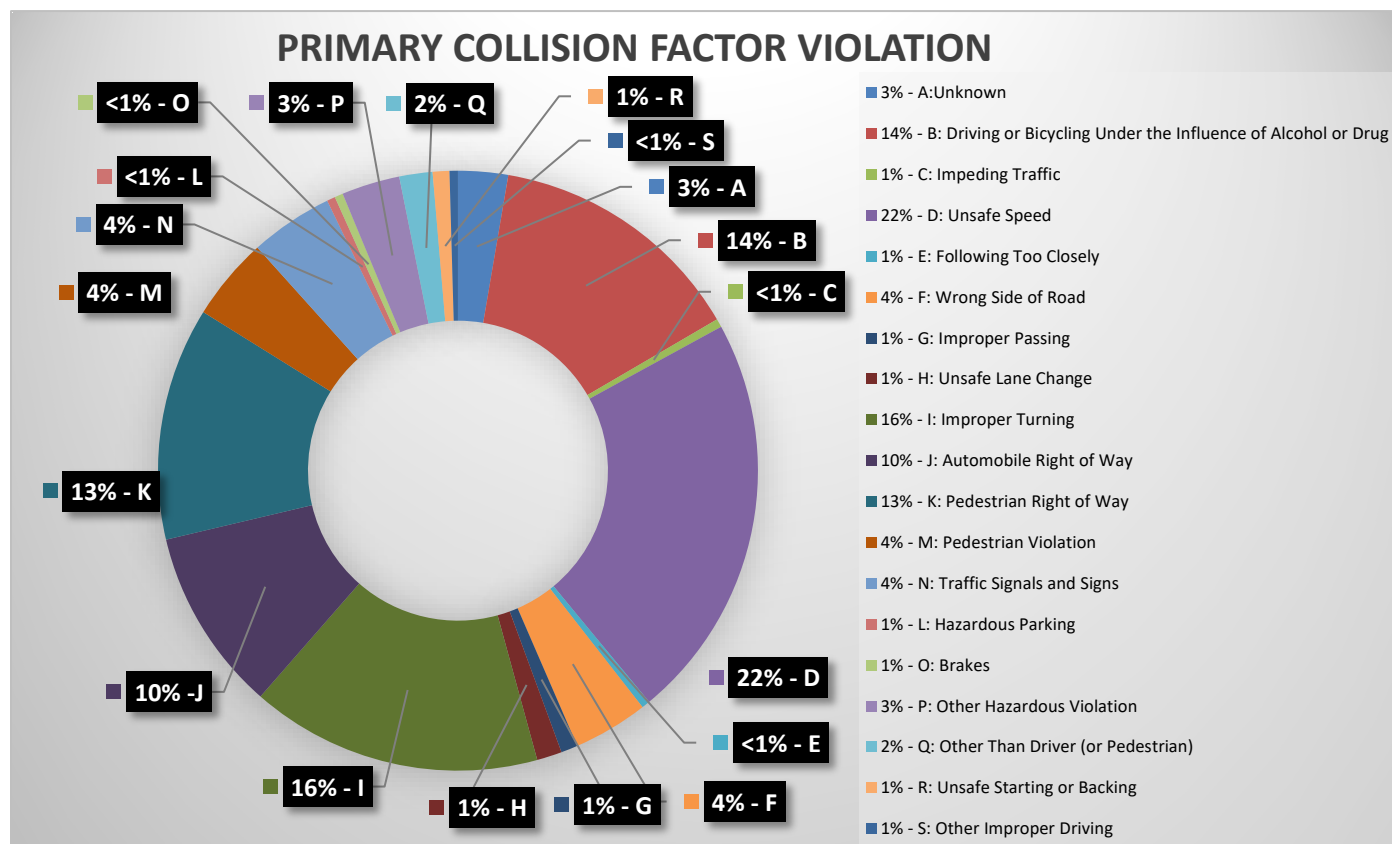


Figure 5: Total amount of crashes between January 1st 2015 – December 31st 2020 segmented by primary collision factor.

Outlying statistics obtained from this dataset (a) and their proven countermeasures (b) were:

- 1a. 22% of crashes were caused by traveling at unsafe speeds
- 1b. Traffic calming measures, road design modifications, automated speed enforcement, targeted enforcement, public education programs, and community engagement, speed awareness events, and data collections systems

- 2a. 16% of crashes were caused by improper turning
- 2b. Sobriety checkpoints, public education programs, community partnerships, establish responsible alcohol service policies, and support treatment programs

- 3a. 14% of crashes driving or bicycling under the influence of alcohol or drug
- 3b. Road design modifications, public education programs, community engagement, and target enforcement



Party Violation Classification Description

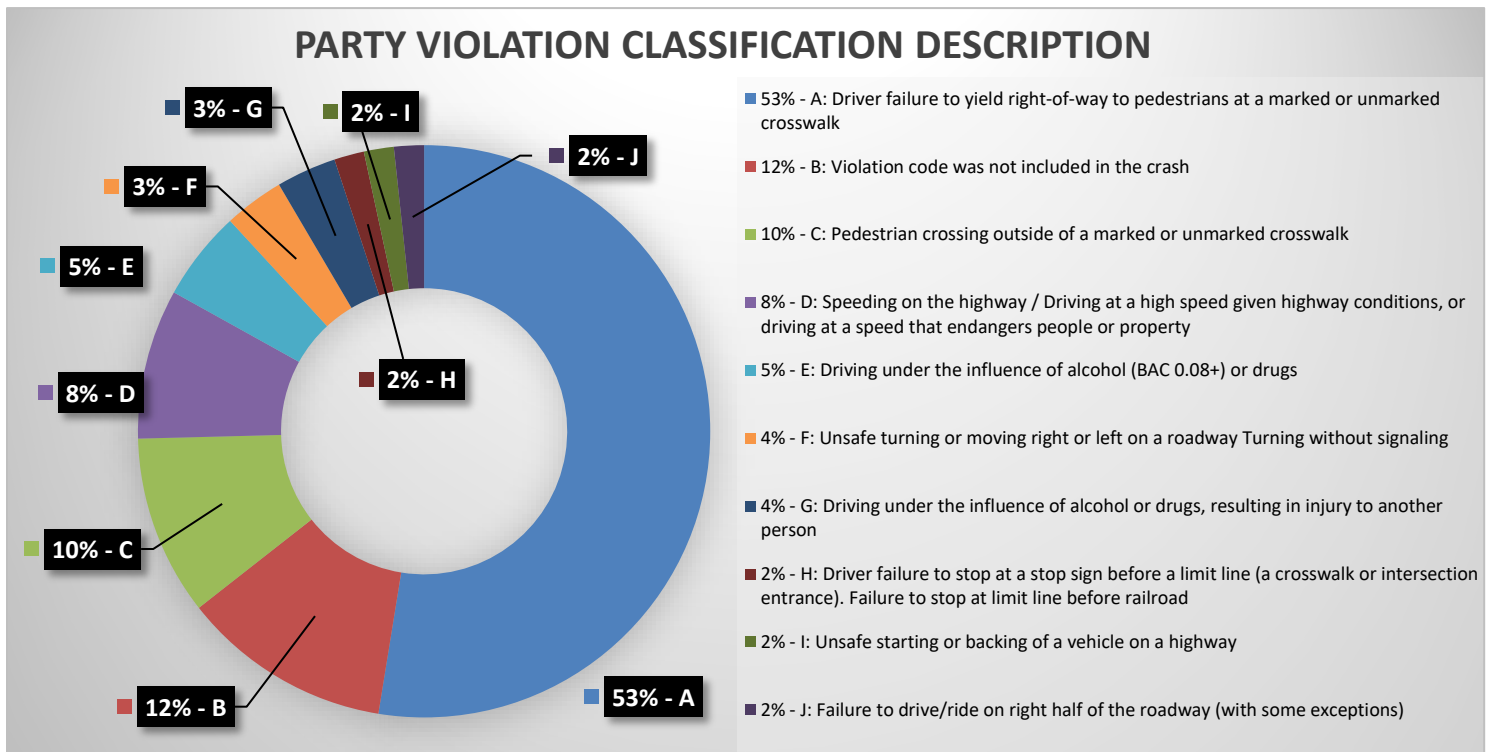


Figure 6: Total amount of party violations between January 1st 2015 – December 31st 2020 segmented by party violation classification description.

Outlying statistics obtained from this dataset (a) and their proven countermeasures (b) were:

- 1a. 53% of violations recorded were the result of drivers failing to yield right-of-way to pedestrians at a marked or unmarked crosswalk
- 1b. Sobriety checkpoints, public education programs, community partnerships, establish responsible alcohol service policies, and support treatment programs
- 2a. 12% of violations recorded were a result of speeding on the highway, driving at a dangerously high speed given highway conditions (weather, visibility, traffic, and highway infrastructure), or driving at a speed that endangers people or property
- 2b. Traffic calming measures, enhance visibility signage, road design modifications, automated speed enforcement, targeted enforcement, public education programs, community engagement, speed awareness events, and establish data collections systems
- 3a. 10% of violations recorded were a result of a pedestrian failing to yield right-of-way to vehicles when crossing outside a marked or unmarked crosswalk
- 3b. Public servant announcements, media outreach, well-marked crosswalks, good sidewalk and curb cuts to encourage usage



Pedestrian Action

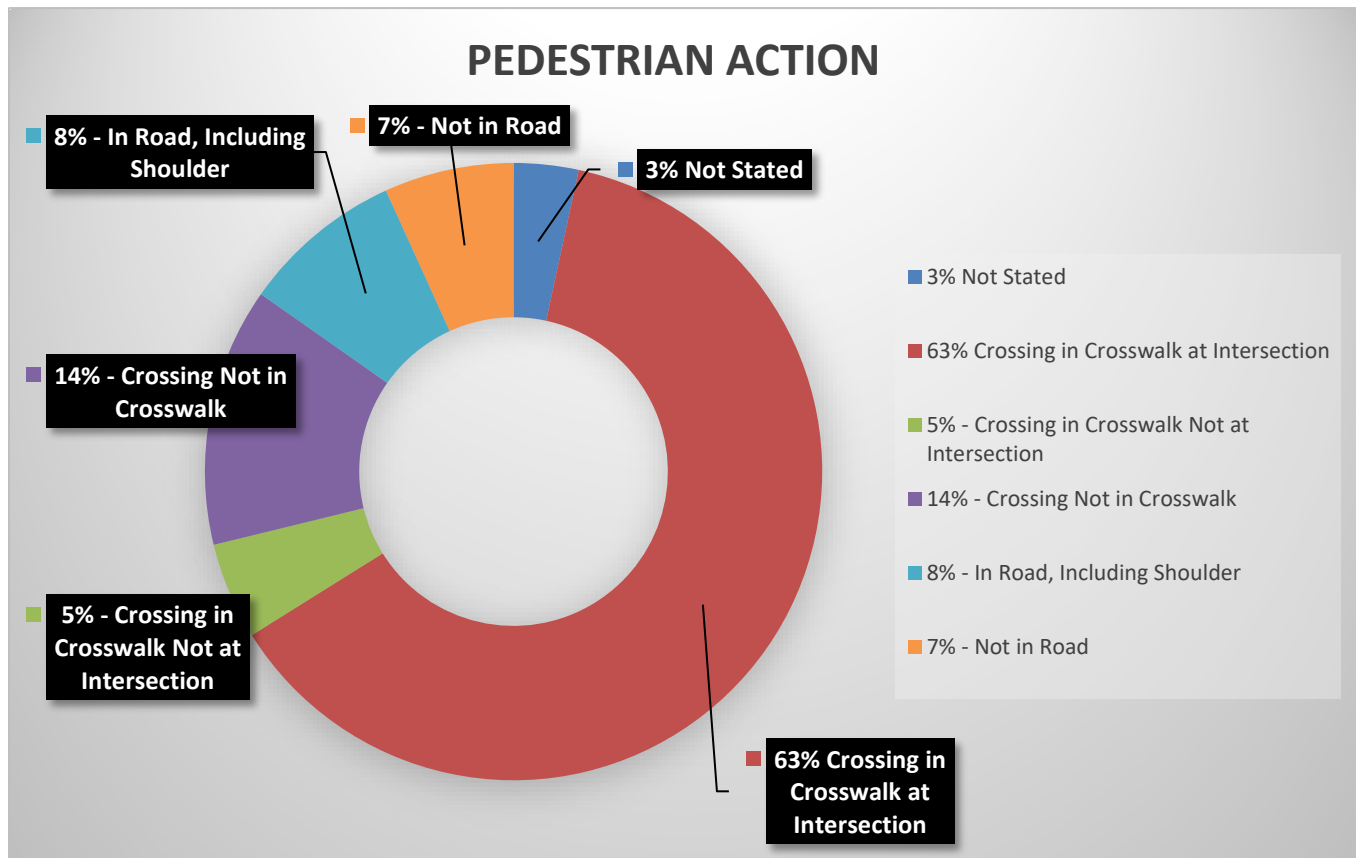


Figure 7: Total amount of pedestrian incidents between January 1st 2015 – December 31st 2020 segmented by pedestrian action.

Outlying statistics obtained from this dataset (a) and their proven countermeasures (b) were:

- 1a. 63% of pedestrian incidents occurred in a crosswalk at an intersection
- 1b. Improved lighting, enhanced signing, pavement markings, and high-visibility crosswalks

- 2a. 14% of pedestrian incidents occurred crossing not in a crosswalk
- 2b. Public servant announcements, media outreach, well-marked crosswalks, good sidewalk and curb cuts to encourage usage



EMPHASIS AREAS and COUNTERMEASURES

Emphasis Area 1: Speeding

Description:

Excessive speeding is a threat to the safety of all road users. Speeding increases the likelihood and severity of traffic crashes, leading to injuries and fatalities. It also creates an unsafe environment for pedestrians and cyclists, contributing to a decrease in overall road safety. During outreach efforts community members remarked that Humboldt County has a culture of speeding and creative measures beyond road infrastructure improvements must be used.

Goal:

The goal is to reduce speeding behaviors for all drivers in the City of Arcata, increase compliance with speed limits, and create a safer road environment for all users, thereby reducing speeding-related crashes and promote responsible driving habits within the community.

Strategies:

- Implement Traffic Calming Measures: Install speed humps, raised crosswalks, and roundabouts in high-speed areas including major and minor arterials to reduce vehicle speeds and increase driver awareness.
- Enhance Visibility and Signage: Improve signage, pavement markings, and road delineation to provide clear guidance on speed limits and roadway conditions.
- Road Design Modifications: Consider roadway redesigns, such as narrower lanes, to naturally encourage drivers to reduce speed and navigate intersections more safely.
- Automated Speed Enforcement: Deploying an automated speed enforcement system to deter speeding and ensure consistent enforcement.
- Targeted Enforcement: Concentrate enforcement efforts in high-speed areas, school zones, and locations with a history of speeding-related incidents.
- Public Education Programs: Conduct targeted educational campaigns to raise awareness about the dangers of speeding, emphasizing the potential consequences and the importance of adhering to speed limits.
- Community Engagement: Collaborate with community organizations, schools, and local media outlets to promote safe driving habits and encourage responsible behavior on the roads.
- Speeding Awareness Events: Organize events such as town hall meetings, workshops, safety fairs, and dance parties to raise awareness on speeding-related issues.
- Establish Data Collection Systems: Implement robust data collection methods to monitor speeding trends, measure the effectiveness of countermeasures, and identify areas requiring further attention.



Emphasis Area 2: Drunk or Impaired Driving

Description: Drunk or impaired driving poses a significant threat to road safety in Arcata. Operating a vehicle under the influence of alcohol or drugs impairs judgment, reaction time, and coordination, thereby increasing the risk of traffic crashes, injuries, and fatalities. This behavior endangers all road users. During outreach efforts community members remarked that Humboldt County has a culture of impaired driving and creative measures beyond road infrastructure improvements must be used.

Goal: The goal is to reduce incidents of drunk or impaired driving in the City of Arcata and create a safe and sober road environment, in doing so, the City will minimize the occurrence of alcohol and drug-related crashes, protect lives, and promote responsible choices among drivers.

Strategies:

- **Sobriety Checkpoints:** Conduct sobriety checkpoints in strategic locations to deter drunk or impaired driving and enforce compliance with driving under the influence (DUI) laws.
- **Public Education Programs:** Conduct targeted education campaigns to raise awareness about the dangers and consequences of drunk or impaired driving. Emphasize the importance of responsible alcohol consumption, designated drivers, and the availability of alternative transportation options.
- **Community Partnerships:** Collaborate with local organizations, schools, and community leaders to promote safe and responsible behaviors related to alcohol and drug use. Encourage peer-to-peer messaging and community engagement in spreading awareness. This could involve local cannabis dispensaries. A sober driving event at a dispensary that includes live music, local artists, and safety leaders could be organized to encourage the message of sober driving. A dance night at a tavern or lounge to raise awareness about the importance of sober driving could be a fun way to engage the community while spreading our road safety message.
- **Enhance Public Transportation:** Improve bus schedules, routes, lighting, and shelters. Improvement and installation of emergency buttons, real time arrivals, and wayfinding signage. Improving public transportation increases safety and sustainability in the City by providing an alternative to personal vehicles.
- **Establish Responsible Alcohol Service Policies:** Work with local businesses including bars and restaurants, to promote responsible alcohol service practices, such as checking identification, limiting overconsumption, and supporting designated driver programs.
- **Support Treatment Programs:** Collaborate with local health and treatment organizations to provide resources and support for individuals struggling with alcohol or substance abuse. Promote access to treatment programs and recovery support services.
- **Protective Infrastructure:** Intoxicated drivers are more likely to perform dangerous maneuvers such as driving on the sidewalk and in bike lanes. The addition of physical protective barriers creates an additional layer of protection for pedestrians and bicyclists.



Emphasis Area 3: Yielding

Description: Improper yielding is a significant concern in Arcata, contributing to traffic conflicts, near misses, and potential collisions. Failure to yield the right-of-way at intersections, crosswalks, and merging points leads to hazardous situations, jeopardizing the safety of pedestrians, cyclists, and other road users. Addressing this problem is crucial to improving overall road safety in Arcata. Strategies used for “*Emphasis Area 1: Speeding*” will be used for yielding as well due to speeding being a good predictor of improper yielding behavior.

Goal: The goal is to promote proper yielding behavior and eliminate collisions associated with improper yielding. The aim is to reduce conflicts, enhance pedestrian and cyclist safety, eliminate severe injuries and fatalities related to improper yielding, and ensure that all road users are aware of and adhere to right-of-way rules.

Strategies:

- **Clear and Visible Signage:** Enhance signage at intersections, crosswalks, and merging areas to clearly indicate right-of-way rules. Ensure signs are visible, well-maintained, and strategically placed for maximum effectiveness.
- **Implement Traffic Calming Measures:** Install speed humps, raised crosswalks, and roundabouts in high-speed areas including major and minor arterials to reduce vehicle speeds and increase driver awareness.
- **Road Markings and Design:** Implement clear pavement markings such as yield lines, crosswalks, and arrows, to guide drivers and emphasize yielding requirements. Consider intersection redesigns, traffic islands, narrower lanes, and other engineering measures to encourage traffic calming/proper yielding behavior. **Public Education Programs:** Conduct targeted educational campaigns to raise awareness about right-of-way rules, the importance of yielding, and the potential consequences of improper yielding at intersections, crosswalks, and merging points. Work with local driving schools and licensing agencies to integrate comprehensive right-of-way and yielding instruction into driver's education courses. Ensure drivers receive ongoing education on updated traffic laws. Provide targeted training for professional drivers (bus drivers, truck drivers, shuttle drivers, delivery personnel, etc.) to reinforce proper yielding behavior and reduce conflicts with vulnerable road users.
- **Community Partnerships:** Collaborate with local schools, community organizations, and transportation agencies to incorporate road safety education into curricula and community events. Engage the public through media platforms, including social media, to disseminate educational messages.
- **Automated Speed Enforcement:** Deploying an automated speed enforcement system to deter speeding and ensure consistent enforcement.
- **Targeted Enforcement:** Concentrate enforcement efforts in high-speed areas, school zones, and locations with a history of speeding-related incidents.
- **Speeding Awareness Events:** Organize events such as town hall meetings, workshops, safety fairs, and dance parties to raise awareness on speeding-related issues.
- **Establish Data Collection Systems:** Implement robust data collection methods to monitor speeding trends, measure the effectiveness of countermeasures, and identify areas requiring further attention.



LIST OF PROJECTS AND STRATEGIES

Current Projects

Below is a summary of recent projects the City has implemented since the initiation of the LRSP.

Project: Sidewalk Improvement 2022-23

Locations	Strategies	Action
5 th St & I St Intersection	Enhance Visibility and Signage	12" Wide White Stripes for Crosswalk
6 th St & I St Intersection	Road Maintenance	Asphalt Repair
	Enhance Visibility and Signage	12" Wide White Stripes for Crosswalk
6 th St & H St Intersection	Enhance Visibility and Signage	Sidewalk Replacement 12" Wide White Stripes for Crosswalk
	Road Maintenance	Asphalt Repair
7 th St & J St Intersection	Enhance Visibility and Signage	Repair Cross Walk Striping
7 th St & I St Intersection	Enhance Visibility and Signage	Repair Cross Walk Striping 12" Wide White Stripes for Crosswalk
	Traffic Calming Measure	Bulb Out Construction
8 th St & J St Intersection	Enhance Visibility and Signage	Repair Cross Walk Striping Repair Corner Ramp
8 th St & I St Intersection	Pedestrian Improvement	Repair Corner Ramp
8 th St & H St Intersection	Enhance Visibility and Signage	Repair Cross Walk Striping Sidewalk Replacement
9 th St & G St Intersection	Enhance Visibility and Signage	Repair Cross Walk Striping
G St from 8 th to 9 th	Pedestrian Improvement	Sidewalk Replacement
	Enhance Visibility and Signage	Repair Cross Walk Striping
	Road Maintenance	Asphalt Repair
Samoa Blvd & I St Intersection	Enhance Visibility and Signage	Rapid Flash Walk Sign Installation Push Button Installation
Samoa Blvd to South G St	Pedestrian Improvements	Sidewalk Installation
	Enhance Visibility and Signage	Light post Installation
12 th & F St Intersection	Pedestrian Improvements	Accessibility Curb Ramps Installation
	Enhance Visibility and Signage	LED Enhanced Crossing Sign Detail
H St near the Arcata Marsh (West Side)	Pedestrian Improvement	Bus Stop Installation
G St near Rotary Park (East Side)	Pedestrian Improvement	Bus Stop Installation



Project: Arcata Paving 2022-2023

Locations	Strategies	Action
5th & G St Intersection	Pedestrian Improvements	Install Truncated Domes (detectable warning surfaces) on Curves
6th & G St Intersection	Pedestrian Improvements	Install Truncated Domes (detectable warning surfaces) on Curves
	Traffic Calming Measure	Bulb Out Construction
7th St & G St Intersection	Traffic Calming Measure	Bulb Out Construction
14th and G St Intersection	Traffic Calming Measure	Bulb Out Construction
Chester Ave & Crescent Way Intersection	Traffic Calming Measure	Bulb Out Construction

Speed Feedback Signs

Locations	Strategies	Action
H St between 18 th St & Sunset Ave	Traffic Calming Measure	Speed Feedback Signs
V St between SR-255 & Vaissade	Traffic Calming Measure	Speed Feedback Signs
Janes Rd by Fuente Nueva	Traffic Calming Measure	Speed Feedback Signs
Alliance Rd between 13 th St & M St	Traffic Calming Measure	Speed Feedback Signs
Spear Ave between Alliance Rd & St. Louis Roundabout	Traffic Calming Measure	Speed Feedback Signs



Future Projects

The counter measure map and future project locations were developed based on the current traffic safety needs of the community and the collisions that have occurred in the last five years. The counter measure map is depicted in Appendix D and a summary of project locations of interest are presented below. Strategies and proposed countermeasures are listed in the table below. Priority will be taken on actions that do not have large costs and construction impacts.

Potential Projects:

Locations identified for future projects are listed below in Table 2. Based on each location's unique traffic safety and community concerns, a strategy and an appropriate countermeasure(s) will be chosen from Table 3 below. Many countermeasures work in tandem to improve overall safety such as public education and media is not sufficient as its own counter measure but helps to supplement other countermeasures.

Future locations:

Potential project locations and limits based on public feedback. As the LRSP is a living document thus future locations will change to reflect the public feedback.

Table 2: Potential projects based on public feedback and collision data. These locations were noted by surveys and TIMS data.

Potential Projects Based on Public Feedback & Collision Data	
1.	11th from K St to Union St
2.	H St from Samoa Blvd to Sunset Ave
3.	K from Samoa Blvd to 11th
4.	Giuntoli Ln from Valley West Blvd to Boyd Rd
5.	Samoa Blvd from East City limits to Highway 101
6.	Alliance from 13 th to Spear
7.	Sunset Ave from Wilson St to LK Wood Blvd
8.	Union St from Samoa to 17 th St
9.	7 th St from L St to Union St
10.	G St from Samoa to 17 th St
11.	16 th St from M St to G St
12.	Crossings at MLK Jr Pkwy and Union St
13.	Old Arcata Rd from Buttermilk Ln to Jacoby Creek Rd
14.	South G St from H St to Corp Yard
15.	Janes Rd from Foster Ave to Vaissade Rd



Table 3: List of strategies and potential countermeasures to be used at locations of interest. This is not a complete list and will be changed as data and more information becomes available.

Strategies	Potential Countermeasures
Public Education	—Public Service Announcements
Pedestrian Improvements	—Media Outreach
Traffic Calming	—Speeding Awareness Events
Bike Improvements	—Community Partnerships
Enhanced Visibility/Signage	—Install/Upgrade Signage (or Stoplight)
	—Upgrade Pavement Markings
	—Install/Upgrade Pedestrian Crosswalk Striping
	—Install/Upgrade Pedestrian Bulb-outs
	—Install Raised Pedestrian Crossing/Speed Table
	—Install Pedestrian Refuge Island
	—Install Rapid Flashing Beacon
	—Gateway Treatment
	—Install/Upgrade Sidewalk
	—Lane Narrowing
	—Connectivity
	—Install/Upgrade Lighting
	—Install Mini Roundabout
	—Improve Sight Distances/Remove or Relocate Fixed Objects Outside of the Clear Recovery Zone
	—Improve Turning Safety
	—Install Speed Humps/Lumps
	—Install Raised Medians or Crosswalks
	—Installed Flushed Medians
	—Install Dynamic/Variable Speed Signs
	—Install Delineators, Reflectors and/or Object Markers
	—Install Edge-line and Center-line Striping
	—Install No-Passing Line Striping
	—Install Bike Lanes
	—Install Separated Bike Lane or Pedestrian & Bike Trails
	—Install Bike Track with Protective Barriers (Class IV)
	—Install Rumble Strips/Truncated Domes
	—Install Landscaping at Road Edge
	—Create Transit Only Lanes



IMPLEMENTATION, EVALUATION & NEXT STEPS

Implementation

The Local Road Safety Plan (LRSP) will be used by the City to help develop and implement road safety goals. The LRSP will be a living document and is recommended to update the plan every two to five years in coordination with the project team, stakeholders, and the City's Transportation Safety Committee (TSC). The implementation of strategies under each emphasis area and project location would aim to reduce fatal and severe injury collisions in the coming years. The Project Team will conduct the following to ensure the LRSP success and utilization.

To ensure the LRSP is implemented, the Project Team must:

- Regularly monitor its progress
- Ensure activities are scheduled
- Establish mechanisms for tracking and reporting progress
- Identify delays and address them promptly
- Advance ongoing collaboration
- Maintain communication among stakeholders and TSC to encourage regular meetings/updates

To monitor the progress of the LRSP, the Project Team will:

- Continuously collect and analyze relevant data, including traffic crash data, enforcement data, and stakeholder feedback
- Evaluate trends, assess the performance of implemented countermeasures, and identify areas where adjustments or updates may be necessary
- Consistently generate feedback from stakeholders and the TSC, through surveys, focus groups, public meetings, and other engagement to gather insights on the plan's effectiveness, challenges, and potential areas requiring improvement
- Regularly review and update the plan goals, strategies, and actions

To measure the success of the LRSP, the Project Team must:

- Assess the plan's performance and outcomes
- Compare actual results against established goals and targets
- Prepare a final report summarizing the evaluation findings, lessons learned, and recommendations for future actions
- Organize a community event to share the final report with stakeholders, the public and the TSC to provide transparency and accountability



Evaluation

After implementing countermeasures, the strategies should be evaluated annually as per their performance measures. The evaluation should be recorded in a before-after study to validate the effectiveness of each countermeasure as per the following observations:

- Number of fatal and severe injury collisions
- Number of police citations
- Number of public comments and concerns

Evaluation should be conducted during similar time periods and durations each year. The most important measure of success of the LRSP should be the reduction in fatal and severe injury collisions throughout the City. If the number of collisions doesn't decrease initially, then the countermeasures should be evaluated as per the other observations. The effectiveness of the countermeasures should be compared to the goals for each emphasis area.

Next steps

The finalization of the 2024 LSRP allows the city to use it as a reference for both priority locations needing improvement and specific recommended improvements. Allowing the City to quickly evaluate bills for potential implementation of safety measure improvements when applicable, such as Assembly Bill 43 and 413. The LRSP will be used to qualify and bolster the application of various state and federal grants. Currently the City is planning to submit a grant application for the next cycle of the Highway Safety Improvement Program (HSIP).

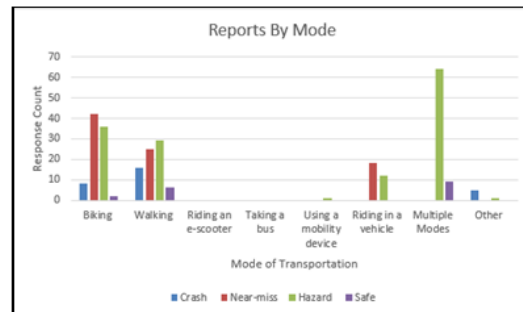


Appendix A

Community Outreach – Street Story Data

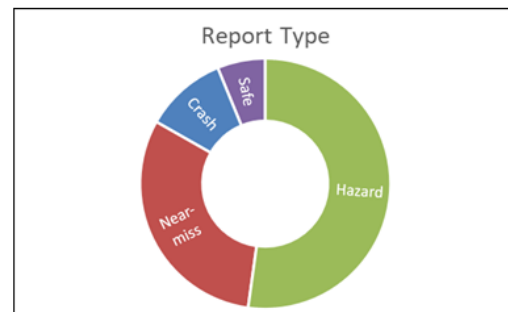
REPORTS BY MODE

Mode	Crash	Near-miss	Hazard	Safe	Total
Biking	8	42	36	2	88
Walking	16	25	29	6	76
Riding an e-scooter	0	0	0	0	0
Taking a bus	0	0	0	0	0
Using a mobility device	0	0	1	0	1
Riding in a vehicle	0	18	12	0	30
Multiple Modes	0	0	64	9	73
Other	5	0	1	0	6
Total	29	85	143	17	274



REPORT INFORMATION

Report Type	Count	%
Crash	29	11
Near-miss	85	31
Hazard	143	52
Safe	17	6
Total	274	



REPORTS BY CAUSE

Crash/Near-miss Cause	Count	Percent
people don't yield	65	30
someone was speeding	45	21
poor/missing bike lanes or paths	23	11
some other event	21	10
signs, signals or markings were not working or missing	14	6
the road was curving, couldn't see what was coming	10	5
poor/missing sidewalk	7	3
cracked/uneven street	7	3
overgrown vegetation	7	3
poor lighting	6	3
loose gravel, ice or water on road/sidewalk	6	3
obstacle in someone's way (car, trash can, vegetation)	5	2
opening car door almost hits bike/pedestrian	2	1
Total	218	



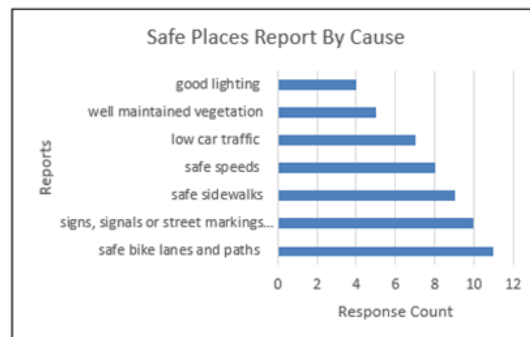
REPORTS BY CAUSE

Hazard Location Cause	Count	Percent
driving at unsafe speeds	70	21
poor/missing bike lanes or paths	53	16
poor/missing sidewalk	50	15
people don't yield	43	13
cracked/uneven street	32	9
poor lighting	32	9
some other event	31	9
obstacle in the way	17	5
signs, signals or markings were not working	10	3
Total	338	



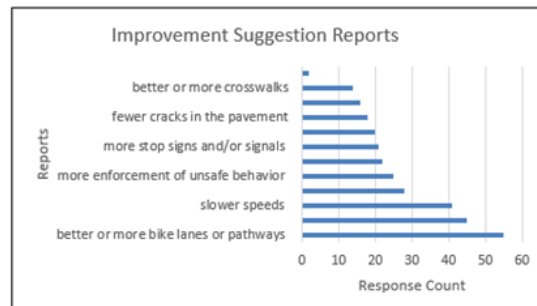
REPORTS BY CAUSE

Safe Places Cause	Count	Percent
safe bike lanes and paths	11	20
signs, signals or street markings	10	19
safe sidewalks	9	17
safe speeds	8	15
low car traffic	7	13
well maintained vegetation	5	9
good lighting	4	7
Total	54	



REPORTS BY IMPROVEMENT SUGGESTIONS

Improvement Suggestion	Count	Percent
better or more bike lanes or pathways	55	18
better or more sidewalks	45	15
slower speeds	41	13
other	28	9
more enforcement of unsafe behavior	25	8
community events that encourage walking and biking	22	7
more stop signs and/or signals	21	7
education for road users on how to use the road safely	20	7
fewer cracks in the pavement	18	6
more lighting	16	5
better or more crosswalks	14	5
more places for people to sit or rest (e.g., benches)	2	1
Total	307	

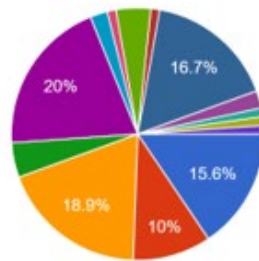


Appendix B

Community Outreach – Survey Data

1. Where do you live?

90 responses

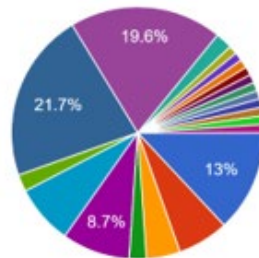


- Downtown/ Central Arcata area
- Valley West/ North Arcata area
- Arcata Bottoms/ West Arcata area
- East Arcata
- Bayside/ Sunnybrae
- Cal Poly Humboldt campus
- Manila
- McKinleyville

▲ 1/2 ▼

2. Where do you work?

92 responses

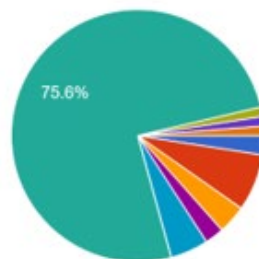


- Downtown/ Central Arcata area
- Valley West/ North Arcata area
- Arcata Bottoms/ West Arcata area
- East Arcata
- Bayside/ Sunnybrae
- Cal Poly Humboldt campus
- Manila
- McKinleyville

▲ 1/3 ▼

3. Where do you go to school?

82 responses



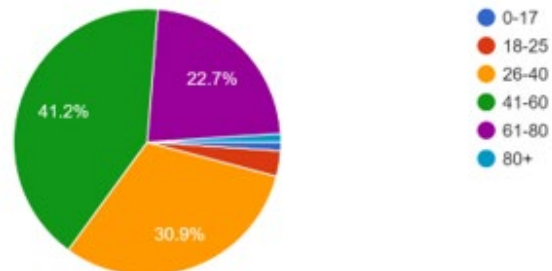
- Downtown/ Central Arcata
- Valley West/ North Arcata area
- Arcata Bottoms/ West Arcata area
- East Arcata
- Bayside/ Sunnybrae
- Cal Poly Humboldt campus
- College of the Redwoods campus
- Manila

▲ 1/2 ▼

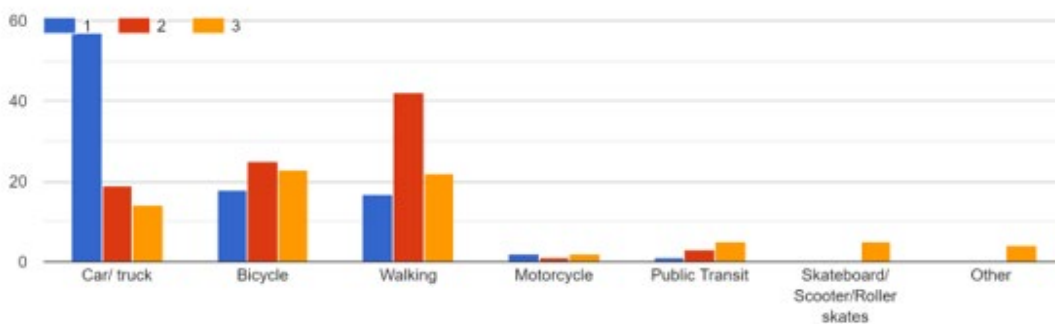


4. What is your age?

97 responses

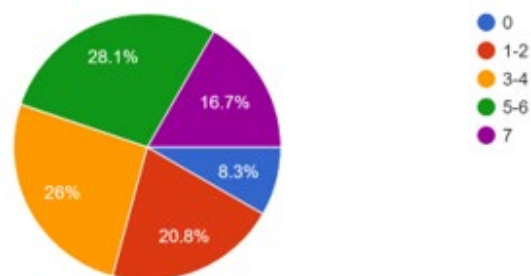


5. What are your three most frequently used modes of transportation in Arcata, ranked? (1=used most often)

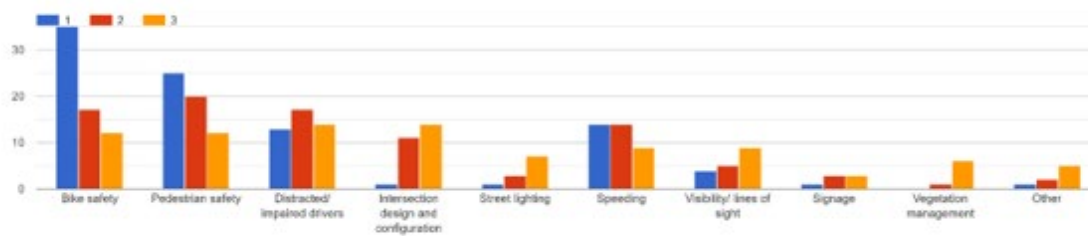


6. During a typical week, how many days per week do you drive within Arcata city limits?

96 responses



7. What are your top three safety concerns on Arcata roadways, ranked? (1=highest concern)



If you selected 'other,' please describe further.

11 responses

1, 2, 3 affect bike and pedestrian safety

Many of these are related, i.e., speeding drivers frequently unpaired. Vegetation management part of pedestrian/ bike safety.

Left-lane violators

Street Accessibility & Safety for People Using Mobility Devices

Pot holes in the road in the bottoms (ie: Foster). We like to bike these roads, either for commute or joy, but the potholes are so bad. And drivers tend to drive these long straight roads incredibly fast. This makes it especially dangerous for us bikers when we are trying to avoid potholes and there is no shoulder to take.

Lack of enforcement for driving violations

Las trasferencia de pasada no seguras

Sidewalk maintenance

1. Maintaining the L Street Corridor as a Class 1 Trail and designating the Corridor as a Linear Park 3. Installing Stop signs on K Street at 7th and 8th Street.

There are no crosswalks where high pedestrian traffic occurs off Park and Fickle into Redwood Park and forest. Few Sidewalks and some are impacted with debris vehicles trailers that never move and broken. Vehicles do not maintain posted speed limits. Poor visibility at entrances to the park.

The appalling potholes, uneven road surfaces, worn out line markings, shoddy vegetation management and general failure to maintain the roads in Arcata. It really is a disgrace.



8. What should the City of Arcata focus on to improve road safety?

80 responses

Including "4-way" or "all-way" under stop signs at appropriate intersections would help clarity and flow through off streets in town.

Slow traffic, widen sidewalks

Filling potholes, painting clear lines, increasing signage on one ways and thru streets (e.g. intersections that do not have stop signs)

More crosswalks and better street lighting

New roads

Maintain roads sidewalks and bike-lanes/shoulder

Please make it really difficult for cars to move through Arcata

Maintaining infrastructure already in place/enforcing lanes already in place.

Redesign our streets for the speeds we want them to drive. I.E 11th St. designed for 35-40 mph.

Left-lane violators

Repainting road lines/more sidewalks

Larger well marked bike lane. Level
Better more signed, pedestrian crossing, and bike lanes

Encourage pedestriangling

Paint lines, more clear bikelanes

better pedestrian passage.

more bicycle lanes, especially those physically separated from roadways



Pedestrian Safety

bicycle safety and striping the streets

More roundabouts

Turn those intersections on sunset into roundabouts

Bicycle lanes that are at least as nice (smooth/free of debris and glass) as the motorized roadway. (Actually I'm thinking of Old Arcata Rd out to Jacoby Creek School and the post office).

Bike and pedestrian safety.

Install vehicular stop signs at the L St bike path because of impaired visibility.

Accessibility issues like wide sidewalks and crosswalks, bike lanes and bicycle safety

More designed bike paths

More bike and pedestrian safety

Lights a lot more lights, keep fixing the massive pot holes and bad road sections. More police presence in Westwood neighborhood if possible, people drive FAST down here.

More frequent mass transit to reduce the need for driving, which would lower traffic and car/pedestrian/bike conflicts. This includes bus routes in Arcata and to nearby towns.

Better visibility of crosswalk, signage, people not in cars. Or better, provide alternative routing for cars vs. pedestrian or bicycle traffic.

Traffic slowdowns and speed limit enforcement.

Bicycling and peds safety. Enforcing existing motor vehicle traffic regulations.

Street sweeping bike lanes around industrial areas (valley west, west end) and enforcement of no parking in bike lanes along Alliance, specifically between Spear and Stewart.

En alumbramiento y los que viven en la calle para más seguridad y conductores distraídos

Bueno en lo personal hay muchas personas que viven en la calle y la verdad no quiero gusarlo el motivos porque estén en esa situación eso me hace no salir a las calles no me siento muy segura con ellos en la calle la verdad pude ser que no sean malos pero ha pasado mucho cosas desde que ellos están en las calles.

Slow people down on Jane's and spear Ave

Less parking on corners to improve line of sight, vegetation management, more enforcement of stop signs with cameras and law enforcement. Students driving to school are often distracted.



Reducing SOV trips, since SOV are the primary cause of roadway accidents in the community

Walkability and Bikability

pot holes, lack of sidewalks in places

Traffic Calming and creating comfortable, and separated non-motorized facilities

Make all streets 25 mph, especially Giuntoli Lane and Janes Road; increase marketing to Humboldt students to slow down - both on bikes and in cars; mark roundabouts so that it's obvious that bicyclists get to use the full lane; enforce citing cars/trucks parked in the red zone on Valley West Blvd. that are blocking exits to motels and reducing the visibility where Valley West Blvd. meets Valley East Blvd.

Those who live on the street more security and distracted drivers

Downtown: Parking in Arcata square, while convenient, is extremely difficult to manage while pulling out of the spots. Sight lines are not great. It's very difficult to see if a car is coming. Also, the number of one way streets that are not explicitly labeled as such makes driving difficult. Another major problem area is

unfortunately right on my child's way to school: The St. Louis bridge crossover LK Wood to St. Louis Street, the crosswalk at the entrance of the Jane's Creek playground neighborhood (someone was killed there last year crossing the street where my kids need to cross to go to the playground), and the Spear Street roundabout. That roundabout has trees in its sight lines and other drivers are not great about slowing down.

Enforcement of drivers, better infrastructure for bikes and peds

Pedestrian and bicycle safety, particularly at bad intersections

Changes to the physical infrastructure that encourages safer behavior

Better public transit=less cars on the road =safer for all

More green bike lanes

Señalamientos

Traffic calming citywide; Create direct car-free route to Valley West from the north end of LK Wood that parallels US 101

Iluminacion de calles

More bike lanes and stop signs

Enforce speed control especially on K Street

Outlying areas safety. Stop ignoring bayside



Potholes in the bottoms, lack of shoulder/bike lane/sidewalk on northern most portion of Alliance (between 30th and Spear)...creating safe passage through Foster for pedestrians and bikes where the railroad tracks are. Create safe parking/pull outs for high school pick up...they cause congestion at 3:35 every week day.

Continue to improve streets for non motorized users and discourage car use.

Provide consistent, proactive signage and radar speed signs wherever possible.

Slow motorist speeds, add more traffic calming, maintain bike lanes i.e. remove vegetation and debris, increase high visibility crosswalks, do not add more roundabouts

More/safer bike lanes and sidewalks

Enforce the speed limit

Signs on K street telling folks about the safe bike lanes on L corridor and J street. More 4 way stop signs. Traffic cameras to help with enforcement and city revenue.

We need impaired driver check points
We need designated bike roads

traffic enforcement

Pedestrian safety

Bigger bike lanes! Bigger side walks with more trees. Bike only zones around the city. Create areas of Arcata and Eureka that are for walkers only. Improvements in speeding and impaired driving.

Crazy bad drivers

Improving intersections (more round-about please), protected/separated bike lanes and traffic calming

Bike infrastructure

infill development and walk-friendly and bike-friendly streetscapes (and trails!!)



Better crosswalks maintain sidewalks and vegetation better monitoring of posted speed limits.

Enforce speed limits and use of crosswalks.

Enforcing ALL of the laws already in place. Requiring Law Enforcement to cite and arrest drivers who are in violation of road safety laws. Start paying attention to the preventable issues, and then worry about the rest. Vehicles should be road worthy, lights should be on as lawfully required, and that includes on the Safety Corridors.

Enforcement of speed. Increase maintenance of painted crosswalks and road striping, esp around the campus area. The Farmer's Market every Sat should be closed to car traffic so vendors can expand onto the streets to allow for less-congested pedestrian circulation. No more roundabouts!

Education of bicyclists.

Install more speed humps. Install 4-way stop signs along Alliance Rd, esp. at Stromberg/Alliance intersection. The safety lights are not observed 75% of time. It would slow traffic down! Raise crosswalks (like a speed hump) and have them well painted.

Public education & awareness

Add more stop signs for ped. crosswalks, increase enforcement and reduce traffic speeds

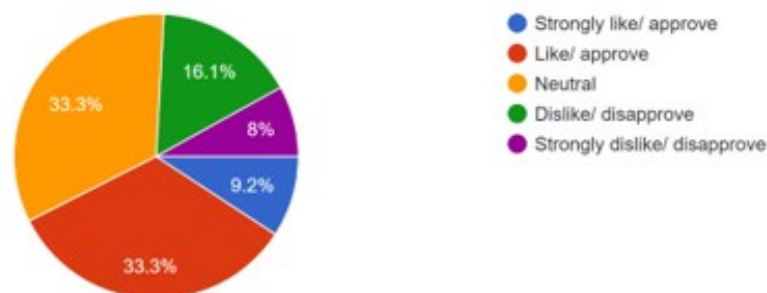
Enforce existing laws; more radar speed signs with analysis of patterns and identification of repeat offenders.

More Roundabouts on sunset at 101

Focus on complete streets and deprioritize cars. Car should rank as the lowest priority in with transit, ped, and bike need looked at first.

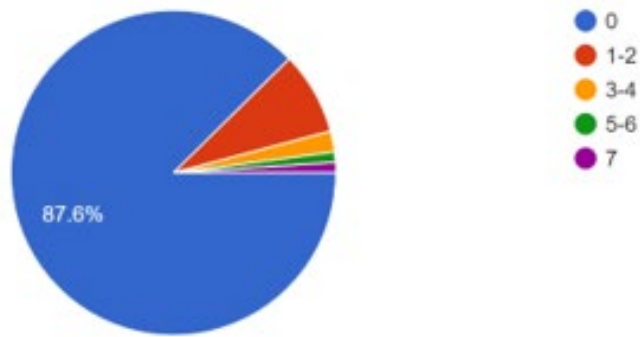
9. Over the past five years, how do you feel about the City of Arcata's efforts to improve roadway safety?

87 responses

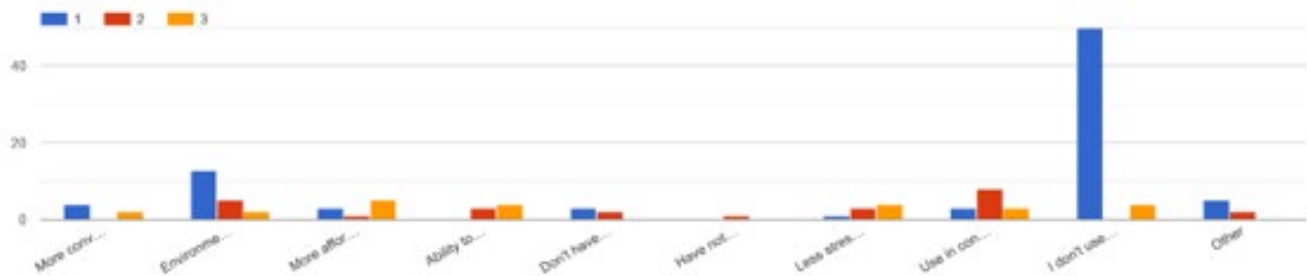


11. During a typical week, how many days per week do you use public transit within Arcata city limits?

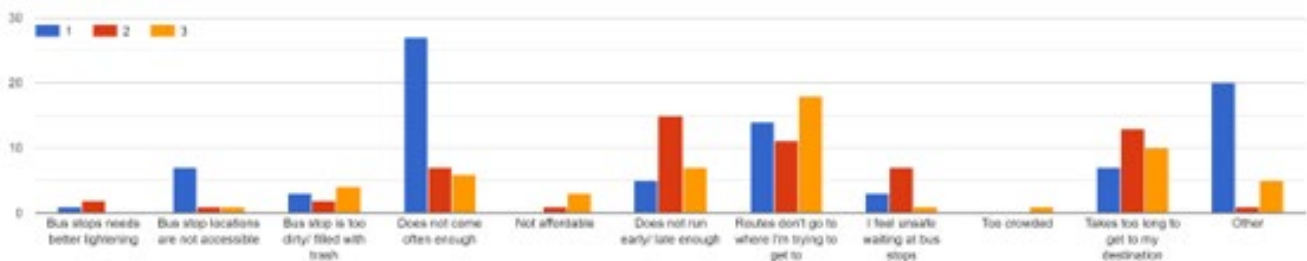
97 responses



12. What are the top three reasons you choose to use public transit, ranked? (1=most important)

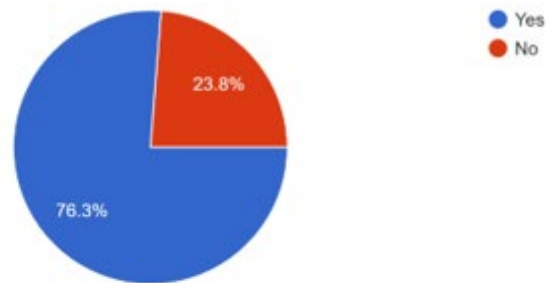


13. What are the top three reasons that prevent you from using public transit, ranked? (1=most important)



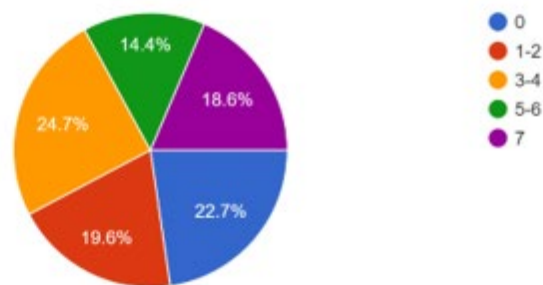
14. Would you use public transit more often if changes were made to improve the system?

80 responses



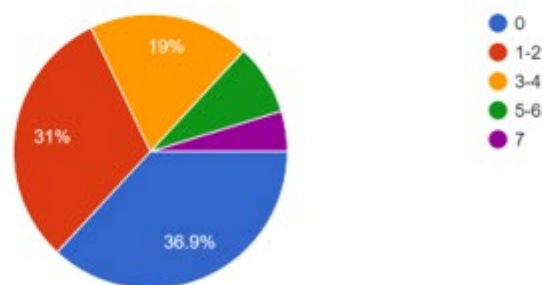
15. During a typical week, how many days per week do you walk or use a wheelchair/ mobility device within Arcata city limits?

97 responses



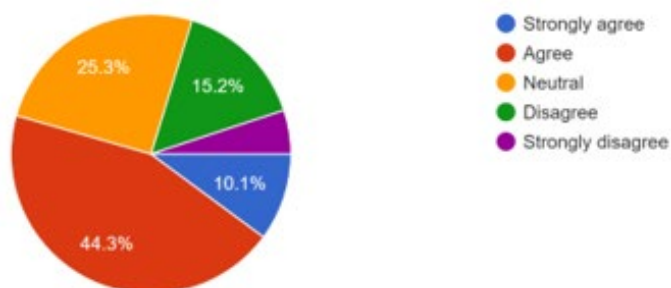
16. During a typical week, how many days per week do you ride a bicycle or skate within Arcata city limits?

84 responses



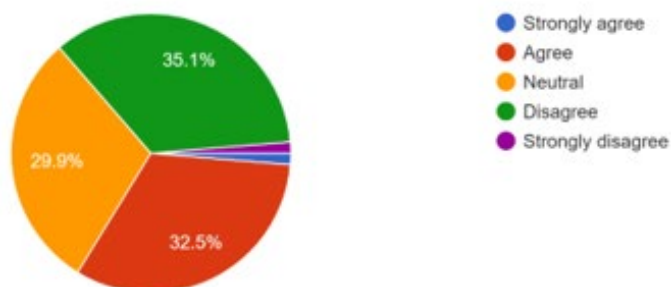
17. I generally feel safe walking or using a wheelchair/ mobility device in Arcata.

79 responses



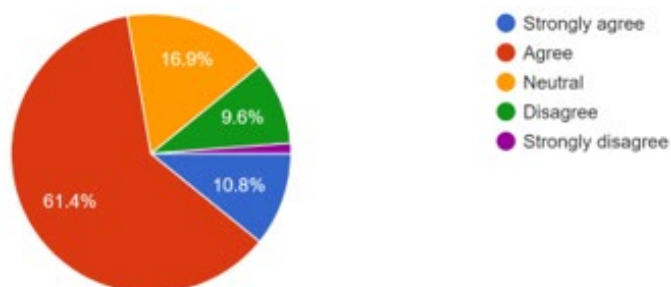
18. I generally feel safe riding a bicycle in Arcata.

77 responses

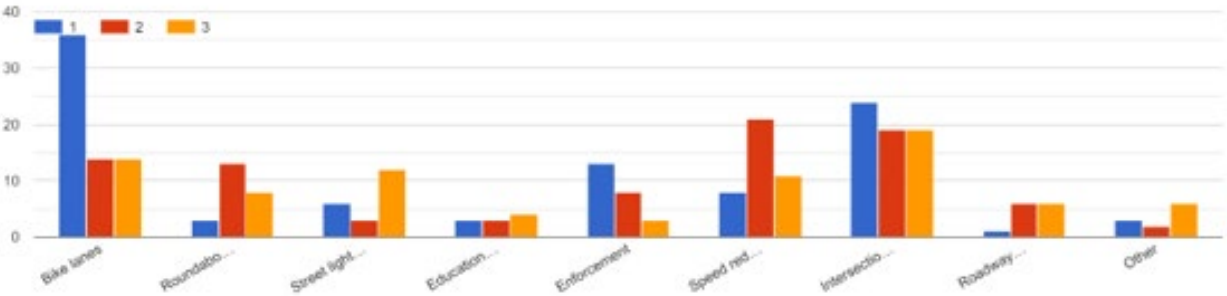


21. I generally feel safe driving or riding in a motor vehicle in Arcata.

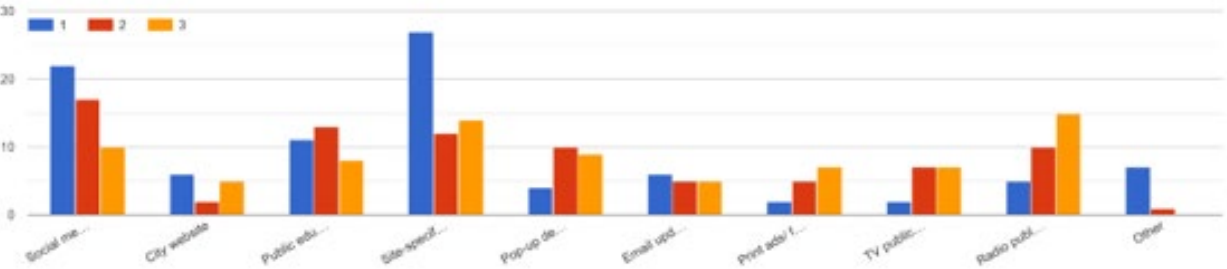
83 responses



22. What are the top three transportation safety improvements you would like to see more of in Arcata, ranked? (1=highest priority)



23. What are the top three ways for the City of Arcata to share messages about road safety for both motorized and non-motorized users of the roadway, ranked? (1=most effective)



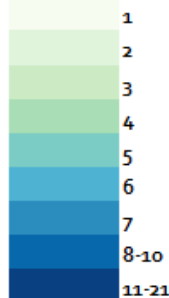
Appendix C

Community Outreach Event Responses

Table 1.C

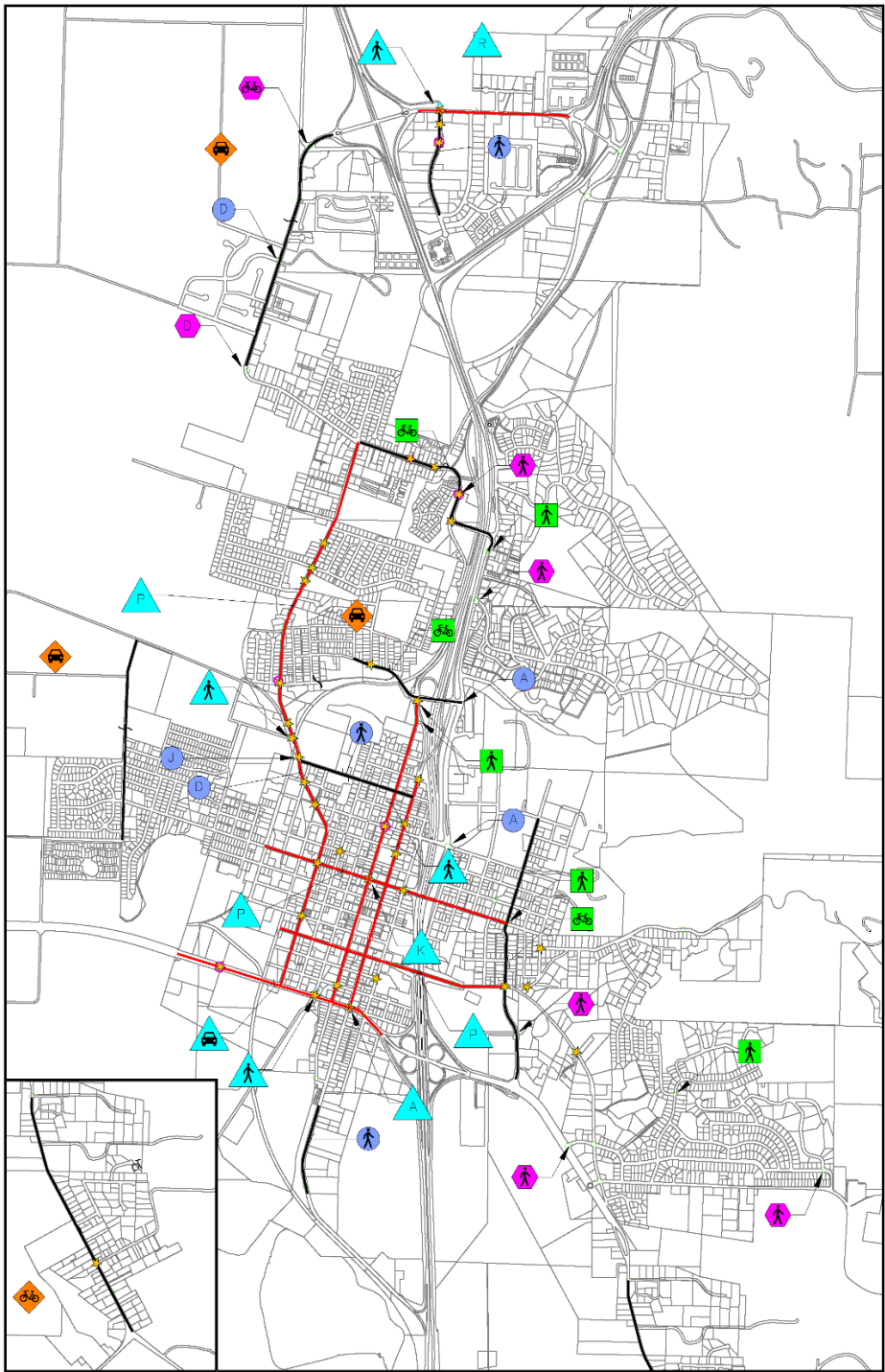
COMMUNITY NEED AND/OR CONCERNS	OUTREACH EVENT					Response Totals By Category
	DELAC Meetings	Bike Rodeo - Valley West (Tabling)	North Country Fair - Arcata Plaza (Tabling)	Sustainable Transportation Fair - Cal Poly Humboldt (Tabling)	Arcata Community Workshop (11/2/22)	
Lighting on roads	Janes Road Mobile home bus stop Sun Yi Academy		Arcata general	Arcata general	Arcata general	10
Crosswalks, sidewalks, and/or walking paths			Pacific Union	10th & G St	Arcata High drop off	30
			Janes Road	Arcata Bottoms	L St	
			Arcata High School	Sunset & L K Wood	12th & Alliance	
			Arcata general		Janes Road	
					Between 12th & 14th	
					8th St	
					O St @ Bike Blvd	
Speeding vehicles	Janes Road	Near Arcata High	Arcata Plaza	L K Wood	12th St	30
	Giuntoli	Roundabouts	Foster Ave	7th & L St	Alliance & K St	
			Alliance	Arcata general	H St to 7th & Samoa	
			Arcata general		Arcata general	
			Roads to Mad River		11 St & Q west	
Dedicated bike lanes and increased visibility	Janes Road	Mad River area	Old Arcata Road	Old Arcata Road	11th & K St	50
		Arcata general	14th St	Arcata general	10th St	
		Arcata to Fieldbrook	Arcata general	Arcata to Eureka	13th & Foster Ave	
			Sunnybrae	Samoa after bridge	Samoa Blvd	
			Blue Lake to Arcata	Old Arcata Rd & Myrtle Ave	L K Wood	
			North Bank Rd	South G St	Old Arcata Road	
			11th & F St		L St	
			Jacoby Creek/Bayside		H St	
			Samoa overpass		11th St	
					Alliance	
Speed bumps		Near Arcata High School	Arcata general		K St	7
Correction, signage, or removal of roundabouts			Sunnybrae		Arcata High School	17
			Beverly Drive		H St to 7th & Samoa	
		Indianola	Arcata general	Arcata general	Foster & Sunset Ave	
Repair potholes and road surfaces		West End Road	Roundabouts to slow traffic	Giuntoli	L K Wood & Sunset Ave	12
		Giuntoli			11th & Q St west	
		Arcata Bottoms	Arcata general	Arcata general	Arcata general	
Better road signage, flashing lights, and/or safety messages		South G St	7th St		H St	76
			Sunnybrae		Arcata general	
			South G St			
		Hammond Trail	Arcata general	Arcata general	L St	
		Arcata general	Arcata stop signs general	Cal Poly surrounding area	10th St	
		Ross St	Arcata stop signs 8th & 9th	Indianola	G St @ 14th, 15th & 16th	
		Grant St	G St	7th & L St	Samoa Blvd (Hwy 150)	
		general education	14th St		Arcata general	
			helmets		11th & H St	
			Distracted driving/cell phone use		Pacific Union	
			businesses and schools		school @ 8th & K St	
			The Pub & bike trail		all roundabouts	
			L K Wood & Sunset Ave		8th & 9th near Creamery	
			G St & Sunset Ave		K St between Samoa & 10th	
			K St & Alliance stop sign		H St toward 7th St	
Update painting on fog lines and/or green bike lanes			1 St & 10th 4-way stop			6
			crosswalk near Safeway			
			between 1 St & J St @ 14th			
Correct roads and arterials			crosswalks near Cal Poly			16
			one-way streets			
			Coastal Grove school			
		Q St	Arcata general		L St	
					Arcata general	
Car free Arcata Plaza or zones					school zones	9
					Bike Blvd @ 10th St	
					G St "turn in a box"	
					Samoa Blvd	
					L St	
Additional parking						9
Event Totals =	6	27	80	26	130	

Response Count



Appendix D

Map of Counter Measures and Improvements



Map Symbol	Counter Measure
A	Convert Intersection to Roundabout
B	Install Mini Roundabout: drive over or around
C	Install/Upgrade Signage (or Stoplight): Additional Signage, Larger, New Fluorescent, different light timing/configuration.
D	Upgrade Pavement Markings: Advanced Stop Lines, Ped Yield Markings, Slow School Ahead
E	Improve Sight Distances/ Remove or Relocate Fixed Objects Outside of the Clear Recovery Zone: Clear Sight Triangle; Red curb striping, clear vegetation
F	Install/Upgrade Pedestrian Crosswalk Striping
G	Install/Upgrade Pedestrian Bulb-outs: curb extension, smaller curb radii, reduced crossing distance, increased pedestrian visibility
H	Install Raised Pedestrian Crossing/Speed Table
I	Install Pedestrian Refuge Island
J	Install Rapid Flashing Beacon
K	Gateway Treatment: This treatment may include signage, entry portals, speed tables, raised crossings, and curb extensions.
L	Install/Upgrade Sidewalk
M	Install Bike Lanes: new striping, widened bike lanes, protected bike lanes, signage, bike boxes and green paint
N	Install Separated Bike Lane and Ped & Bike Trails
O	Improve Turning Safety: Separate Turning lanes, Positive Off-set turning lanes, Restricted Crossing U-Turn
P	Road Diet: Reduce number of travel lanes, Complete Streets Application; wider sidewalks, separate turning lanes, bike lanes
Q	Install Speed Humps/Lump
R	Install Raised Median: with landscaping and designated turning lanes
S	Installed Flush Medians: painted medians
T	Connectivity: fix gaps in pedestrian and bicycle facilities
U	Install Curve Pavement Markings
V	Install Dynamic/Variable Speed Signs
W	Install Delineators, Reflectors and/or Object Markers
X	Install Edge-line and Center-Line Striping
Y	Install No-Passing Line Striping
Z	Install/Upgrade Lighting
	C, D, F, G, H, I, J, K, L, N, P, T, Z - Ped Improvements
	A, B, C, D, E, O, P, Q, R, S, U, V, W, X, Y, Z - Traffic Calming
	E, M, N, O, P, T, W, X, Z - Bike Improvements

Shape/Color	Risk Factor
	Elevation Change
	Curve Angle
	Land-Use (School or Shopping)
	Flagged by Data Analysis- Overrepresented injury collisions, and/or total collisions
	Flagged by Public – Connectivity, feel unsafe
	Fatal or Severe Injury Collision

